

Detailed Information and Preliminary Planning Analysis

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

2207 Dixie Road

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1. Site History

- Based on available aerial photography, the subject site was developed with a detached home prior to the construction of the surrounding subdivisions in the 1950s and 1960s.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R3** (Detached Dwellings-Typical Lots) which permits detached dwellings.
- 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 then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements. These amendments were prepared for large portions of Ward 1 and do not preclude a more detailed examination on a site-by-site basis.
- March 16, 2017 – The Committee of Adjustment approved consent and minor variance applications that severed the rear portion of the property and permitted a detached dwelling fronting Venta Avenue. The retained lot was the subject of a subsequent minor variance application, approved on September 14, 2017, to permit enlargement of

the corner day light triangle and reduction in the required lot area. The retained lot is the subject of the development proposal.

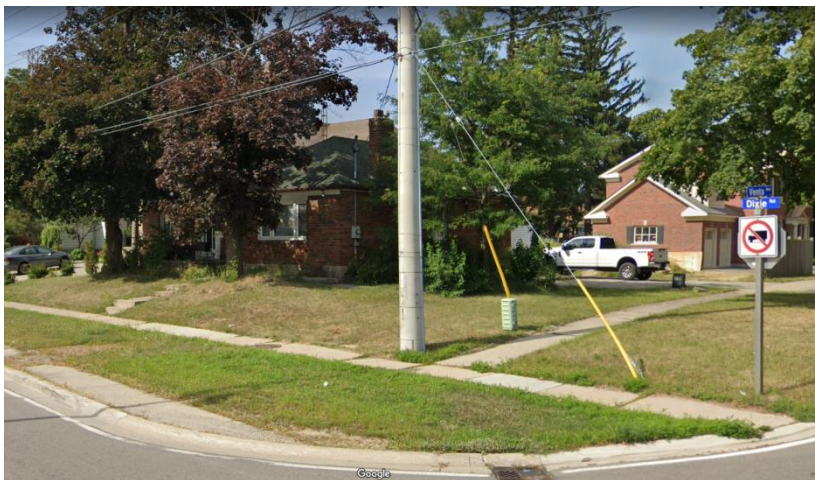
2. Site and Neighbourhood Context

Site Information

The property is located at the northeast corner of Dixie Road and Venta Avenue within the Sherway West area of the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by a vacant detached bungalow, with a number of trees located on the property and on the public boulevards.

The site has frontage on Dixie Road which is a Regional Arterial Road with interchanges at the Queen Elizabeth Way to the south and Highway 403 to the north. Venta Avenue is a local road that serves the neighbourhood. The property is within approximately 800 m (2,625 ft.) of the Dixie GO Station. The sight triangle at the corner of Dixie Road and Venta Road is under municipal ownership in order to ensure there are no obstructions and that motorists can see oncoming traffic.

Property Size and Use	
Frontage:	25.0 m (82.0 ft.)
Depth:	30.4 m (99.7 ft.)
Gross Lot Area:	0.07 ha (0.17 ac.)
Existing Uses:	One storey detached dwelling



Existing conditions facing northeast

Surrounding Land Uses

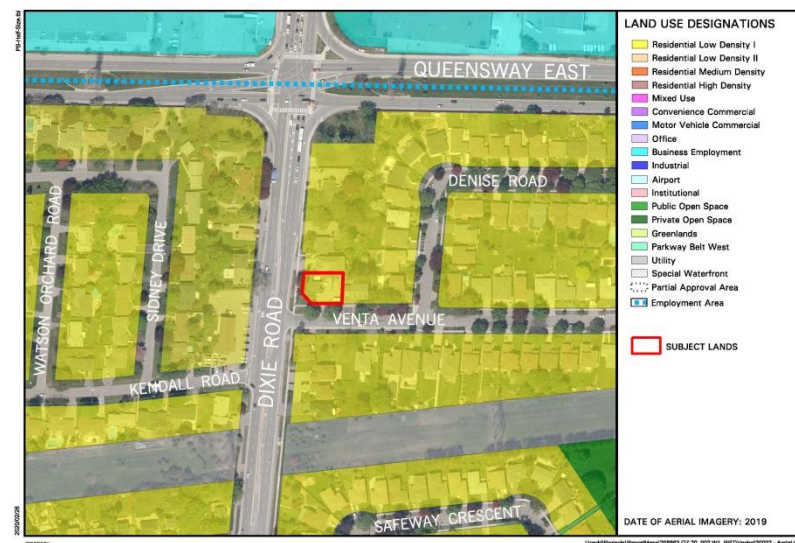
The area is predominately residential with the lots that front onto Dixie Road tending to be wider and deeper than those created in the adjacent subdivisions.

Lands immediately to the north of the property were subject to a severance application to create an additional residential lot in 2005. The Committee of Adjustment refused to grant the severance on grounds it was not suitable for residential development and it was not compatible with the character of the area. The Ontario Municipal Board subsequently approved the severance and the building permit for the residential detached dwelling was issued in 2012.

In addition to residential uses, a number of properties fronting Dixie Road have been granted permission from the Committee of Adjustment to allow office uses, including Dixie Dental (three lots to the north) and the Dixie Road Medical Building across the street. The Committee of Adjustment also authorized the operation of a chiropractic clinic on the subject property in 2002.

The surrounding land uses are generally:

- North: Detached homes, and north of the Queensway, the Dixie Employment Area
- East: Detached homes
- South: Detached homes, hydro corridor
- West: Detached homes



Aerial photo of 2207 Dixie Road

The Neighbourhood Context

The subject property is located on the edge of an established residential area characterized by detached homes on mature tree lined streets situated on relatively wide lots that were developed in the 1950s and 1960s.

Development along Dixie Road predates the surrounding subdivisions and the character is more varied given different building setbacks, amount of landscaping, land uses (residential/office) and parking (amount/location).

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



Aerial Photo Of 2207 Dixie Road Immediate Vicinity

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 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% children (0-14 years) and 18% seniors (65 years and over).

The existing population for the Sherway West area was 1,590 people in the year 2016, which represents a 2.2% decline from the year 2011 when there were 1,625 people in the area.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property; however, in the broader area along Dixie Road, the following applications have been approved or are in process:

- A development application for 26 detached homes on a condominium road and public road was approved for lands that front Primate Road, Wealthy Place, and Dixie Road (north of the Queen Elizabeth Way) in November 2019.
- A development application for 22 detached homes on a condominium road was submitted in 2019 for lands that front Cormack Crescent which is in close proximity to Dixie Road (south of the Queen Elizabeth Way).

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: Laughton Heights Park, and Fred Halliday Park are within approximately 500 m (1,640 ft.) radius of the site. Laughton Heights Park is the closest at less than 300 m (984 ft.) from the subject property and includes a playground, basketball net/multi-use pad, outdoor fitness equipment and two tennis courts.

The site is within approximately 800 m (2,625 ft.) of the Dixie GO Station which provides one way rush hour train service on the Milton line. The site, however, is not within the draft Dixie GO Station Major Transit Station Area, prepared by the Region of Peel, which determined that the Queensway represented the southern boundary of the MTSA.

Bus service is available in off-peak periods.

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens
- Route 5 – Dixie

The Route 5 Bus provides access to the Dixie GO station, 0.8 km (.5 mi) to the north and the Long Branch GO station, 4.0 km (2.5 mi) to the southeast.

Dixie Road is a Regional Arterial Road with a designated right-

of-way of 45 m (148 ft.). The roadway is four lanes wide plus turning lanes and a centre median in front of the subject property. There is an existing multi-use trail along the west side of Dixie Road and Mississauga Official Plan identifies it as a primary on-road long term cycling route.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit four townhouse dwellings that are each four storeys in height. The townhouses will form a standard condominium with commonly owned driveways, parking spaces, and landscape open space areas.

Development Proposal	
Applications submitted:	Received: January 17, 2020 Deemed complete: February 13, 2020
Applications appealed to the Local Planning Appeal Tribunal (LPAT)	September 15, 2020
Developer/ Owner:	272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)
Applicant:	Glenn Schnarr & Associates
Number of units:	4 units
Existing Gross Floor Area:	Existing detached dwelling will be demolished
Proposed Gross Floor Area:	853 m ² (9,182 ft ²)
Proposed Gross Floor Area Per Dwelling:	Interior Units : 208 m ² (2,240 ft ²) Exterior Units: 218 m ² (2,350 ft ²)
Height:	4 storeys

Development Proposal		
Lot Coverage:	45%	
Floor Space Index:	1.2	
Landscaped Area:	33%	
Road Type:	Townhouses will front on Dixie Road, however, vehicular access will be provided by a driveway to Venta Avenue.	
Anticipated Population:	12* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	8	8
visitor spaces	<u>1</u>	<u>1</u>
Total	9	9
Accessible Visitor Parking Spaces	1	0
Green Initiatives:	<ul style="list-style-type: none"> • Permeable Pavement • Native vegetation plantings • Stormwater quality control measures 	

- List of Low Impact Design Features
- Arborist Report/Tree Inventory/Tree Preservation Plan
- Traffic Operations Study
- Functional Servicing & Stormwater Management Report
- Concept Site Grading
- Phase 1 Environmental Site Assessment
- Draft Official Plan and Zoning By-law Amendments
- Survey and Easements

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>:

- Planning Justification Report
- Aerial Context Map
- Preliminary Site Plan
- Building Elevations/ Building Sections and Details
- Preliminary Floor Plans
- Sun/Shadow Impact Study
- Acoustical Feasibility Study

PLAN 43R-3-21289
P.I.N. 13337 - 1337
2 Storey Brick & Stone Dwelling
No.2221
Top Of Roof=123.00
Doorsill=113.72

Lot 1
Lot 2
Lot 3
Lot 4

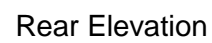
4-storey townhomes

DIXIE ROAD
 (Road Allowance Between Lots 5 and 6, Concession 1, South P.I.N. 13337 - 0611)

VENTA AVENUE
 (By Registered Plan 746)

CONCRETE SIDEWALK
ASPHALT SIDEWALK
CONCRETE WALKWAY
CONCRETE Curb
Concrete Median
ASPHALT DRIVEWAY
CONCRETE DRIVEWAY
CONCRETE BOX
PLANTER BOX
WASTE STORAGE
PICK-UP
VISITOR PARKING
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DECK

Site Plan



4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential Low Density I** which permits detached, semi-detached, and duplex homes. The Lakeview Local Area Plan permits a maximum height of 3 storeys on the site.

Proposed Designation

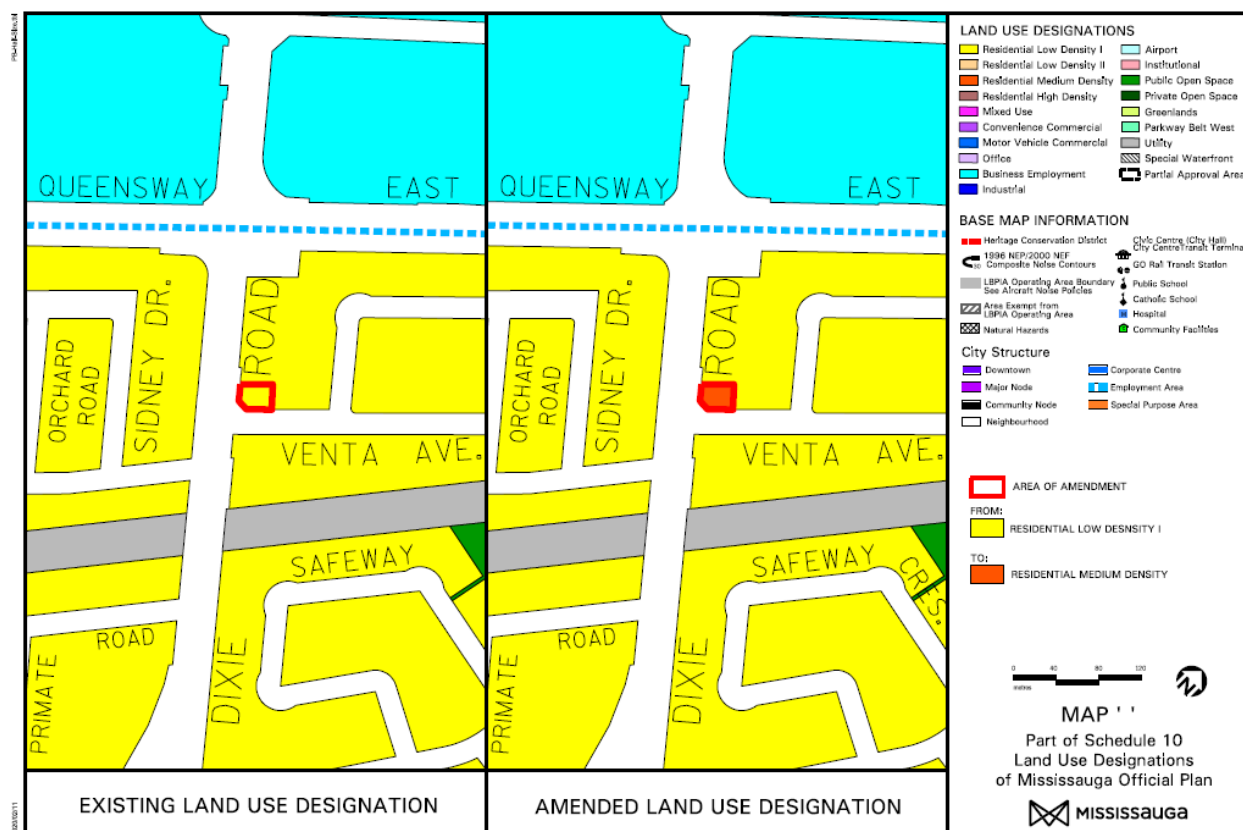
The **Residential Medium Density** designation is proposed for Schedule 10 Land Use Designations to allow for the townhouses.

A maximum height of 4 storeys is proposed for the site which will require an amendment to Map 3 Lakeview Local Area Plan Height Limits.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

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

Excerpt of Lakeview Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

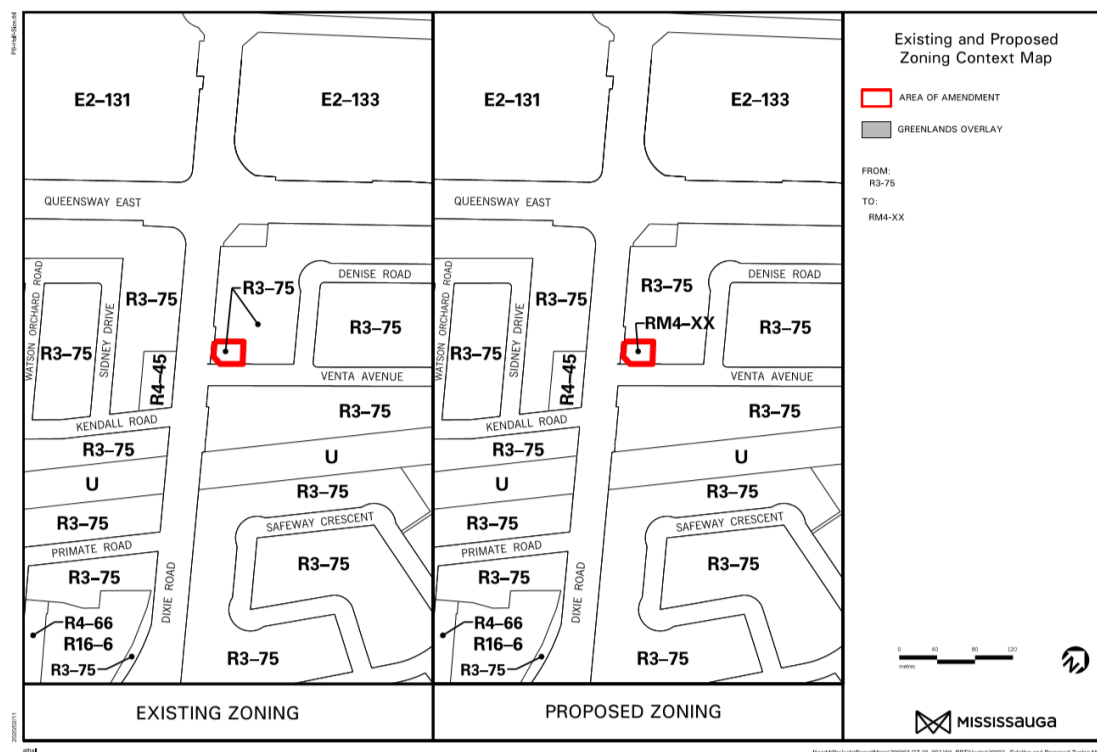
The subject site is currently zoned **R3-75** (Detached Dwellings – Exception), which permits:

- detached homes with a minimum lot frontage of 15 m (49 ft.) for an interior lot and 19.5 m (64 ft.) for a corner lot
- maximum height – highest ridge sloped roof: 9.5 m (31 ft.)
- maximum height – flat roof 7.5 m (25 ft.)
- maximum height of eaves – 6.4 m (21 ft.)
- maximum dwelling unit depth – 20 m (66 ft.)

Proposed Zoning

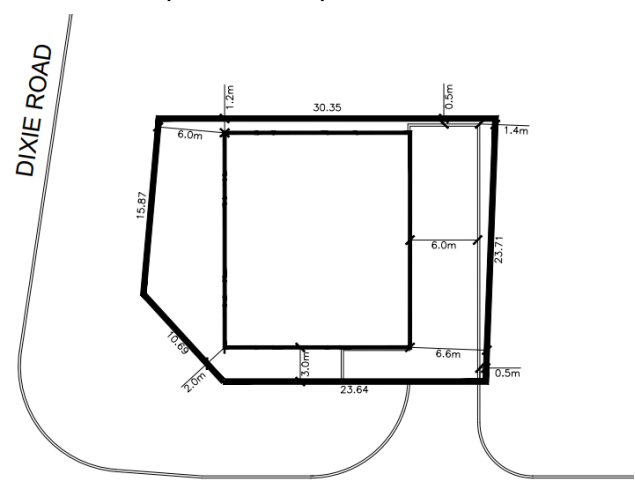
The applicant is proposing **RM4-Exception** (Townhouses – Exception), which permits condominium townhouses along with amendments to the RM4 base zone standards.

Through processing of the application staff may recommend a more appropriate zoning.



Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Minimum lot area per dwelling unit	200 m ² (2,153 ft ²)	175 m ² (1,884 ft ²)
Minimum lot frontage	30.0 m (98 ft.)	23.0 m (75 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum landscaped area	40% of lot area	33% of lot area
Minimum lot line setbacks		
<ul style="list-style-type: none"> from the front, side and/or rear wall of a townhouse, inclusive of stairs, to a street line 	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
<ul style="list-style-type: none"> from the front and/or side wall of a townhouse to all other street lines 	4.5 m (14.8 ft.)	2.0 m (6.6 ft.) to daylight triangle 3.0 m (9.8 ft.) to Venta Road
<ul style="list-style-type: none"> from the side wall of a townhouse to a lot line that is not a street line 	2.5 m (8.2 ft.)	1.2 m (3.9 ft.)
<ul style="list-style-type: none"> from the rear wall of a townhouse to a lot line that is not a street line 	7.5 m (24.6 ft.)	6.6 m (21.7 ft.)
Minimum internal setbacks		
<ul style="list-style-type: none"> from a front and/or side wall of townhouse to a condominium road, sidewalk or visitor parking space 	4.5 m (14.8 ft.)	0.7 m (2.3 ft.)
<ul style="list-style-type: none"> from a garage face to a condominium road or sidewalk 	6.0 m (19.7 ft.)	0 m (0 ft.)
<ul style="list-style-type: none"> from a rear wall of townhouse to a condominium road or walkway 	7.5 m (24.6 ft.)	0 m (0 ft.)
Maximum Projections		
<ul style="list-style-type: none"> of an awning attached to the front wall of a townhouse beyond the buildable area as shown on Schedule RM4-XX 	0.6 m (2.0 ft.)	1.0 m (3.3 ft.)
Maximum height ¹⁾	10.7 m (35.1 ft.) and 3 storeys	11.2 m (36.7 ft.) and 4 storeys
Minimum width of a condominium road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Tandem parking spaces within an attached garage	Zoning does not specifically permit	Tandem parking spaces within an attached garage shall be permitted

Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Maximum driveway width	3.0 m (9.8 ft.)	3.6 m (11.8 ft.)
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	0.5 m (1.6 ft.)
Minimum building setback from the centerline of a 40.0 m designated right-of-way	22.5 m (73.8 ft.) + required setback of 7.5 m (24.6 ft.)	18.6 m (61 ft.) + proposed setback of 6.0 m (19.7 ft.)
Minimum number of required accessible parking spaces	1	0
<p>1) Height means, with reference to the height of a townhouse, 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.</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.</p>		
<p>Proposed Exception Schedule</p>  <p>The diagram illustrates a proposed building layout on a lot bounded by DIXIE ROAD to the north and VENTA AVENUE to the south. The building footprint consists of a central square with side lengths of 30.35m and 23.71m. Various setbacks are indicated: 6.0m from the north and west boundaries, 3.0m from the south boundary, 1.2m from the north boundary, 0.5m from the east boundary, 1.4m from the east boundary, 23.71m from the south boundary, 0.5m from the south boundary, 23.64m from the south boundary, 2.0m from the south boundary, 10.89m from the south boundary, and 15.87m from the south boundary. A driveway is shown on the west side of the lot, adjacent to DIXIE ROAD.</p>		

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	Selected Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>The PPS, 2020 came into effect on May 1, 2020 (PPS Part II)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Healthy, liveable and safe communities are sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (PPS 1.1.1 e)</p> <p>Communities are sustained by improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (PPS 1.1.1 f)</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 shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, and public service facilities. (PPS 1.1.3.2.a and b)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall prepare for the impacts of a changing climate by promoting compact form and a structure of nodes and corridors (PPS 1.8.1 a)</p>
Growth Plan for the Greater Golden	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area.	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas

Policy Document	Legislative Authority/Applicability	Selected Key Policies
Horseshoe (Growth Plan)	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>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>Within all major transit station areas (generally defined as an approximate 500 to 800 metre radius of a station), development will be supported, where appropriate, by providing a diverse mix of uses to support transit. (Growth Plan 2.2.4.9 a). The Region of Peels draft MTSA boundary for the Dixie GO station did not include the subject site within the MTSA boundary.</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)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to 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.	<p>The ROP identifies the subject lands as being located within Peel's Urban System</p> <p>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.</p>

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, Parkway Belt West Plan 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 and Amendment No.1 (2020) and Provincial Policy Statement 2020.

The subject site is within an 800 m (2,625 ft.) radius of the Dixie GO Station. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current Mississauga Official Plan policies in effect continue to apply and will be used to review and development proposals for the site.

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

The applicant is proposing to change the designation to **Residential Medium Density** to permit townhouse dwellings. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods will generally occur through infilling.

	Specific Policies	General Intent
	Section 5.4.5	<p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. 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 Section 6.10.3.5	<p>As intensification occurs in the Downtown, Major Nodes, Community Nodes and 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 or 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 dwellings, 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> <p>Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1.6 Section 7.1.10 Section 7.2.1 Section 7.2.2 a Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price;</p> <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 8 Multi-Modal City	8.4.1	Off-street parking facilities will provide for the needs of people with disabilities
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.3.1.7 Section 9.4 Section 9.4.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4 Section 9.5.2.6 Section 9.5.3 Section 9.5.4	<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>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</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: 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>

	Specific Policies	General Intent
		<p>Development on Corridors will be encouraged to: 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; e. support transit and active transportation modes; f. consolidate access points and encourage shared parking, service areas and driveway entrances; and g. provide concept plans that show how the site can be developed with surrounding lands.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>Mississauga is committed to accessibility through barrier free universal design.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</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 that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</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> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.</p>
Chapter 11 General Land Use Designations	11.2.3 11.2.5.3 11.2.5.5	<p>The subject site is designated Residential Low Density I.</p> <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

	Specific Policies	General Intent
		<ul style="list-style-type: none"> Duplex dwelling <p>The development application proposes to redesignate the subject site to Residential Medium Density which permits all forms of townhouse dwellings.</p>
Chapter 16 Neighbourhoods	16.1.1.1 16.1.2.1	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements (the Lakeview Local Area Plan includes a height limit of 3 storeys for this site)</p> <p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area.</p>
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 amendments 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 1.0	Section 1.0	There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.
Chapter 5.0 Vision	Section 5.0 Section 5.2.2	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area</p>

	Specific Policies	General Intent
Chapter 6.0 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3	<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>
Chapter 10 Complete Communities	Section 10.1.1 Section 10.1.2 Section 10.1.2.1 b Section 10.3.3	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys.</p> <p>This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.</p> <p>Future redevelopment of properties will address appropriate transition to adjacent residential uses</p> <p>For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items: a. they can fit into the existing lotting pattern of the community; b. they provide an appropriate transition from low built form to higher built forms; c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking; d. they are located on, or in proximity to transit routes; and e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods.</p>
Appendix 1 Built Form Standards	Section 1.2 Section 2.2.3.2	<p>Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.</p> <p>For new Townhouse Standard Condominiums the following criteria will apply:</p> <ol style="list-style-type: none"> The maximum height for a townhouse dwellings will be 10.7 m; The minimum unit width of a townhouse unit will be 6.0 m; The minimum front yard setback from a street will be 6.0 m; The maximum number of townhouses in a consecutive row will be 8 units; The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit; Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit; The garage of any townhouse unit will not be more than 50% of the width of the unit; The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller; All units will have a designated parking space in front of their unit or located underground; Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings; Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space; A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between

	Specific Policies	General Intent
		<p>blocks of units that have a walkway;</p> <p>m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street;</p> <p>n. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;</p> <p>o. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself</p> <p>p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and</p> <p>q. End units exposed to an external or internal road will be required to have upgraded elevations.</p>

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>1 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Westacres Public School</p> <p>Enrolment: 291 Capacity: 248 Portables: 2</p> <p>Allan A. Martin Sr. Public School</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Edmunds</p> <p>Enrolment: 351 Capacity: 237 Portables: 3</p> <p>St. Paul Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

As of the date of this report, no community meetings have been held; however, staff attended a meeting with executives of the Sherway Homeowner's and Recreation Association on March 4, 2020 to discuss the proposed development and associated planning process.

Written comments have also been received by the Planning and Building Department. The following represent a general summary of the comments provided to date:

- The proposed townhouses do not fit into the neighbourhood structure and are too dense given the low density single detached home character of the area
- The proposed townhouses at four storeys are too tall given the predominately two storey heights in the area
- The proposal will establish a bad precedent, resulting in "lot splitting" and four storey townhouses being developed throughout the established low density neighbourhood
- Venta Avenue cannot withstand the increased volume of traffic getting in and out onto Dixie Road

A virtual community meeting is also scheduled for October 21, 2020. Issues raised at that meeting will be reported on and addressed in the recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 26, 2020 and September 16, 2020 September 21, 2020)	<p>A Regional Official Plan Amendment is not required.</p> <p>The Region shall require the use of Low Impact Development approaches where no site specific constraint exists. Stormwater management techniques shall be implemented to the satisfaction of the Region of Peel.</p> <p>The Region will provide curbside collection of garbage, recyclable materials, bulky items, source separated organics and yard waste subject to the following conditions being met and labeled on the site plan, prior to the City's Recommendation report:</p> <ul style="list-style-type: none"> • Each dwelling unit must have its own identifiable collection point; • The collection point must be along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars; • Each collection point must be at least 3 metres by 1 metre • The sidewalk will need to be set-back to allow frontage for the set-out carts as the collection vehicle is not permitted to collect across sidewalks • Each dwelling unit must have its own identifiable waste storage area sufficient in size for garbage, recycling, and source separated organics carts, overflow waste, yard waste, and bulky items. <p>Landscaping, signs, fences or other encroachments are not permitted within the Region's easements and/or right-of-way limits.</p> <p>Traffic engineering has reviewed the Operations Study prepared by Nextrans and has no comment.</p> <p>The Region agrees with the Noise Feasibility Study analysis provided noise mitigation features and appropriate warning clauses outlined in the study are implemented.</p> <p>The Region recommends that adequate setbacks are to be provided to accommodate street trees.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 31, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>The Peel District School Board responded that City of Mississauga Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require</p>

Agency / Comment Date	Comments
	certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (March 25, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p> <p>Warning clauses are to be included in the Development Agreement pertaining to tree planning and street tree contributions and payment of cash-in-lieu of parkland.</p>
City Community Services Department – Fire and Emergency Services (April 23, 2020)	Fire has reviewed the application and from an emergency response perspective there are no concerns. Fire hydrants are not indicated on the drawings. If hydrant coverage does not meet requirements of bylaw 1036-81 then additional fire hydrants will be required.
City Community Services Department – Forestry (February 26, 2020)	Tree preservation and protection will be addressed as part of site plan approval process. Tree removal application is required for injury or removal of trees and will be addressed through site plan approval process.
City Transportation and Works Department (February, March and April 2020)	<p>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.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR), prepared by Skira & Associates and dated September 2019, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development 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.</p> <p>The applicant is proposing to have a storm sewer connect to both Venta Avenue and Dixie Road to service the development lands, with an outlet to the Etobicoke Creek and Applewood Creek, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from Region of Peel as Dixie Road is a Regional Road.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; • demonstrate that there will be no impact on the City's/ Region existing drainage system including how groundwater will be managed on-site, and • identify the type of Soil and the groundwater level. <p><u>Traffic</u> A traffic impact study (TIS), prepared by Nextrans Consulting Engineers. and dated November 2019, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning templates to evaluate residential parking spaces; • Provide a queue analysis for the driveway entrance to the intersection of Dixie and Venta to ensure both Venta Avenue and the internal driveway can operate efficiently; • Provide an alternative for waste collection and storage; <p><u>Environmental Compliance</u> 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, current land use is not clear and should be clarified by a qualified person. A Record of Site Condition may be required in accordance with O. Reg. 153/04.</p> <p><u>Engineering Plans/Drawings</u> 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. Staff has concerns as the private roadway does not appear to be consistent with the City Standard for a condominium road. All matters pertaining to Dixie Road (i.e. access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.</p> <p><u>Noise</u> 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 with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MECP Standards.</p>

Agency / Comment Date	Comments
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"> - Enbridge - Rogers Cable - Mississauga Heritage Division - Conseil Scolaire Viamonde
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities - Hydro One Networks - Conseil Scolaire de District Catholique Centre-Sud - Bell Canada - Canada Post Corporation - GTAA

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Resolution of outstanding engineering issues raised by the Transportation and Works Department pertaining, including: grading, noise, environmental, and traffic.

Development Requirements

There are engineering matters including: grading, engineering,

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

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as the proposal does not meet the eligibility requirements of Corporate Policy 07-03-01- Bonus Zoning pertaining to size of development as the proposed gross floor area is 853 m² (9,182 ft²) and the policy requires 5 000 m² (53,821 ft²).