

DETAILED PLANNING ANALYSIS

City File Number: OZS-2021-0052

Subdivision File: 21T-21022B

The land use permissions for the proposed development were approved through a Ministerial Zoning Order (MZO), which had been supported earlier by Council at the November 24, 2021 Council Meeting.

This plan of subdivision application does not propose any changes from what was contemplated by the MZO. This plan of subdivision application simply creates lots and blocks and roads to accommodate the proposed development. The lots and blocks parcel out the lands for their specific uses, such as residential, open space, institutional (i.e. school), environmental protection, etc. The Plan of Subdivision is accompanied by a set of Conditions, which the applicant is required to fulfill prior to final approval/registration.

Staff has undertaken a thorough review of this proposal, relative to the provisions prescribed within Section 51(24) of the Planning Act, and advise the application satisfies these criteria. That the proposed application is considered to represent proper and orderly planning and can be supported from a land use perspective.

The application is in compliance with Section 51(24) of the Planning in terms of the following:

Criteria to Be Considered	Analysis
<i>The effect of development of the proposed subdivision on matters of provincial interest:</i>	The proposed development includes a number of elements that will facilitate matters of provincial interest including; the allocation of lands for MTO purposes, the allocation of lands for TCPL purposes, the allocation of lands for police services, and the allocation of lands for environmental protection. All of these matters have been vetted through their appropriate agencies and have concluded that they meet their respective requirements.
<i>Whether the proposal is premature or in the public interest:</i>	The proposal is not premature as there are, or will be shortly, adequate services in the area. It is in the public interest as it

	will provide a significant amount of housing.
<i>Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any:</i>	The Official Plan will need to be updated to reflect the zoning permissions that were approved through the MZO. This can be completed through a housekeeping amendment at a later date. The connections to the subdivisions to the east have been coordinated. There is no development to the north, west or south planned at this time.
<i>The suitability of the land for the proposes for which it is to be subdivided:</i>	The proposed development is suitable as it is in close proximity to a mass transit hub (GO train), the lands are a logical progression of development to the east, and there are no natural conflicts that have not been addressed.
<i>The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	The MTO planned highway to the west is accommodated through this plan. In this respect, there is sufficient area allocated for a highway on-ramp / off-ramp at the southwest portion of the plan. The applicant has not received final correspondence after repeated attempts with the MTO regarding the area necessary for this purpose. In light of this, the applicant and staff believe that the plan provides ample area for the noted ramp.
<i>The dimensions and shapes of the proposed lots;</i>	The proposed lot and block shapes and sizes are adequate for their respective built forms. The single detached and townhouse lots are appropriately sized, and the blocks allocated for medium and high density are appropriately located and sized.
<i>The restrictions or proposed restrictions, if any, on the land proposed to be subdivision; or the buildings or structures proposed to be erected on it and the restrictions, if any, on adjoining lands;</i>	The proposed meets the zoning provisions for the subject lands and appropriate restrictions will be included as conditions of the subdivision or in future site plan agreement.

<i>The conservation of natural resources and flood control;</i>	The applicant has worked closely with the Credit Valley Conservation and City Environmental staff to ensure that the natural resources are conserved either in situ or relocated in appropriate locations and with sufficient compensation.
<i>The adequacy of utilities and municipal services;</i>	There are no anticipated impediments to servicing the property with respect to water, storm water, sanitary sewer connections and utilities.
<i>The adequacy of school sites;</i>	<p>The proposed development includes a school. The size and location of the school has been worked out with the Public School Board. The school is located adjacent to a park and utility lands that will increase the visible open space with the school property.</p> <p>All other school boards do not require any additional sites within this development.</p>
<i>The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	<p>There are a number of public lands that have been included within this development all of which have been coordinated with the appropriate agencies, other than the MTO, which as stated before have not provided a formal written response to the applicant or staff since the application was first submitted.</p> <p>Firstly, lands have been allocated for a police station that would be located in proximity to the north-west corner of the Mississauga Road and Lagerfeld Drive intersection.</p> <p>Secondly, lands have been allocated for environmental protection including the Coolhurst Woodlands and an associated compensation area (a woodlot) and Arnold Channel (a valleyland).</p>

	<p>Thirdly, a public park (Coolhurst Park), that is approximately 2.6 acres (1 hectare) in size.</p> <p>Fourthly, the TransCanada Pipeline that runs roughly north/south through the development.</p> <p>Fifthly, a block has been planned for the future highway on-ramp/off-ramp. If part(s) of these lands are not required by the MTO, then these lands will be released by the City for development purposes. This area will be subject to a later phase of draft approval to allow for further information to be received from the MTO.</p> <p>Lastly, the stormwater management pond and all of the other services, including roads, walkways and other minor dedications required.</p>
<i>The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;</i>	The proposed development optimizes the efficient use of land by providing an appropriate density in the context of the lands.
<i>The interrelationship between the design of the proposal and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act.</i>	The proposed development will undergo site plan approvals for lands that require this process. The design guidelines will help ensure that there is a consistent building form and design throughout the development.

In addition to the issues address above, the proposed plan of subdivision includes two medium density blocks located on the north-east portion of the subject lands for affordable housing. The applicant has provided to the City a Letter of Undertaking that they will enter into an agreement with the City identifying the affordability parcel and other conditions associated with it prior to registering the subdivision.

A portion of plan of subdivision is planned for any future highway purposes, specifically access ramps. Although the Ministry of Transportation (MTO) has not formally

responded to the City with comments, it is understood that the MTO will have a need for access ramps – and hence this is shown on the plan. Once the needs of the MTO are confirmed, City staff will act accordingly to draft approve that portion of the lands for the required purpose, which if not required for access ramps, could be used alternatively for additional residential development.

Staff has undertaken a thorough review of this proposal, relative to the provisions prescribed within Section 51(24) of the Planning Act applicable to the review of the application, and advise that the proposed application is considered to represent proper and orderly planning and can be supported from a land use perspective. Staff therefore recommend that the proposed draft plan of subdivision be approved.