

Detailed Information and Preliminary Planning Analysis

Owner: 7085 Goreway Drive Developments Limited

7085 Goreway Drive

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1. Site History

- 1979 – Construction of a one storey commercial building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3-6** (General Commercial) and **G1-2** (Greenlands-Natural Hazards). The **C3-6** zone permits a retail store with an accessory outdoor garden centre. The **G1-2** zone permits parking for lands zoned **C3-6**.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands were designated **Mixed Use** and **Greenlands** in the Malton Neighbourhood Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located on the east side of Goreway Drive, north of Derry Road East and south of Etude Drive in the Malton Neighbourhood Character Area. The subject lands are currently developed with a vacant one storey commercial building and surface parking. The building was formerly occupied by Starwind Supermarket, which has ceased operation. The site is relatively flat with the building and parking area covering most of the lot leaving minimal area for open space on the site. The Malton Greenway abuts the property to the rear and includes a pedestrian trail system which runs

along the Mimico Creek from Goreway Drive to north of Brandon Gate Drive.



Image of 7085 Goreway Drive from Goreway Drive

Property Size and Use	
Frontage:	44.5 m (146.0 ft.)
Depth:	106.68 m (350 ft.)
Gross Lot Area:	1.02 ha (2.53 ac.)
Existing Uses:	Vacant one storey commercial building with surface parking

Surrounding Land Uses

The property is located within the Malton Neighbourhood Area and is approximately 300 metres (984.3 ft.) south of the Malton

Community Node. The area consists of a mix of uses including residential, commercial and institutional. Immediately north of the property is a Mississauga Fire Station and further north are commercial uses including the Westwood Square Shopping Centre, which is approximately a 7 minute walk from the subject property. Detached dwellings fronting onto Dalewood Drive border the site to the northeast. To the east is the Malton Greenway which includes the Mimico Creek and a pedestrian path. To the south is a vacant commercially zoned property and 10 storey apartment buildings. To the west across Goreway Drive are detached dwellings.

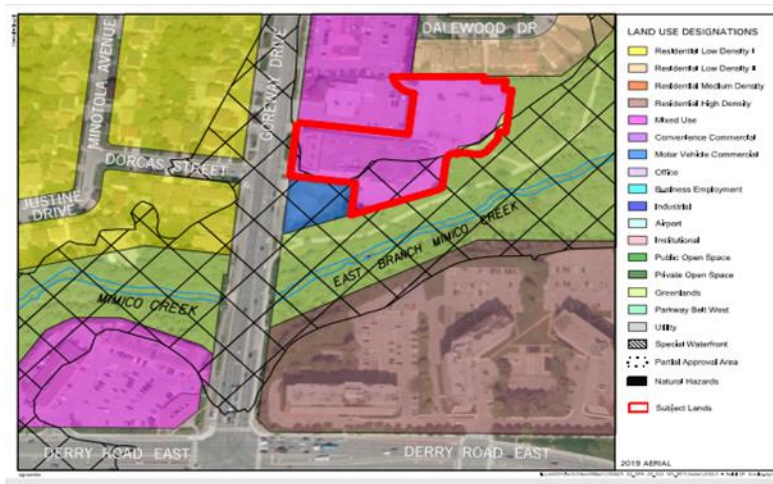
The surrounding land uses are:

North: Fire Station, commercial uses and detached dwellings

East: Malton Greenway and Mimico Creek

South: Parkland and 10 storey apartment buildings

West: Detached dwellings



Aerial Photo of 7085 Goreway Drive

The Neighbourhood Context

The subject property is located in a well-established neighbourhood, at the end of a commercial strip of properties fronting on the east side of Goreway Drive. These commercial uses were established in the late 1960s and 1970s. The west side of Goreway Drive is predominately detached dwellings which were constructed in the 1950s. The Malton Greenway is south and east of the property. Further south are apartment buildings constructed in the early 1970s and further east are detached dwellings constructed in the late 1960s.

Demographics

Based on the 2016 census, the existing population of the Malton Neighbourhood area is 35,555 with a median age of this area being 36 (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 19% children (0-14 years) and 14% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 37,700 and 38,500 respectively. The average household size is 3 persons with 9% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,225 units (69%) owned and 3,260 units (31%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 1,707. Total employment combined with the population

results in a PPJ for Malton Neighbourhood of 59 persons plus jobs per ha (145.8 persons plus jobs per acre).

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process in the immediate vicinity of the subject property.

- 7170 Goreway Drive – Official plan amendment and rezoning applications to permit 14 townhomes, under file OZ 18/013 W5

Community and Transportation Services

This application will have minimal impact on existing services in the community.

The area is well served by the Malton Library and Malton Community Centre. The Centre includes a double gymnasium, fitness area with steam room and outdoor splash pad, playground and basketball pad. The facility is 1.4 km (0.87 miles) from the proposed development which is approximately a 14 minute walk and 10 minute bus ride. In addition, Paul Coffey Arena is located within a 7 minute walk or bus ride to the south of the site and includes an arena, tennis courts, baseball

diamonds, basketball pads and skate park. The Malton Greenway abuts the property to the rear, and contains a pedestrian trail system which runs along the Mimico Creek from Goreway Drive to north of Brandon Gate Drive. The trail provides a connection to the commercial areas along Goreway Drive at the Westwood Mall Shopping Centre, as well as to the Community Centre located on Morning Star Drive.

The Malton GO Station is located approximately 1 km (0.62 miles) southwest of the property. This station provides off-peak and express services along the Union Station and Kitchener line. As well, GO bus 38 connects through Mississauga at this location. The following major MiWay bus routes currently service the site:

- Route 11 – Westwood
- Route 42 – Derry
- Route 104 – Goreway

The property is located south of a cycling route that runs between Etude Drive and Redstone Road. The eastern portion of the route, along Brandon Gate Drive, connects to the West Humber multi-use trail.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit two apartment buildings (16 and 18 storeys) connected by a two storey podium (259 apartment units) and 12 townhomes. The proposal will include shared driveways, parking spaces, and landscape open space areas.

Development Proposal		
Applications submitted:	Received: August 14, 2020 Deemed complete: October 2, 2020	
Owner:	7085 Goreway Developments Limited	
Applicant:	IBI Group	
Number of units:		
Apartments	259 units	
Townhouses	12 townhouses	
Proposed Gross Floor Area:	9,870 m ² (106,240 ft ²)	
Height:		
Apartment	16 and 18 storeys	
Townhouses	2 storeys	
Floor Space Index:	2.8	
Anticipated Population:	685* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required (condominium rates)	Provided
resident spaces	365	318
visitor spaces	55	54
Total	420	372

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>

- Survey Plan
- Context Plan, Site Views
- Site Plan, Statistics, Floor Plans
- Underground Parking Plan

- Building Elevations
- Sun/Shadow Study Drawings
- Existing Waste Management Site Plan
- Site Servicing and Grading Plans
- Functional Servicing Study
- Stormwater Management Report
- Easement/Restrictions
- Planning Justification Report
- Public Engagement Strategy
- Parking Utilization Study
- Pedestrian Wind Assessment
- Digital 3D Building Mass Model
- Acoustical Feasibility Study
- Traffic Impact Study
- Transportation Demand Strategy
- Operations and Safety Assessment
- Environmental Impact Statement
- Phase 1 Environmental Site Assessment
- Archaeological Assessment
- Housing Report
- Geotechnical Engineering Report
- Hydrogeological Study
- Arborist Report
- Tree Inventory Plan Floodline Hazard Assessment Drawing
- Flood Hazard Assessment Report

Site Plan



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** and **Greenlands** within the Malton Neighbourhood Character Area. The **Mixed Use** designation permits office, restaurants, overnight accommodation, retail and service uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland. The property is subject to the **Natural Hazards Lands** overlay which identifies valleyland and floodplain areas.

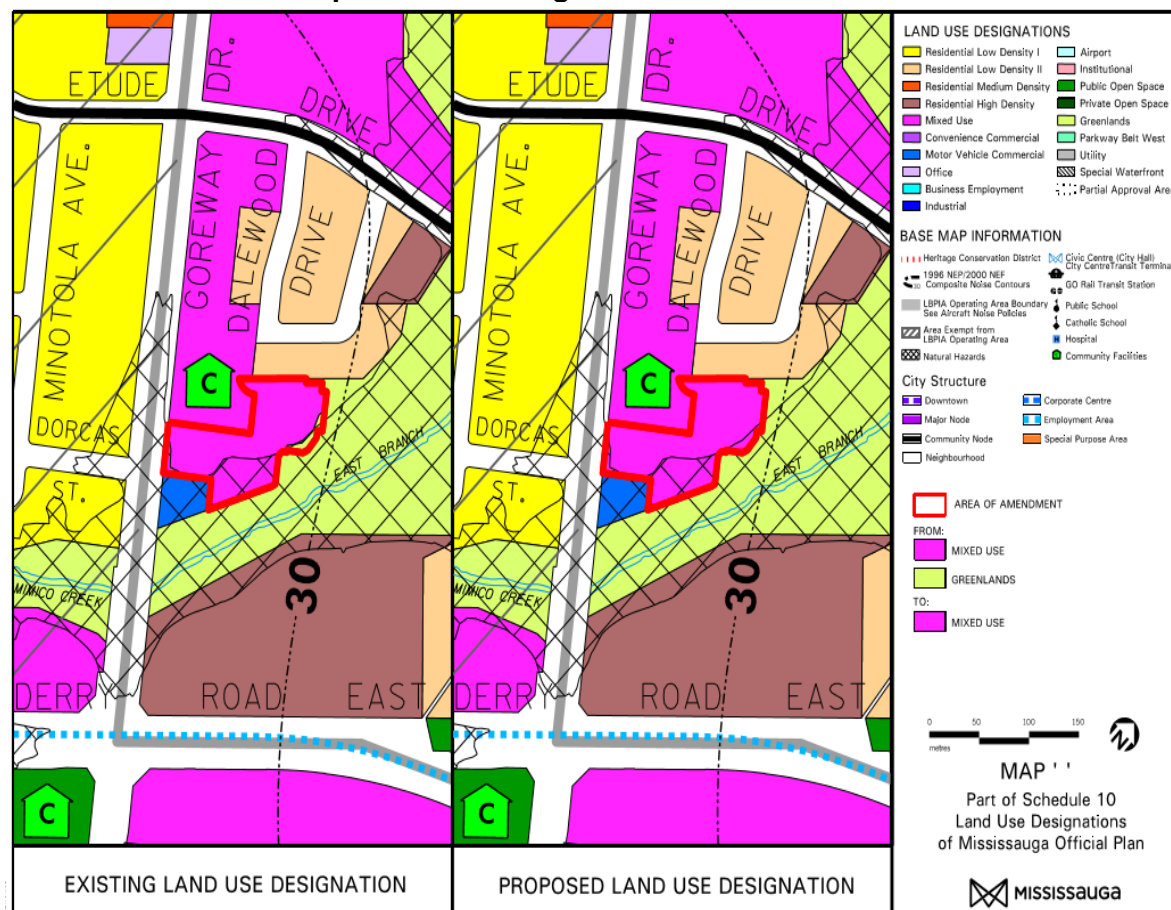
Proposed Designation

The applicant is proposing to maintain the **Mixed Use** designation to permit residential uses only.

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 Malton Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

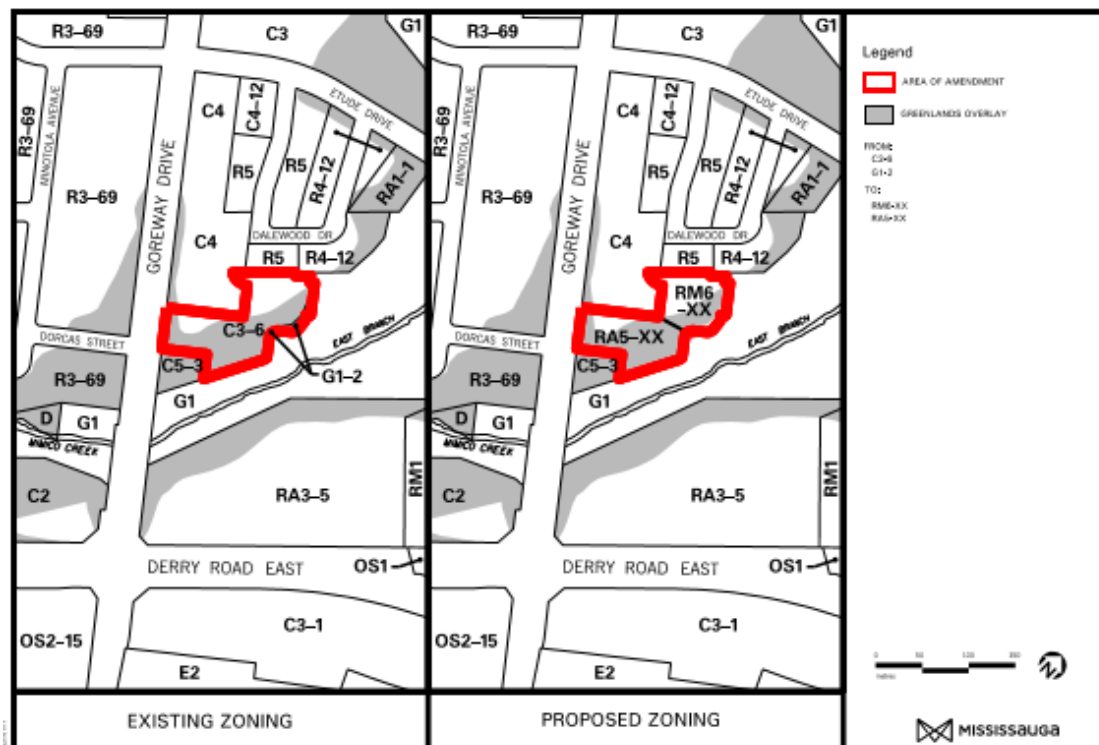
The existing zoning is

C3-6 (General Commercial-Exception) and **G1-2 (Greenlands Natural Hazards)**. The **C3-6 (General Commercial)** zoning permits a retail store and accessory outdoor garden centre. The **G1-2 (Greenlands - Natural Hazards)** zoning permits parking for the lands zoned **C3-6 (General Commercial)**, flood control, stormwater management, natural heritage features and area conservation. The property is also subject to the **Greenlands Overlay** which applies to lands within the regulatory floodplain that are not zoned Greenlands.

Proposed Zoning

The applicant is proposing an **RA5-Exception (Apartments)** zone to permit apartments, **RM6-Exception (Townhouses on a CEC Road)** zone to permit townhouses.

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



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Maximum Floor Space Index (FSI)	2.9	2.8
Maximum Gross Floor Area – Apartment Zone per storey for each storey above 12 storeys	1 000 m ² (10 764.2 sq ft.)	750 m ² (8 073.2 sq ft.)
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	18 storeys
Minimum front yard for that portion of the dwelling with a height greater than 26.0 metres	10.5 m (34.5 ft.)	9.0 m (29.5 ft.)
Minimum interior side yard for that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 metres	6.0 m (19.7 ft.)	3.0 m (9.8 ft.)
Minimum interior side yard for that portion of the dwelling with a height greater than 26.0 metres	9.0 m (29.5 ft.)	8.0 m (26.2 ft.)
Minimum rear yard for that portion of the dwelling with a height greater than 26.0 metres	15.0 m (49.2 ft.)	12.0 m (39.3 ft.)
Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum landscaped area	40%	25%

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	40%
Minimum depth of a landscaped buffer abutting any other lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum number of resident parking spaces per one-bedroom apartment dwelling unit	1.25	1.00
Minimum number of resident parking spaces per two-bedroom apartment dwelling unit	1.40	1.15
Minimum number of resident parking spaces per three bedroom apartment dwelling unit	1.75	1.40
Minimum number of resident parking spaces per townhouse unit	2.0	1.15
Minimum number of visitor spaces per unit	0.20	0.20
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Zone Regulations	RM6 (Townhouses on a CEC-Road) Zone Regulations	Proposed RM6-Exception Amended Zone Regulations
Minimum setback to all lands zoned G1	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum Interior Lot Area	115 m ² (1 237.8 sq ft.)	60 m ² (645.9 sq ft.)
Minimum Front Yard for Interior Lot/CEC Corner Lot	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum Exterior Side Yard for a lot with an exterior side lot line abutting a CEC-road	4.5 m (14.8 ft.)	4.0 m (13.2 ft.)
Minimum Exterior Side Yard for a lot with an exterior side lot line abutting a CEC-sidewalk	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum Rear Yard for Interior Lot/ CEC Corner Lot	7.5 m (24.6 ft.)	3.5 m (11.5 ft.)
Minimum setback of a townhouse to a CEC-amenity area	1.5 m (4.9 ft.)	0.0 m (0.0 ft.)
Minimum width of a CEC-road	7.0 m (22.9 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum number of resident parking spaces ratio per townhouse	2.0	1.15
Minimum number of visitor parking spaces ratio per townhouse	0.25	0.20

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 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</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> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</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</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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	providing otherwise. (Growth Plan 1.2.2)	<p>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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</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 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>	<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> <p>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p> <p>More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)</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, 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 and Amendment No. 1 (2020).

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

The lands are located within the Malton Neighbourhood Character Area and are designated **Mixed Use** and **Greenlands**. The **Mixed Use designation** permits office, restaurants, overnight accommodation and retail and service uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland.

The applicant is proposing to maintain the **Mixed Use** designation but to permit residential uses only. 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 5 Direct Growth	Section 5.1.4	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.
	Section 5.1.6	
	Section 5.1.7	
	Section 5.2.1	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	Section 5.3.5.1	
	Section 5.3.5.2	Mississauga will establish strategies that protect, enhance and expand the Green System.
	Section 5.3.5.3	
	Section 5.3.5.4	Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.
	Section 5.3.5.5	
	Section 5.3.5.6	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.
	Section 5.4.4	
	Section 5.4.5	
		Intensification within Neighbourhoods may be considered where the proposed development is

	Specific Policies	General Intent
		<p>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 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47 Section 6.10.2 Section 6.10.2.1	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p> <p>Land uses located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise, in accordance with the applicable Provincial Government environmental noise guideline, to the satisfaction of the City prior to development approval, to determine appropriate acoustic design criteria.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2 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>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</p>

	Specific Policies	General Intent
		<p>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 dwelling 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 9.1.6 Section 9.1.15 Section 9.2.2.1 Section 9.2.2.3 Section 9.2.2.6 Section 9.2.3.1 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.8 Section 9.5.1.2 Section 9.5.1.5 Section 9.5.1.7 Section 9.5.1.8 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. <p>Developments will provide a transition in building height and form between Intensification Areas</p>

	Specific Policies	General Intent
		<p>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>
Chapter 11 General Land Use Designations	11.2.6 11.2.6.2 11.2.6.3	<p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p> <p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. Lands designated Residential Medium Density permit all forms of townhouse dwellings.</p>
Chapter 16 Neighbourhoods	16.1.1.1 16.1.1.2	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.
Chapter 19 Implementation	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.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional

and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028.

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>32 Kindergarten to Grade 5 13 Grade 6 to Grade 8 8 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Dunrankin Drive P.S.</p> <p>Enrolment: 453 Capacity: 631 Portables: 0</p> <p>Darcel Avenue Senior P.S.</p> <p>Enrolment: 520 Capacity: 550 Portables: 1</p> <p>Lincoln M. Alexander S.S.</p> <p>Enrolment: 894 Capacity: 1 470 Portables: 0</p>	<p>Student Yield:</p> <p>6 Kindergarten to Grade 8 5 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Holy Cross</p> <p>Enrolment: 515 Capacity: 424 Portables: 10</p> <p>Ascension of Our Lord</p> <p>Enrolment: 767 Capacity: 774 Portables: 8</p>

7. Community Comments

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.

- A number of persons were interested in purchasing units
- Will the proposal include low income housing?

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 29, 2020)	A Functional Servicing Report (FSR) has been submitted and is currently being reviewed. A multi-use demand table is being requested. Private servicing easements may be required. Front-end collection of garbage and recyclable materials will be provided for the apartment and curbside collection will be provided for the townhouses by the Region.
Dufferin-Peel Catholic District School Board (October 23, 2020) and the Peel District School Board (November 2, 2020)	Both School Boards 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 these development applications. 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. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (November 17, 2020)	The subject site is located adjacent to Malton Greenway (P-090) which contains a Greenbelt, woodland, trails and bridges. The park is zoned "G1" (Greenbelt). The site is also located 264 m (866 ft.) from Paul Coffey Park (P-059) which contains the Malton Tennis Club, comfort station, picnic shelters, lit ball diamonds and lit soccer fields. The Park is zone "OS2" (Open Space – City Park). The lands surrounding the subject site on the east side are identified within the City's Natural Heritage System and are classified as Significant Natural Area. It is recommended that all identified hazard lands be dedicated gratuitously to the City as Greenbelt for conservation purposes and appropriately zoned. 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 By-laws.

Agency / Comment Date	Comments
City Planning Strategies (November 4, 2020)	<p>Parking: As this time, staff do not support the parking rates as requested. It is recommended that the applicant undertake and submit a revised Parking Utilization Study. It should also be noted that the parking rates shown are for condominium apartment and townhouse units, however at this time the owners/applicants have not confirmed the tenure of the development.</p> <p>Housing: The proposed suite mix (smaller apartments, larger apartments, and ground-oriented units) provides a variety of housing choices for residents. The proposed affordable units (10 ownership units at \$405,000 and 7 ownership units at \$420,000) will offer affordability options to residents, help residents enter the home ownership market, and contribute to the inclusiveness of the Malton / Mississauga community. The city's purpose-built rental unit vacancy rate is currently very low at 1.2%, whereas 3% is considered healthy. If the tenure of the proposal development is rental, this development will be a valuable contribution to the new supply of rental housing in Mississauga. The affordable units will be secured through a Holding Provision, Section 37 agreement, and / or development agreement. The City will seek to verify that the units were sold at the affordable purchase price to a household in need who will use the unit as the principal residence. Verification will occur as a condition of condominium registration.</p>
City Transportation and Works Department (January 6, 2021)	<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>Stormwater A Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers, dated May 2020, 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. The applicant is proposing to construct an internal storm sewer to service the development lands, accommodate adjacent external flow, and construct a new outlet to Mimico Creek through City owned Greenbelt lands. Approval of the proposed plan is required from the Toronto and Region Conservation Authority (TRCA). Approval from Community Services is also required as the proposed outlet is through lands under their jurisdiction.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate that the site is protected from future flooding from the adjacent watercourse; • Demonstrate the feasibility of the proposed private storm sewer; • Demonstrate the feasibility of the proposed municipal storm sewer and headwall; and • Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.

Agency / Comment Date	Comments
	<p>Traffic A traffic impact study (TIS), prepared by IBI Group and dated May 2020, 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 are not satisfied with the study and require further clarification regarding the trip distribution methodology and the existing background developments within proximity to the proposed development. Additionally, staff are requesting further safety mitigations at the intersection of Goreway Drive and Dorcas Street due to the existing geometric conditions in order to increase safety for pedestrians and vehicles.</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"> • An updated Traffic Impact Study addressing all staff comments; • A revised Site Plan to remove the northern access; • Consolidate the southern access point with the adjacent property <p>Environmental Compliance The Phase One Environmental Site Assessment (ESA) dated April 22, 2020 prepared by Grounded Engineering, was submitted in support of the proposed development. The results of the Phase One ESA indicate that further investigation is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A complete ESSQD form (provided form was incomplete); • A reliance letter for the Phase One ESA report; • A Phase Two ESA with reliance letter; • Confirmation if 7075 Goreway Drive forms part of this application; • Clarification regarding land dedication; • Temporary Discharge to Storm Sewer Commitment Letter. <p>Noise The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and aircraft noise from Toronto Pearson International Airport. No significant Stationary noise sources from adjacent buildings and facilities were identified. Noise mitigation will be required, details of which will be confirmed through the Site Plan process.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Toronto and Region Conservation Authority (November 19, 2020)	TRCA is requesting revised site grading drawings to reflect the Mimico Creek Hydraulic Modeling and an update to the Functional Servicing Report to address technical requirements. TRCA staff support the dedication of hazard lands into public ownership. Staff are satisfied with the Environmental Impact Statement submitted however additional planning details of the proposed enhancement plan are required.

Agency / Comment Date	Comments
Greater Toronto Airport Authority (December 1, 2020)	<p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are affected by the following obstacle zoning restriction: the Outer Surface. The maximum allowable development elevation under this restriction is 219.46 metres Above Sea Level (A.S.L.).</p> <p>Based on the following information provided by IBI Group dated June 2020: Finished Floor Elevation: 165.55 metres A.S.L. Maximum height of proposed buildings: 66.10 and 59.70 metres Proposed top elevations: 231.65 and 225.25 metres A.S.L. the proposed two apartment buildings would violate the height limits associated with the Regulations.</p> <p>Based on its location, this proposal will require submission to NAV CANADA for their review of possible impacts on navigation, surveillance and communication equipment operating at Toronto Pearson International Airport. However, we will not proceed with a land use submission until revised drawings (including full geographic coordinates for the building locations) become available.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City of Mississauga - Community Services – Heritage Division, Forestry Division, Public Art Coordinator - City of Mississauga - Fire Prevention - City of Mississauga - Economic Development - City of Mississauga - Realty Services - City of Mississauga - Transit Division - Trillium Health Partners - Canada Post

	<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 - Bell Canada - Rogers Cable - Enbridge Gas - City of Toronto - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde
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Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Is the proposal compatible with the character of the area given the proposed height, lot coverage and density?
- What are the expected traffic impacts?
- Are the proposed limits of development acceptable?

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.

9. Section 37 Community Benefits (Bonus Zoning)

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