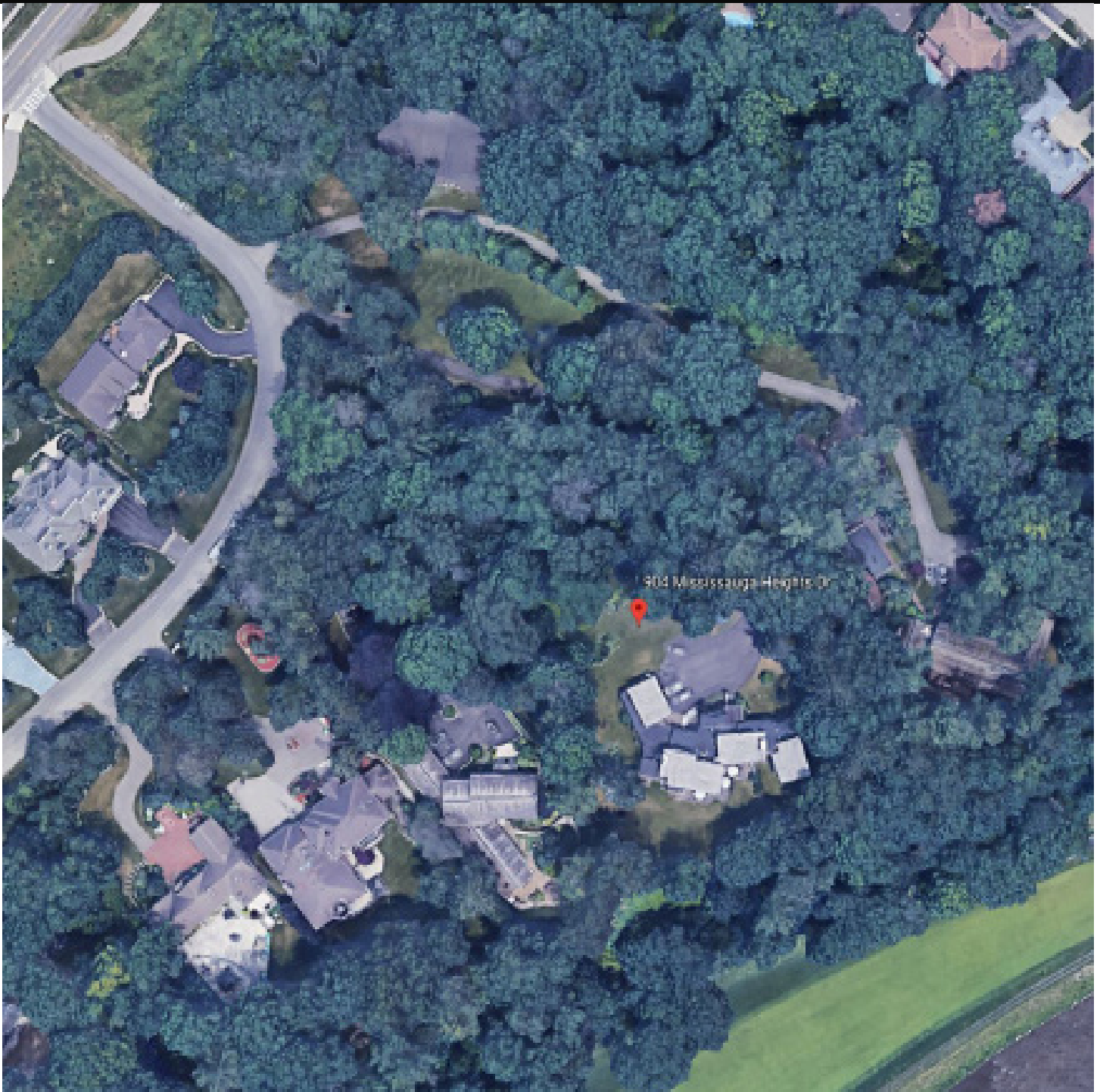


PLANNING  
JUSTIFICATION  
REPORT

904 MISSISSAUGA HEIGHTS DRIVE | JULY 2021





Sajecki Planning Inc.



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# 1.0

## INTRODUCTION

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Maria Polla has retained Sajecki Planning Inc. to assist in securing planning approvals for the redevelopment of the property municipally known as 904 Mississauga Heights Drive in the City of Mississauga (the "subject property"). The subject property is located on the southern side of Mississauga Heights Drive, west of Mavis Road between Queensway West and the Mississauga Golf and Country Club.

This Planning Justification Report supports an application to amend the City of Mississauga Zoning By-law 0225-2007 to permit the development of single family dwellings on a CEC road and the creation of five lots. An existing single detached dwelling is to be retained as part of the proposed development (Lot D).

The purpose of this Planning Justification Report is to provide:

- An overview of the subject property and its local context;
- A review of the applicable Provincial, Regional, and Municipal planning policy and regulatory frameworks;
- An explanation of the proposed built form, uses and other development statistics;
- A summary of all supporting studies and technical reports; and,
- A description and justification of the proposed amendment to City of Mississauga Zoning By-law 0225-2007.

On August 8, 2018 a pre-consultation meeting with the Development Application Review Committee ("DARC") was held to discuss the proposal. All items identified in the submission requirements checklist (attached as Appendix A) have been prepared and submitted in support of the Zoning By-law Amendment and fulfill the requirements of a Complete Application. Summaries of all technical reports and studies are provided in Section 5.0.

NOTE: The proposed development has been revised since the time of the DARC meeting to include 5 single-detached lots on a common element condominium (CEC) road, as opposed to 6 lots. Based on these changes, the City of Mississauga Planner assigned to the file has made revisions to the submission checklist, including the removal of the Draft Official Plan Amendment and Draft Plan of Subdivision requirements.

Through discussions with the project team, the Credit Valley Conservation Authority (CVC) has added the completion of a geotechnical report as a submission requirement. Refer to Appendix A for the marked up Submission Checklist.

2.0

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SITE AND  
SURROUNDINGS

## 2.1 Subject Property

The subject property is located on Mississauga Heights Drive, within Ward 7 in the City of Mississauga.

The legal description is PLAN 342 PT LOT 2, except R0665540 and Parts 1, 2 and 3, 43R21696; subject to easement in gross over part of 2, Plan 342 DES Part 2, Plan 43R31688 as in PR1329552, City of Mississauga.

The subject property has a irregular shape with a lot area of 12,570 m<sup>2</sup>. Frontage on Mississauga Heights Drive is approximately 40 metres.

The southern portion of the subject property currently contains one single detached dwelling, with a driveway and landscaped areas surrounding the house. The existing house will remain, while the rest of the property will be divided into four lots with one planned single detached dwelling per lot. The undeveloped portions of the site are mostly covered by trees, and there is a steep slope at the southern edge of the subject property, leading to the adjacent golf course and to the Credit River.

Refer to Section 3.0 for additional details on the proposed development and associated site plan.



Figure 1 - Aerial view of the subject property

The subject property is included within a registered Plan of Subdivision for Mississauga Heights Drive, dated September 6, 1946. Sixteen lots were created through the Plan of Subdivision. The subject property is identified as Lot 2 (see Figure 2).

### Figure 2 - Registered Plan of Subdivision (1946)



## 2.3 Surrounding Land Uses

### 2.3.1 Immediate Surroundings

Low-rise single detached residential dwellings ranging from 1 to 3 storeys comprise the immediate land uses surrounding the subject property.

#### *North*

Large, single detached residential dwellings are located along the northern side of Mississauga Heights Drive. The northern lots are smaller in size, with shorter driveways (compared to the lots along the southern side of Mississauga Heights Drive).

#### *East*

The adjacent property to the east is also irregular in shape and consist of a large single detached dwelling with a long driveway, similar to the subject property.

#### *South*

The subject property is located within the Credit River watershed, with the Credit River located immediately to the south. The Mississauga Golf and Country Club is also located south of the subject property.

#### *West*

A large single detached dwelling is located west of the subject property, with a small structure located along the eastern boundary. The dwelling is located within the southern portion of the property.



Figure 3 - Aerial perspective of the subject property and surrounding land uses

### 2.3.2 General Surroundings

#### *North*

There is a utility corridor along the south side of Queensway West.

Land uses north of the subject property (north of Queensway West) consist primarily of low-rise single detached residential dwellings, parks, community facilities and schools. Parks and community facilities include Avongate Park, Huron Park and Splash Pad, Carriage Way Park, Huron Park Recreation Centre, and Credit Valley Lawn Tennis Club. Schools include Hawthorn Public School, St Jerome Separate School, St Martin Secondary School. New Hope Church is located northwest of the subject property.

Dundas Street West is located approximately 1.2 km of the subject property.

#### *East*

Low-rise residential subdivisions are located to the east of the subject property. While the neighbourhood consist primarily of single detached dwellings, the residential subdivision north of Queensway West is characterized by slightly smaller lots compared to the area south of Queensway West.

A private school (Meadow Green Academy) is located on the northwest corner of Queensway West and Mavis Road, and a small park (Knights of Columbus Place Park) is located on the southwest corner of Paisley Boulevard West and Mavis Road.

Mavis Road is located approximately 950 metres east of the subject property.

#### *South*

The Credit River and Mississauga Golf and Country Club are located south of the subject property. Low-rise residential neighbourhoods (Lorne Park) are located further south, consisting of mostly single detached homes. These neighbourhoods also include schools and parks, including Tecumseh Public School, Woodeden Park, Nine Creeks Trail. A small commercial plaza consisting of a Shell gas station and a Tim Hortons is located along South Sheridan Way, south of the Queen Elizabeth Way (QEW).

The QEW is located approximately 790 metres south of the subject property.

#### *West*

The Credit River and Mississauga Golf and Country Club are located west of the subject property. A low-rise residential neighbourhood (Erindale) is located further west, in addition to the University of Toronto Mississauga (north of Dundas Street West).





Subject property from Mississauga Heights Drive (driveway entrance)



View of the private residence across the street from the subject property



View of the intersection of Mississauga Heights Drive and Queensway West



Mississauga Golf and Country Club

## 2.4 Surrounding Development Applications

Applications have been filed for several developments within the general vicinity of the subject property. The applications represent a variety of low-rise residential developments and additions to existing dwellings.

Table 1 outlines active and recently approved development applications in the surrounding area. Information provided includes the approximate distance from the subject property, a description of the proposed development and the application status. The content included in the table is informed by the City of Mississauga's online development applications map.

Table 1 - Development Applications

Address	Approximate Distance from Subject Property	City File No.	Description	Status
2025 Heartwood Court	1 330m	SPR 2 397	Cabana and tennis court	Application in process
2092 Dickson Road	550m	SPI 20 12	Replacement 2.5-storey detached single family dwelling	Withheld
2212 Shardawn Mews	200m	SPI 20 79	2-storey front and rear addition to existing single family dwelling, carport at front yard and second unit	Withheld
1610 Indian Grove	1 000m	SPI 19 38	2-storey replacement dwelling	Approved
2014 Mississauga Road	850m	SPI 18 95	2-storey replacement dwelling	Approved
2476 & 2482 Confederation Parkway	2 500m	OZ 19 7	Rezoning application to allow for construction of two semi-detached dwellings	Application in process
2512, 2522, and 2532 Argyle Road	2 300m	OZ/OPA 18 17	Rezoning for 101 back-to-back stacked townhouse units within 4 blocks on a private road	OMB Appeal
2625 Hammond Road	3 400m	OZ/OPA 12 13	Subdivision to create 3 new lots, one open space block and a heritage home	OMB Appeal
1720 Sherwood Forrest Circle	2 800m	OZ/OPA 19 15	6-storey retirement building, 6-storey rental building and 2-storey convent residence	Withheld

## 2.5 Transportation Network

The subject property is located on Mississauga Heights Drive within an area that is predominately characterized by low density residential built form. Mississauga Heights Drive connects to Queensway West, which intersects with Hurontario Street. East of the intersection, Queensway West becomes Queensway East, a Regional Arterial (Schedule 8 in the MOP) connecting to other Arterials within the City and adjacent municipalities.

The following sub-sections outline the road and transit network connecting the subject property to areas across the City and other municipalities within the Region of Peel.

### 2.5.1 Road Network

**Mississauga Heights Drive** is a U-shaped local two-way road with both ends connecting to Queensway West. The total length of Mississauga Heights Drive is approximately 560 metres.

**Queensway West** is a two-way Minor Collector (Schedule 8 in the MOP) that connects with Glengarry Road at the west end and with Queensway East at the east end. It has two intersections with Mississauga Heights Drive. The right-of-way of Queensway West is 36 metres.

**Queensway East** is a two-way east-west Regional Arterial intersecting with other Arterials including Dixie Road, Cawthra Road, Hurontario Street and Mavis Road.

As per Schedule 8 of the MOP, Queensway East has a right-of-way of 45 metres between Etobicoke Creek, the boundary of Toronto and Mississauga, and Hurontario Street.

**Hurontario Street** is identified in the MOP as an Intensification Corridor (Schedule 1C: Urban System – Corridors), an Arterial Road (Schedule 5: Long Term Road Network), and a Higher Order Transit Corridor (Schedule 6: Long Term Transit Network). Hurontario is a two-way street that runs north-south with eight lanes. It has an ultimate 45-metre right-of-way (Schedule 8: Designated Right-of-Way).

Hurontario Street functions as a major transportation route and Higher Order Transit Corridor planned to accommodate numerous Light Rail Transit Stations (Schedule 6: Long Term Transit Network), including one located at the intersection of Hurontario Street and Queensway East. It is also anticipated to have Primary On-Road/Boulevard Cycling Routes (Schedule 7: Long Term Cycling Routes).



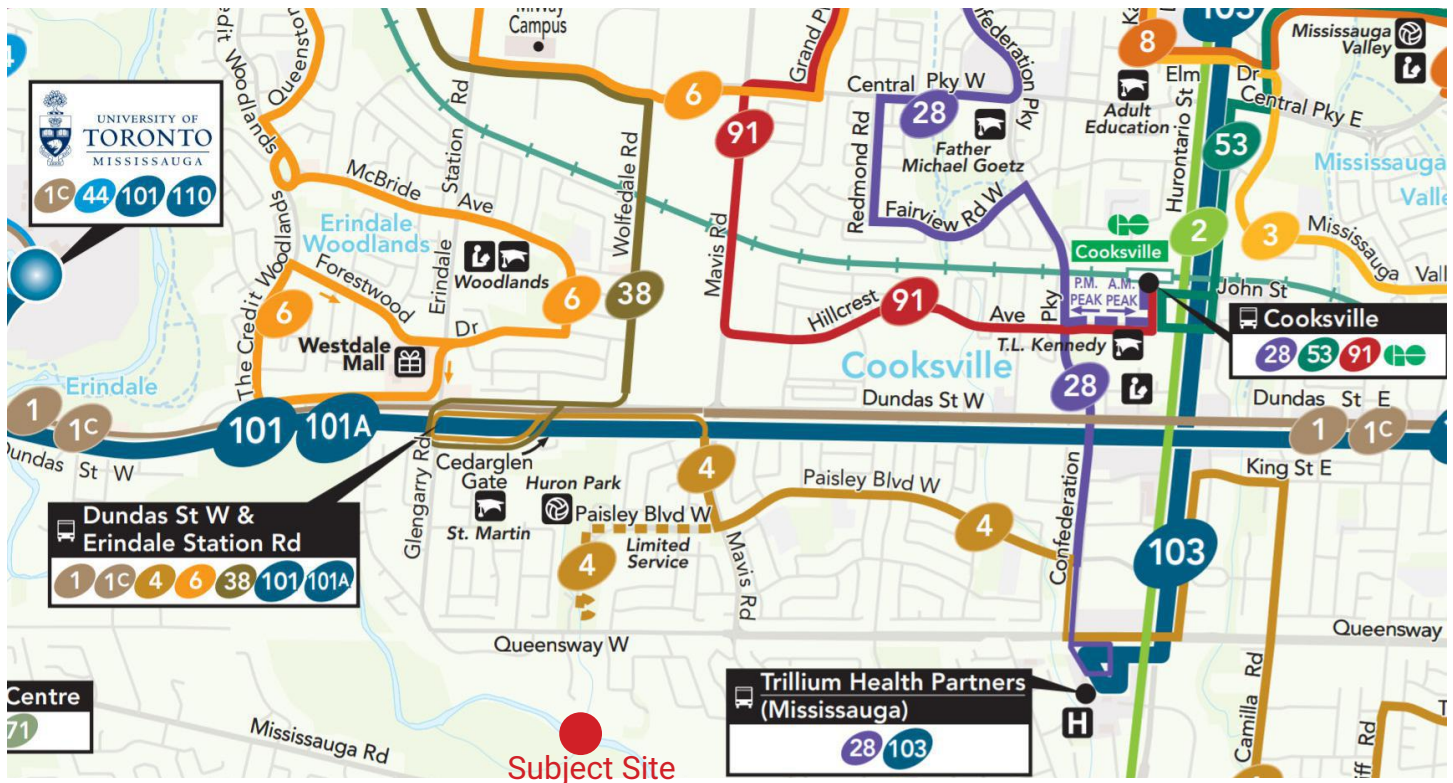


Figure 4 - Location of the subject property within the existing transit network

## 2.5.2 Transit Network

### Bus Services

Existing transit services connect the subject property to other areas within Mississauga and adjacent municipalities.

#### Route 4 Sherway Gardens

Local Bus Route 4 runs mainly on neighbourhood roads and connects Dundas Street West & Erindale Station Road Station Transit Stop in the west, and Dixie Outlet Mall Transit Stop in the east. This route provides transfers to MiExpress Route 101, 101A and 103, which offer express bus services to major destinations, transit stops and GO Stations.

The closest Route 4 bus stop to the subject property is located on Huron Park Access Road near Queensway West, approximately 270 metres away from the subject property. This stop only provides non-rush hour service. For all-day service, the closest bus stop is located at the intersection of Mavis Road and Paisley Boulevard West, approximately 1,000 metres away from the subject property.

#### Route 28 Confederation

Located east of the subject property, Route 28 is a local route with all-week service running north-south along Confederation Parkway, from the City Centre Transit Terminal to the Trillium Health Centre.

#### Route 101 and 101A Dundas Express

Located north of the subject property, Routes 101 and 101A are express routes providing all day service, operating east-west along Dundas Street, from South Common Centre to the Islington and Kipling subway stations. In addition, Routes 1 and 1C provide local service along Dundas St.

#### Route 103 Hurontario Express

Located east of the subject property, Route 103 is an express route that runs north-south on Hurontario Street departing from Queensway at the Trillium Health Centre and ending at the Brampton Gateway Terminal, providing all-week service.



### *Bus Rapid Transit Services*

The proposed Dundas Bus Rapid Transit (BRT) Line will further enhance the subject property's connection to transit routes and networks.

The BRT Line is proposed along a 40 km section of Dundas Street, between Toronto's Kipling Subway Station and Waterdown, Hamilton. Still in preliminary phases, Metrolinx is working with partners in Brampton and Mississauga on the BRT's planning and design.

# 3.0 PROPOSAL

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The Zoning By-law Amendment supports the proposed development of five lots on the subject property (see Figure 6). The five lots (Lots A, B, C, D and E) are to be accessed via a Common Element Condominium (CEC) road, in keeping with the regulations for the R16 Zone - Detached Dwellings on a CEC Road. The existing single detached dwelling is to remain on Lot D. Exceptions to the R16 Zone will be required to permit the existing dwelling (side and rear yard setbacks), and to amend visitor parking requirements.



## Site Statistics

### Lot Areas (total)

- Lot A: 1380 m<sup>2</sup>
- Lot B: 1727 m<sup>2</sup>
- Lot C: 1600 m<sup>2</sup>
- Lot D: 1956 m<sup>2</sup>
- Lot E: 1315 m<sup>2</sup>

### Lot Coverage (%)

- Lot A: TBD
- Lot B: TBD
- Lot C: TBD
- Lot D: 30.3%
- Lot E: TBD

Figure 7 includes additional site statistics for each lot.

Each lot is intended to accommodate one single detached residential dwelling. All lots will have frontage along the CEC road with the front of the houses facing east, with the exception of the existing house (Lot D) and Lot E. Each lot will form a parcel of tied land (POTL), which are inextricably tied to a share in a Common Element Condominium.

While the detailed design of the new single detached dwellings will be determined at a later stage, all setbacks meet the R16 zoning requirements.

ZONING CATEGORY: –		PROVIDED	RE
LOT A AREA		1380m <sup>2</sup>	
LOT B AREA		1727m <sup>2</sup>	
LOT C AREA		1600m <sup>2</sup>	
LOT D AREA		1956m <sup>2</sup>	
LOT E AREA		1315m <sup>2</sup>	
TOTAL LOT AREA		7978m <sup>2</sup>	
LOT FRONTAGE	LOT A	41.20m	
	LOT B	30.00m	
	LOT C	40.80m	
	LOT D	43.77m	
	LOT E	32.10m	
LOT DEPTH	LOT A	47.94m	
	LOT B	67.45m	
	LOT C	67.45m	
	LOT D	43.49m	
	LOT E	45.82m	
BUILDABLE AREA	LOT A	606.85m <sup>2</sup>	
	LOT B	981.15m <sup>2</sup>	
	LOT C	746.05m <sup>2</sup>	
	LOT D	1013.31m <sup>2</sup>	
	LOT E	651.26m <sup>2</sup>	
LOT COVERAGE(%)	LOT A	TBD	
	LOT B	TBD	
	LOT C	TBD	
	LOT D	30.3%	
	LOT E	TBD	
FRONT YARD SETBACK	LOT A	7.5m	
	LOT B	7.5m	
	LOT C	7.5m	
	LOT D	7.5m	
	LOT E	7.5m	
SIDE YARD SETBACK	LOT A	6.0m	
	LOT B	1.8m	
	LOT C	1.8m	
	LOT D	4.2m	
	LOT E	4.2m	
SIDE YARD SETBACK	LOT A	3.0m	
	LOT B	4.2m	
	LOT C	6.0m	
	LOT D	0.0m	
	LOT E	1.8m	
REAR YARD SETBACK	LOT A	7.5m	
	LOT B	7.5m	
	LOT C	7.5m	
	LOT D	0.0m	
	LOT E	7.5m	

Figure 7 - Site Statistics

The proposed lot configuration and building envelopes (as illustrated in Figure 6) provide appropriate separation distances between lots and adequate space for landscaping (hard and soft).

### Access and Vehicular Circulation

A private CEC road connected to Mississauga Heights Drive is proposed along the eastern property line and will be shared by the five lots. As per minimum fire route requirements (City of Mississauga Fire Route By-law 1036-81), a turn-around for the dead end portion of the access route will be provided through a hammerhead. The latter will provide fire access to the principal entrance of Lots D and E (see Figure 6).

Private driveway configurations will be detailed at a later stage.

## 3.2 Required Approvals

The City of Mississauga Zoning By-law 0225-2007 zones the property R1 Residential with Site Specific Exception 8 (R1-8), which permits one single detached dwelling. As such, a **Zoning By-law Amendment** is required to facilitate the redevelopment of the subject property to accommodate five (5) lots which accommodate one single detached dwelling each.

The proposed Zoning By-law Amendment will revise the subject property's zone to R16, permitting the development of several single detached dwellings on a common element condominium (CEC) road. The proposed amendment includes:

- To change the residential zoning designation from a R1-8 Zone to a R16 Zone with site specific exceptions.

Additional details on the proposed Draft Zoning By-law Amendment is included in sub-section 4.7 of this Planning Justification Report.

Based on the pre-consultation meeting with the Development Application Review Committee (DARC), various technical studies have been completed in support of the Draft Zoning By-law Amendment application.

**NOTE:** The proposed site plan was revised since the time of the DARC meeting held in August of 2018. Through discussions with City planning staff in the fall (2020) and winter (2021), minor adjustments were made to the submission requirements and have been marked up in Appendix A.

The subject property is identified on a registered Plan of Subdivision for Mississauga Heights Drive, dated 1946. It is subject to **Site Plan Control**. As such, the development will proceed through the Site Plan Approval process. The purpose of Site Plan Approval is to review the location and design of buildings and structures, maintain urban and landscape design guidelines, and include sustainable design standards.

Following the Site Plan Approval, a **Draft Plan of Condominium** will be prepared, complying with the approved Site Plan.

Finally, **parcels of tied land (POTLs)** will be created through the part lot control exemption process. Each POTL is a freehold parcel of land, and is tied to a share in the Common Element Condominium (CEC).

### 3.3 Public Consultation

The public consultation strategy will follow regulations outlined in the Planning Act and the City of Mississauga Zoning By-law Amendment process.

Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject property and updated throughout the planning and development process.

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4.0

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POLICY AND  
REGULATORY  
CONTEXT



## 4.1 Overview

The following sub-sections provide an overview of Provincial, Regional and Municipal planning policies that inform development on the subject property. This discussion outlines the ways in which the proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and City of Mississauga Official Plan.

## 4.2 Planning Act R.S.O. 1990, c. P.13

The Planning Act is the legislation that establishes the “ground rules” for land use planning in Ontario. It enables municipalities to control land use and provides for the mechanisms through which this control is exercised. Section 2 of the Planning Act outlines matters of provincial interest which approval authorities must have regard to when carrying out responsibilities. Matters that are applicable to the proposed development include:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management services;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and

development; and

- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

Planning Act Section 3(5) states that planning decisions must be consistent with ministerial policy statements and conform or not conflict with provincial plans that are in effect on that date.

## 4.3 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act. Three principal parts comprise the PPS: (i) Building Strong Healthy Communities; (ii) Wise Use and Management of Resources; and (iii) Protecting Public Health and Safety. The three components of the PPS direct authorities to adopt an integrated approach to carefully manage and appropriately and efficiently develop land uses so the full range of current and future needs are met, while protecting sensitive and/or significant resources and areas.

In regard to housing, the PPS encourages planning authorities to prevent settlement area expansion, and permit and facilitate a range of housing types and densities through new development and residential intensification. New housing is to be developed where appropriate levels of supportive infrastructure,

public transit, and public service facilities exist. The proposed development for the subject property is consistent with the PPS.

Section 1.0 of the PPS provides policies for building strong healthy communities. Section 1.1 outlines ways in which land use can be managed and directed to achieve efficient and resilient development and land use patterns. Policy 1.1.2 states:

*"Sufficient lands shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years... Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas."*

As detailed in the PPS, settlement areas should focus on growth and development (Policy 1.1.3.1); have a mix of land uses which efficiently use land and resources and are appropriate for planned or available infrastructure; support active transportation; are transit supportive (Policy 1.1.3.2); feature opportunities to accommodate a significant supply and range of housing options through intensification (Policy 1.1.3.3); and feature a compact built form (Policy 1.1.3.4).

Section 1.4 provides a framework for housing land uses by encouraging an appropriate range and mix of housing options and densities. Policy 1.4.3 states:

*"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 by:*

*(b) permitting and facilitating:*

*2. all types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3;*

*(c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*(d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and,*

*(f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."*

As per Section 1.5, healthy, active communities should be promoted by minimizing negative impacts on provincial parks, conservation reserves, and other protected areas (Policy 1.5.1).

Infrastructure and public service facilities are outlined in Section 1.6, with transportation systems provided in Policy 1.6.7. The PPS supports the promotion

of a land use pattern, density, and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4).

Section 1.7 provides policies related to long-term economic prosperity, including the encouragement of residential uses which provide necessary housing supply and a range of housing options for a diverse workforce (Policy 1.7.1).

Planning must also support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation, per Section 1.8. These goals are achieved through land use and development patterns that promote compact form, promote the use of active transportation and transit, and encourage intensification to improve the mix of employment and housing uses, shorten commute journeys, and decrease transportation congestion (Policy 1.8.1).

The proposed development is consistent with the vision and policies of the PPS. The proposal seeks to subdivide a lot with an area of 12,570m<sup>2</sup> into five lots on a common element condominium (CEC) road, wherein each lot is to accommodate one single-detached dwelling. The existing house will be retained as part of the proposed development. As per Schedule D4 of the Region of Peel Official Plan, the subject property is located within a Settlement Area and Built-Up Area, which are priority locations for accommodating growth. An amendment to the City of Mississauga Zoning By-law will facilitate an increase in housing supply and options through

residential intensification.

The Zoning By-Law Amendment for the subject property supports an urban form that is compatible with the existing community and consistent with the vision of the PPS for more efficient and intensified use of land within a Settlement Area. The proposed development features appropriate and desirable housing types for the neighbourhood and provides for a more cost-effective pattern of development by minimizing land consumption and servicing costs. The new homes will be connected to existing infrastructure, municipal services, amenities and public service facilities, thereby enhancing the efficiency of which land and other resources are utilized.

The proposed development contributes to the creation of healthy and active communities by creating opportunities to live and enjoy an active lifestyle and utilize a multi-modal transportation system. The subject property is located within 100 metres of the Queensway Trail (a paved multi-use trail that runs parallel to Queensway West), is near local parks and in proximity to local bus routes, within 3 kilometres of a primary transit corridor (Hurontario Street) and future Hurontario LRT Station (Hurontario Street and Queensway West), and within 5 kilometres of regional bus and train services (Erindale GO, Cooksville GO and Port Credit GO). The subject property's high accessibility to various transportation networks supports active transportation usage and has the potential to reduce automobile dependence, vehicle trips and transportation congestion, shorten commute times,

and reduce greenhouse gases - all of which is consistent with the vision of the PPS. There will be no negative impacts on provincial parks, conservation reserves and other protected areas. As such, the development is supportive of all PPS policies.

### Summary

Based on our review of the applicable policies noted above, it is our professional opinion that the proposed Zoning By-law Amendment to permit the development is consistent with the PPS.

## 4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was issued under Section 7 of the Places to Grow Act and came into effect in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity.

Planning decisions must conform to or not conflict with the Growth Plan, according to Section 3(5) of the Planning Act. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

The Growth Plan features many guiding principles of which the most pertinent to the proposed development include:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and,
- Supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

Complete communities are defined as:

*"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts." (Section 7 – Definitions).*

Strategic growth areas are defined as:

*"Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban*

*growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas” (Section 7 – Definitions).*

The Growth Plan directs growth to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities (Policy 2.2.1.2(a)). Within these areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority for higher order transit), and areas with existing or planned public service facilities (Policy 2.2.1.2(c)).

Growth Plan policies support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, provide a diverse range and mix of housing options and expand convenient access to a range of transportation options including active transportation, and provide for a more compact built form (Policy 2.2.1.4).

**The subject property is located within a settlement area and is serviced by existing municipal water and wastewater systems. The proposal is compatible with adjacent properties and will provide additional housing options with convenient access to a range**

**of transportation options, with proximity to a primary transit corridor (Hurontario Street), future Hurontario LRT Station (Hurontario Street and Queensway West), and regional bus and train services (Erindale GO, Cooksville GO, and Port Credit GO). The property is also in close proximity to local bus routes and a paved multi-use trail.**

Many municipalities in the Greater Golden Horseshoe face issues of housing availability and affordability due to sustained population growth and factors such as a lack of housing stock and low vacancy rates. Section 2.2.6 of the Growth Plan outlines housing policies which seek to address this challenge. Policy 2.2.6.1 directs municipalities, the Province, and other stakeholders to:

- (a) “Support housing choice through the achievement of the minimum intensification and density targets of the Plan, as well as the other policies of the Plan by:
  - i. Identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
  - ii. Establishing targets for affordable ownership housing and rental housing.
- (b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1(a);
- (c) align land use planning with applicable

housing and homelessness plans required under the Housing Services Act, 2011;

(d) address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans"; and

(e) implement policy 2.2.6.1(a), (b), (c) and (d) through official plan policies and designations and zoning by-laws."

Municipalities are to support the achievement of complete communities by planning to accommodate forecasted growth, achieving minimum intensification and density targets, supporting a range and mix of housing options and densities, and planning to diversify the overall housing stock (Policy 2.2.6.2). The proposed development aligns with Growth Plan policies in that it will contribute to the existing housing stock in an already established and well-served neighbourhood through residential intensification.

Critical to economic competitiveness, quality of life, and delivery of public services is well-planned infrastructure. Per Section 3.1, which provides the framework to guide and prioritize infrastructure planning and investments in the Greater Golden Horseshoe, an integrated approach to land use planning, infrastructure investment and environmental protection shall be utilized. As significant cost savings can be secured by accommodating the forecasted growth, infrastructure investment and other implementation mechanisms shall be utilized to facilitate intensification and higher density development in strategic growth areas (Policy

3.2.1.3). The proposed subdivision of land and subsequent residential intensification of the subject property is consistent with the Growth Plan's policies of accommodating growth in a sustainable manner and efficiently using existing infrastructure.

Transportation systems within the Greater Golden Horseshoe should provide connectivity among transportation nodes, offer a balance of transportation choices that reduce reliance upon the automobile, promote transit and active transportation, and offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities (Policy 3.2.2.2). The subject property is located within 100 metres of a paved multi-use trail and local bus routes, within 5 kilometres of regional bus and train stations, and within 3 kilometres of a future Hurontario LRT Station. Public transit services support many of the policies outlined in Section 3.2.2 and 3.2.3 including reducing the reliance on the automobile and greenhouse gas emissions, increasing transit mode share, supporting a multi-modal transportation network, and facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas (Policy 3.2.3.2).

As per Policy 3.2.2.3, in the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach is to be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated. **The proposed lots will be accessed via a common element condominium (CEC) road, which balances the needs of all road users, is safe (i.e., allowing for**

fire route access), and adheres to the policies of the Growth Plan.

As a part of planning for future growth, the Growth Plan protects and manages valuable assets, including hydrologic and natural heritage features and areas, agricultural lands, cultural heritage resources, and renewable and non-renewable resources. The Growth Plan supports municipalities in developing a culture of conservation, addressing climate change, and building resilience. Section 4.2.10 directs municipalities to reduce greenhouse gas emissions and address climate change adaptation goals by:

- (a) Supporting the achievement of complete communities as well as the minimum intensification and density targets outlined in the Growth Plan; and
- (b) Reducing dependence on the automobile and supporting planned transit and active transportation.

The proposed Amendment to City of Mississauga Zoning By-law 0225-2007 will support the Region's achievement of minimum intensification and density targets in that five single-detached lots, each with one single-detached dwelling, will be constructed on a lot that is currently occupied by one house; thus resulting in five times the density. By providing additional housing stock and options near local and regional transportation networks, a higher order transit corridor, and active transportation options such as a multi-use trail, the proposed development supports a multi-modal transportation system and reduces dependence on private automobiles.

## Summary

Based on the rationale provided above, it is our opinion that the proposed development and Zoning By-law Amendment conform to the policies of the Growth Plan.

## 4.5 Region of Peel Official Plan (2018 Office Consolidation)

The Region of Peel Official Plan ("ROP") guides growth and development in the combined areas of the City of Mississauga, City of Brampton and the Town of Caledon. The ROP was adopted by Regional Council on July 11, 1996 and received ministerial approval with modifications on October 22, 1996. The Region of Peel is completing an Official Plan Review ("Peel 2051"), which is anticipated to be finalized by July 1, 2022. Peel Region is approximately 1,225 km<sup>2</sup> and is located within the Greater Toronto Area (GTA).

The general goals of the ROP include to create healthy and sustainable regional communities for those living and working in Peel, and to support growth and development which takes place in a sustainable manner (Policy 1.3.6.1 and 1.3.6.4).

As per Section 4.2, the City of Mississauga is anticipated to experience a high level of population and employment growth in the coming years, with an estimated increase of 37,000 people and 10,000 jobs between 2021 to 2031. With a projected population of 805,000, 270,000 households, and 510,000 jobs in 2031, it is important to utilize a sustainable development framework and apply a holistic approach to planning in order to create strong, vibrant

and resilient communities.

Chapter 5 sets out broad planning goals, objectives and policies to guide the structural development of the Region to accommodate anticipated population and employment growth. The overarching goal is to provide a diversity of healthy complete communities for those living and working in Peel Region while offering a wide range and mix of housing, employment and recreational and cultural activities. Communities are to be connected by a multi-modal transportation system and provide an efficient use of land, public services and infrastructure, while respecting the natural environment (Section 5.1.2).

The subject property is designated “Urban System” on Schedule D – Regional Structure (Figure 8) and “Built-Area” on Schedule D4 – Growth Plan Policy Areas (Figure 9).

An Urban System consists of diverse communities with a variety of living, working and cultural opportunities. The objectives of Urban Systems include: achieving sustainable development (Policy 5.3.1.2); establishing healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources, and existing community characteristics (Policy 5.3.1.3); achieving intensified and compact form and a mix of land uses that efficiently use land, services, infrastructure and public finances (Policy 5.3.1.4); and achieving a pedestrian-friendly and transit supportive urban structure, form, and density (Policy 5.3.1.5), amongst others.

ROP Section 5.5 addresses how the Region will

contribute to the achievement of vibrant, complete communities as outlined in the Growth Plan. This includes directing municipalities to incorporate Official Plan policies to develop complete communities that are compact, well-designed, offer transportation choices, and have an appropriate mix of housing (Policy 5.5.2.1). Moreover, the ROP directs a significant portion of new growth to built-up areas (Policy 5.5.2.2), such as that in which the subject property is located. More specifically, until 2025 built-up areas are required to contain a minimum of 40 per cent of all residential development within the Region (Policy 5.5.3.2.4). By 2026 and each year thereafter, 50 per cent of all residential development is required to be within the built-up area (Policy 5.5.3.2.5). The City of Mississauga is required to develop a minimum of 52,000 residential units within the built-up area by 2031 (Policy 5.5.3.2.5).

**In accordance with ROP policies, the proposed development directs development to the Urban System and Built-Up Area. It encourages a compact built form that will efficiently use existing land, services, and infrastructure through residential intensification. The proposed development provides additional residential options to the City’s existing housing stock, with connections to public transit and active transportation networks.**

Housing policies which contribute to sustainable development patterns are detailed in Section 5.8. Objectives include providing an appropriate range and mix of housing types, densities, sizes, and tenure to meet the projected requirements and housing needs of current and future residents. Municipalities are



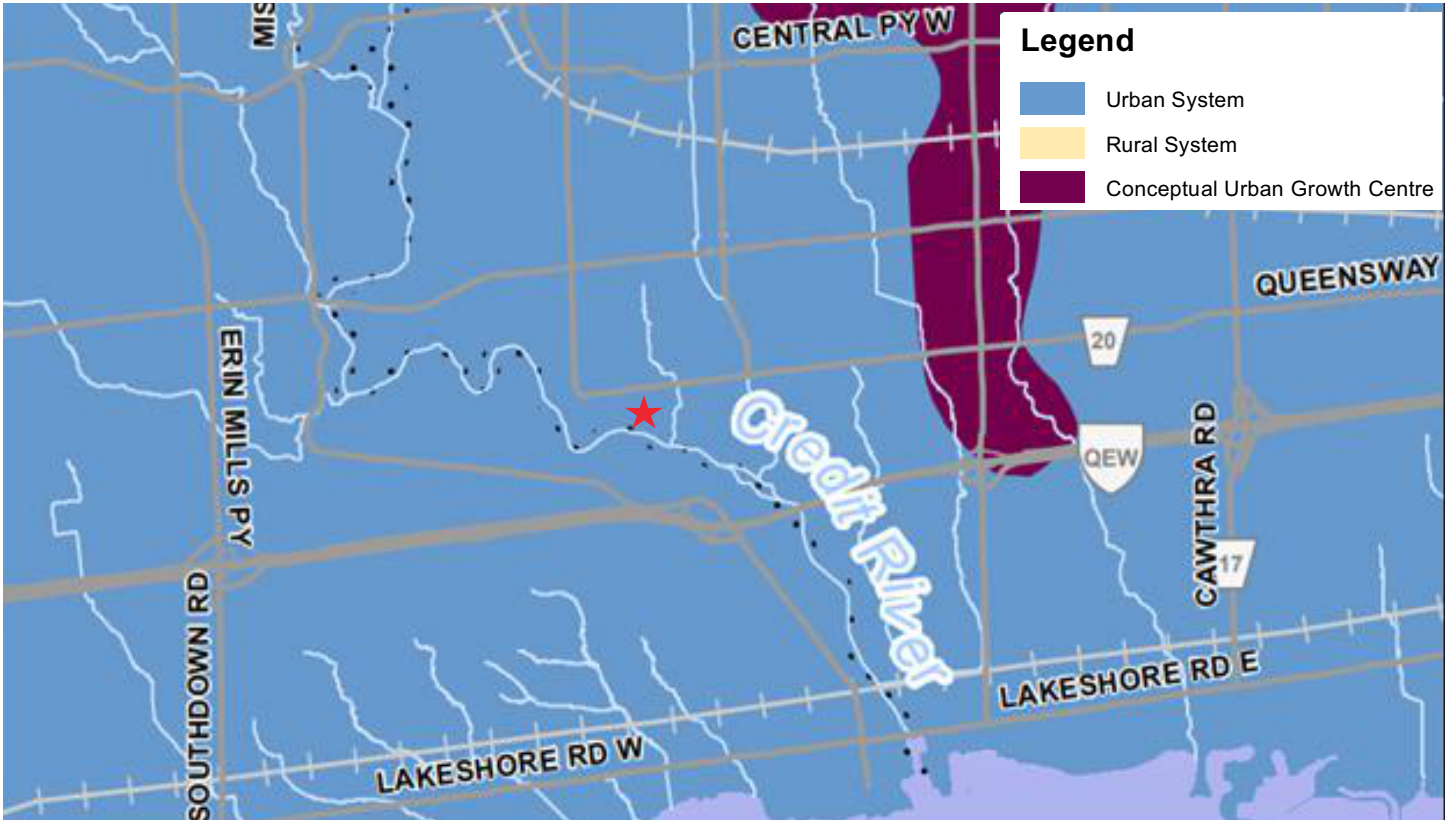


Figure 8 - Schedule D of the ROP

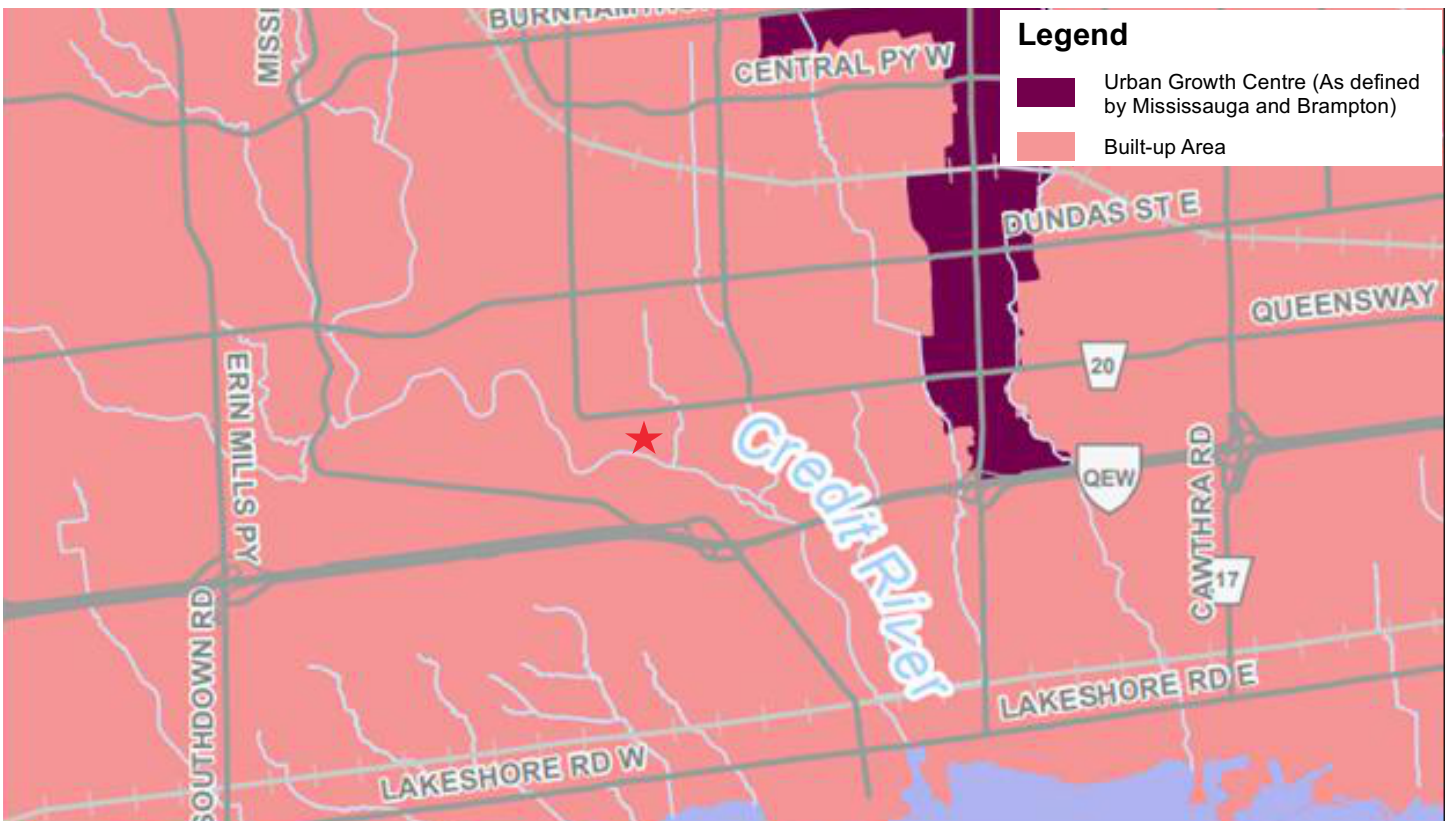


Figure 9 - Schedule D4 of the ROP

encouraged to support residential redevelopment in areas with sufficient existing or planned infrastructure (Policy 5.8.2.2) and a range of densities and forms of housing affordable to all households (Policy 5.8.2.3). New residential development, redevelopment, and intensification in support of policies promoting compact forms of development and residential intensification are to be encouraged (Policy 5.8.2.6).

The subdivision of the subject property into five lots will allow for the eventual construction of four new homes (assuming that the existing house will be retained). The proposed development supports new growth through intensification and will increase the neighbourhood's range of housing options and densities. The proposed development makes efficient use of an underutilized parcel of land and existing infrastructure and services. It is consistent with the vision and policies of the ROP.

Section 5.9 sets out objectives and policies related to transportation in Peel. General objectives include:

- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system (5.9.1.2);
- To support the provision of improved transportation mobility and choice to all residents, employees, and visitors (5.9.1.3);
- To promote and encourage the increased use of public transit and other sustainable modes of transportation (5.9.1.4);
- To optimize the use of the Region's transportation infrastructure and services (5.9.1.5);

- To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles (5.9.1.6); and,
- To support the integration of transportation planning, transportation investment and land use planning (5.9.1.10).

Mississauga Heights Drive is accessed via Queensway West, which intersects Hurontario Street to the east and Dundas Street West to the north. Queensway West (east of Mavis Road), Hurontario Street and Dundas Street West are identified as Major Roads in Schedule E. Further, as per Schedule G, Hurontario Street and Dundas Street West are Rapid Transit Corridors.

The Major Road Network provides for inter-and intra-municipal travel within Peel and for connections to other regions, municipalities, and the Provincial Freeway Network. The objective of the Major Road Network is to facilitate the safe, efficient, and reliable movement of people and goods (Policy 5.9.4.1.1).

Rapid Transit Corridors are elements of the inter and intra-regional transit network which accommodate the long-term travel demand of projected residents and employees. The increased use of transit improves the sustainability of the transportation system and helps maximize the use of existing transportation infrastructure. The ROP outlines opportunities for the inter and intra-regional transit network, with an objective to support and encourage a higher use of public transit (Policy 5.9.5.1.1).

Per Section 5.9.10, efforts are underway to expand active transportation networks in Peel to increase the modal share of active trips, improve sustainability, enhance quality of life, reduce the strain on the transportation system and decrease emissions.

The subject property is located in close proximity to Major Roads, Rapid Transit Corridor, future LRT station, regional bus and train services, local bus routes and a paved multi-use trail. The property's high accessibility to various public and active transportation networks encourages the use of sustainable modes of transportation with the potential to reduce vehicle trips and automobile dependence.

The traffic assessment prepared for this application (Transportation Opinion Letter, WSP) concludes that traffic generated by the proposed development can be accommodated by the existing road network with no undue impacts (i.e., traffic, noise, safety).

## Summary

For the reasons outlined above, it is our professional opinion that the proposed development and associated Zoning By-law Amendment are consistent with to the policies of the ROP.

## 4.6 City of Mississauga Official Plan (2021 Office Consolidation)

The Mississauga Official Plan (“MOP”) was adopted by Council on September 29th, 2010 and partially approved by the Region of Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now Local Planning Appeal Tribunal). This section refers to the April 8th, 2021 Office Consolidation which includes Local Planning Appeal Tribunal (LPAT) decisions and Council-approved amendments to date. The MOP provides a policy framework to guide development to the year 2031 and direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long-term sustainability of the city.

### Chapter 4 - Vision

Chapter 4 of the MOP sets out a vision for Mississauga’s future. Section 4.4 includes several key guiding principles for land use decisions including: the preservation of cultural heritage; the promotion of a strong and diversified economy through a range of employment opportunities; a range of mobility options for people of all ages and abilities; a wide range of housing, jobs and community infrastructure resources; and, the creation of distinct, vibrant and complete communities. New residential development is expected to be accommodated in already developed areas and in compact forms.

To achieve these principles, Mississauga directs growth to locations supported by planned and higher

order transit, higher density, pedestrian-oriented development, and community infrastructure, services, and facilities (Section 4.5). It will also create a multi-modal city by developing public transportation and active transportation networks that are safe, efficient, and seamless (Section 4.5). The City also seeks to build an urban form that supports vibrant mixed-used communities (Section 4.5) and supports existing and future office and commercial businesses (Section 4.5).

The proposal supports the vision of the MOP by accommodating growth with a compact form in an already developed area, and at a location in close proximity to planned and existing higher order transit, local public transit, and active transportation networks. Moreover, the proposed development provides an opportunity to increase the City’s housing stock and expands the range and diversity of housing options available in the neighbourhood.

### Chapter 5 - Direct Growth

Chapter 5 discusses how the City of Mississauga directs growth by encouraging compact, mixed-use development in appropriate locations. As discussed previously, Mississauga is forecasted to accommodate a population of 805,000 people and 510,000 jobs by 2031. Policy 5.1.3 directs forecasted growth to locations that ensure resources and assets are managed in a sustainable manner. As such, ecological functions, public health and safety are protected, and existing and proposed services and infrastructure such as transit and municipal services are efficiently utilized (Policy 5.1.3). Policy 5.1.7 underlines the protection and conservation of

residential Neighbourhood characters.

**As per Schedule 1 – Urban Systems, the subject property is located within a Neighbourhood and is adjacent to the Green System (Figure 10). Strategies that protect, enhance and expand the Green System are supported by the MOP. The subject property is not located within a Corridor, Intensification Corridor, or Major Transit Station Area.**

Neighbourhoods are characterized as physically stable areas. If development is to occur within these areas, it should be sensitive to the Neighbourhood's existing and planned character (Section 5.3.5). Policy 5.3.5.5 states:

*"intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development and enhances the existing or planned development."*

**The proposal is supported by policies of the MOP in that the development protects ecological functions, public health and safety, and utilizes existing services and infrastructure. Further, the proposal, which includes the subdivision of land to enable the construction of multiple single-detached dwellings, is compatible with the built form and scale of the surrounding neighbourhood.**

## Chapter 6 - Value the Environment

Chapter 6 provides policies to ensure growth does not compromise the natural environment. Mississauga strives to be a leader in sustainable development to mitigate, manage and adapt to climate change

(Policy 6.2.1) and seeks to build communities that are environmentally sustainable (Policy 6.2.2). Mississauga gives priority to actions that protect, enhance, restore and expand the Green System (Policy 6.3.1) and Natural Heritage System (Policy 6.3.24).

**As per Schedule 3 – Natural System, the subject property is located adjacent to a Significant Natural Area and Natural Green Space with Natural Hazards (Figure 11).**

Mississauga seeks to build communities that are environmentally sustainable and encourage sustainable ways of living (Policy 6.2.2). Mississauga encourages tree planting to increase the Urban Forest Canopy (Policy 6.2.12) and requires developments and site alterations to protect the Urban Forest, which includes individual trees on private property (Policy 6.3.41 and Policy 6.3.42).

Development in or adjacent to the Natural Heritage System must protect and maintain natural heritage features and their ecological functions through such means as tree preservation, the appropriate location of building envelopes, grading, landscaping and the suitable location of parking and amenity areas (6.3.24(a)). If it is demonstrated that there will be no negative impact to natural heritage features and their ecological functions, development and site alteration is permitted within or adjacent to Natural Green Spaces (Policy 6.3.32). Development adjacent to valleylands must provide an appropriate buffer to erosion hazards (Policy 6.3.47).



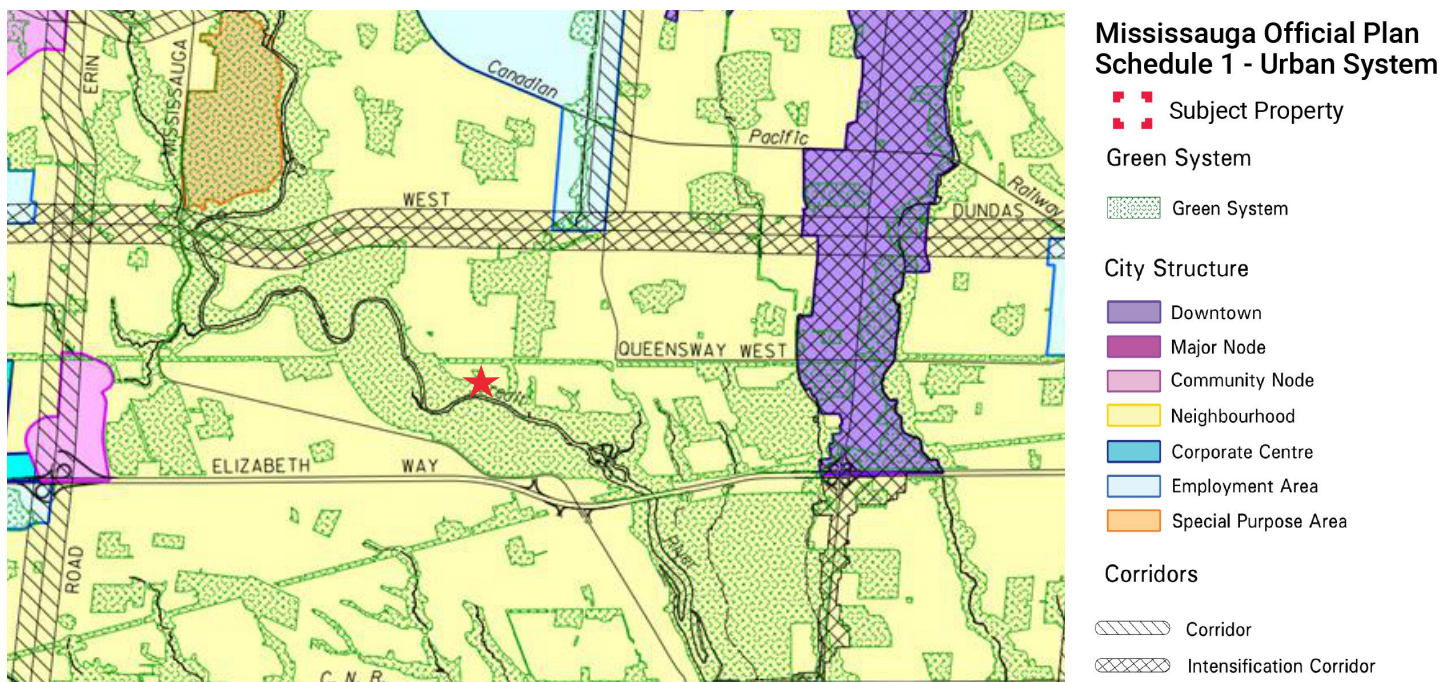


Figure 10 - Schedule 1 of the MOP (Urban System)

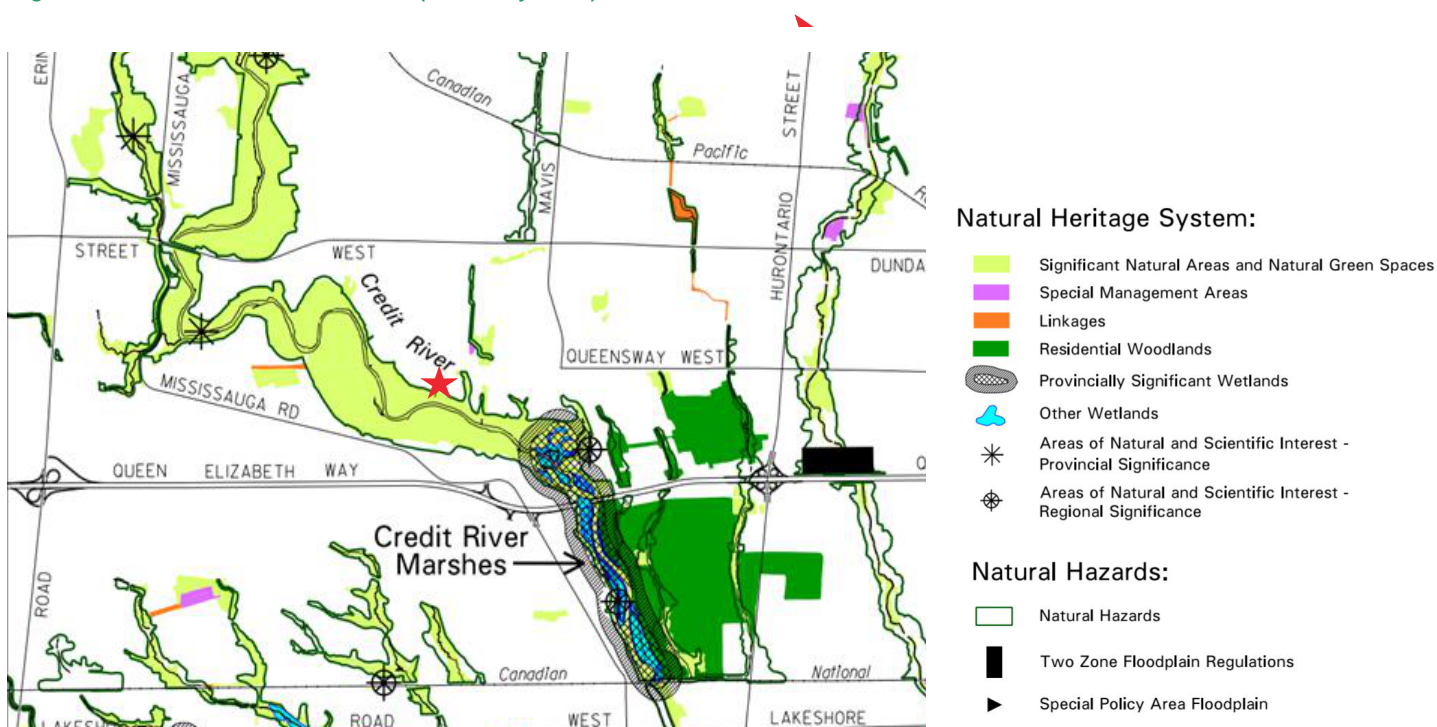


Figure 11 - Schedule 3 of the MOP (Natural System)

The City's Significant Natural Area CRR8 (Credit River, Natural Area Name) is located along the slope of the southern edge of the site and is mainly comprised of valleylands and woodlands. It is also designated as Hazard Lands in the OP. These natural areas are regulated by the Credit Valley Conservation. According to CVC regulations, lots created through a plan of subdivision must be setback the greater of 10 metres from the limit of erosion hazards, or 10 metres from the dripline of significant woodlands. The dripline was verified on site with the CVC and City staff in 2018, whereby it was determined that the site alterations must be located the greater of 15 metres from top-of-bank, or 10 metres from the surveyed dripline.

The Slope Stability Evaluation prepared by GHD notes that the existing residential dwelling is set approximately 15 metres from the existing physical top of the approximately 23 metre high slope, with the southeast corner of the structure approximately 10 metres from the top of the bluff.

The Scoped Environmental Impact Study prepared by Dougan & Associates concludes that the proposed development will not result in negative impacts to the existing natural heritage features. Mitigation and enhancement strategies include the post-construction installation of Ministry of the Environment, Conservation and Parks (MECP) approved bat boxes, monitoring of erosion control fencing, incorporating native seeding and restoration plantings within the proposed enhancement areas, among others.

The development also supports stormwater management best practices as outlined in the MOP (Policies 6.2.7 and 6.4.2.2). As per the Stormwater Management Report prepared by WSP, runoff from all controlled areas will be directed to a subsurface infiltration chamber system. Runoff from the entire site will be directed to this system for quantity control.

## Chapter 7 - Complete Communities

Chapter 7 outlines policies for creating complete communities including housing and heritage. Mississauga encourages the provision of services, facilities and housing that support the population living and working within the City (Policy 7.1.1), and a housing mix that accommodates people with diverse housing preferences and of various socioeconomic characteristics (Policy 7.1.6).

Mississauga encourages housing that is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of residents (Policy 7.2.1). Opportunities for a range of housing options are supported (Policy 7.2.2), and the quality and quantity of housing stock is to be maintained (Policy 7.2.4).

The proposed development supports complete community policies in the MOP by retaining and adding additional housing stock on the subject property, and by more efficiently using existing community infrastructure and municipal services.

## Chapter 8 - Create a Multi-Modal City

Chapter 8 sets policies for transitioning Mississauga from a city with a suburban, vehicle oriented built form to a more urban municipality. A multi-modal transportation system that supports transit and active transportation options will facilitate the development of compact, complete communities (Section 8.1).

The subject property is located on Mississauga Heights Drive, which is a Local Road accessible from Queensway West. As per Schedule 5 – Long Term Road Network, Queensway West is a Minor Collector located west of Mavis Road. Minor Collectors and Local Roads are designed to accommodate low levels of traffic and provide property access (Policy 8.2.2.1(c)). A primary off-road cycling route is located along Queensway West per Schedule 7 – Long Term Cycling Routes. The purpose of these routes is to connect key city destinations, such as Major Transit Stations (Section 8.2.4). The proposed development does not obstruct, conflict with, or hinder the City's existing and planned transportation network.

## Chapter 9 - Building a Desirable Urban Form

High quality urban design and a strong sense of place are the focus of Chapter 9 of the MOP. The subject property is located in a Non-Intensification Area, which accommodate lower densities, building heights and more homogeneous land uses than Intensification Areas (Section 9.2.2). In Non-Intensification Areas, tall buildings are not permitted (Policy 9.2.2.2); new developments respect the continuity of front, rear, and side yard setbacks; stormwater management practices are incorporated; the replacement of the tree

canopy is required; and developments are designed to respect the existing scale, massing, character and grades of the surrounding area (Policy 9.2.2.3). Further, new developments are to be sensitive to the site and ensure that Natural Heritage Systems are protected (Policy 9.2.3.1).

Private open space or amenity areas are required for all new developments (Policy 9.3.5.5), and residential developments must provide at grade amenity areas that are located and designed for physical comfort and safety (Policy 9.3.5.7).

New developments must be compatible with the site conditions and surrounding context (Policy 9.5.1.1) and preserve existing vegetation patterns and/or enhance the Urban Forest (Policy 9.5.1.6). In addition, developments must provide high quality, universal design in a form that reinforces and enhances local character, respects immediate context, and creates quality living or working environments (Policy 9.5.2.1 and Policy 9.5.2.6). Site development is to maintain the existing grade on-site (Policy 9.5.2.7) and buildings must create a sense of identity through site layout, massing, orientation and scale (Policy 9.5.3.1).

Principal doors and fenestrations are to face the street to ensure that main building entrances are prominent and face the public realm; are clearly visible and accessible from the sidewalk; provide strong pedestrian connections; and ensure public safety (Policy 9.5.3.2). Front building facades are to be parallel to the street (Policy 9.5.3.5), have the highest design quality (Policy 9.5.3.6), and be pedestrian oriented (Policy 9.5.3.7).



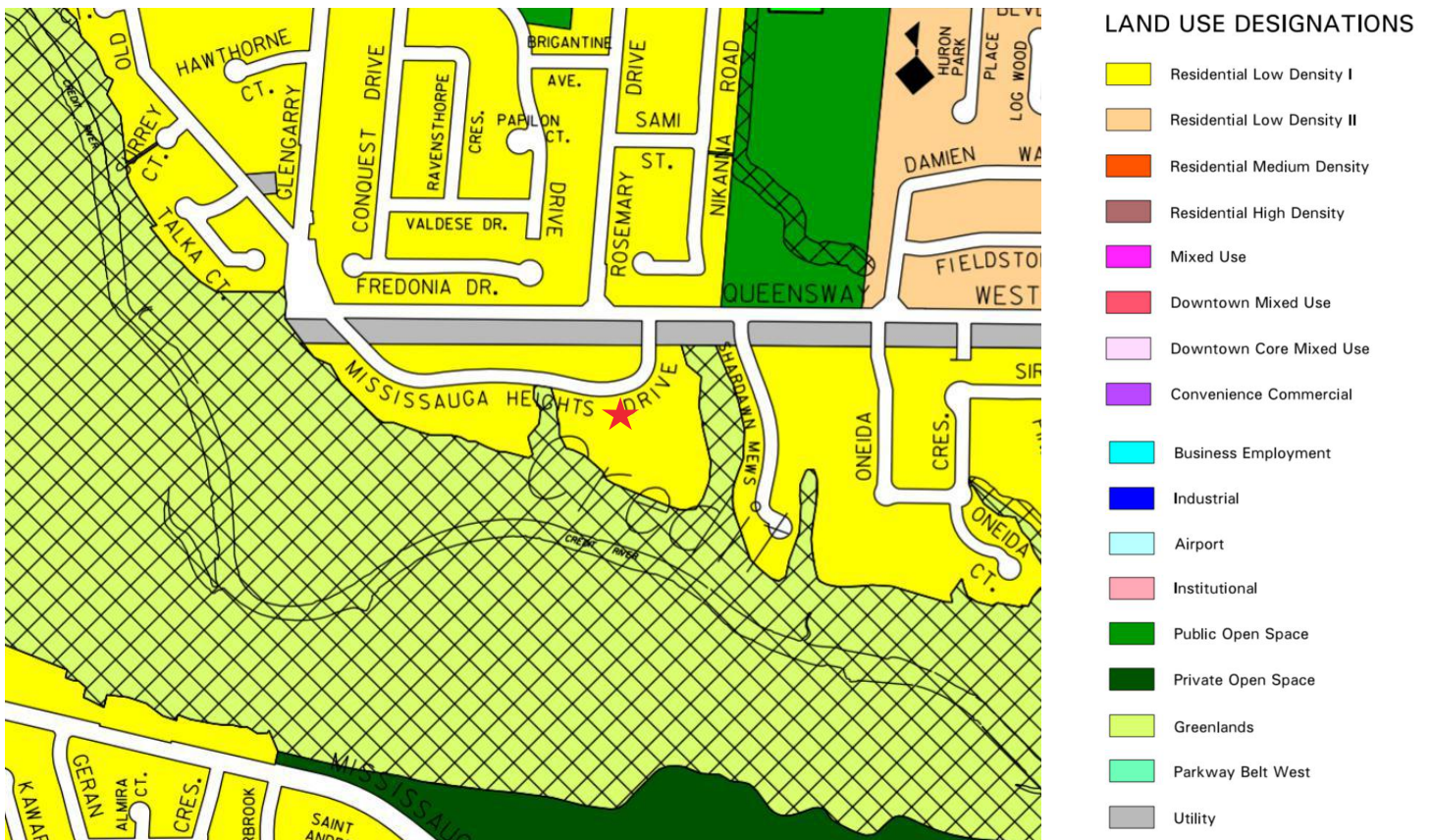


Figure 12 - Schedule 10 of the MOP (Land Use Designations)

The proposal supports an urban form that is compatible with the site conditions and surrounding context and consistent with the policies of the MOP. The proposed development ensures the continuity of front, rear, and side yard setbacks, incorporates stormwater management practices, and respects the existing scale, massing, character, and grades of the immediate neighbourhood while preserving the Natural Heritage System and Urban Forest. The subdivision of land will allow for the construction of four new single-detached dwellings. The dwellings will adhere to all aforementioned MOP policies pertaining to urban form and urban design.

### Chapter 11 - General Land Use Designations

The subject property is designated Residential Low Density I, with the southern edge designated Greenlands (Figure 12). The land use designations on Schedule 10 take precedence over City Structure policies in the event of a conflict. Uses permitted in all land use designations (except Greenlands and Parkway Belt West, unless specifically allowed) include community infrastructure, community gardening, conservation, electric power distribution and transmission facility, flood control and/or erosion management, natural gas and oil pipeline, parkland, piped services and related facilities for water, wastewater and stormwater, telecommunication facility, transit facilities and transportation infrastructure (Policy 11.2.1.1).

In addition to the uses permitted in all designations, lands designated Residential Low Density I permit detached, semi-detached, and duplex dwellings. Second units within detached, semi-detached,

and townhouse dwellings are permitted where appropriate (Policy 11.2.5.8). Accessory offices are only permitted in detached and semi-detached dwellings provided the dwelling is the principal residence of the practitioner (Policy 11.2.5.7).

Greenlands permit the following uses: conservation, electric power distribution and transmission facility, facilities that by their nature must locate near water or traverse watercourses, flood control and/or erosion management, passive recreational activity, parkland, piped services and related facilities for water, wastewater and stormwater, and accessory uses (Policy 11.2.3.2). For existing lots, development is not permitted to extend within the regulatory storm floodplain or hazard lands associated with a valley and watercourse corridor (Policy 11.2.3.8).

**The proposed development is setback 10 metres from the surveyed dripline of significant woodlands (as required by the CVC), providing an appropriate buffer.**

### Chapter 16 - Neighbourhoods

Neighbourhood policies are outlined in Chapter 16 of the MOP. The subject property is located within the Erindale Neighbourhood Character Area, Special Site 2 (Figure 13).

Lands located within a Neighbourhood may accommodate maximum building heights of four storeys, unless Character Area policies specify otherwise (Policy 16.1.1.1).

In order to preserve the character of lands designated Residential Low Density I and II, the area and

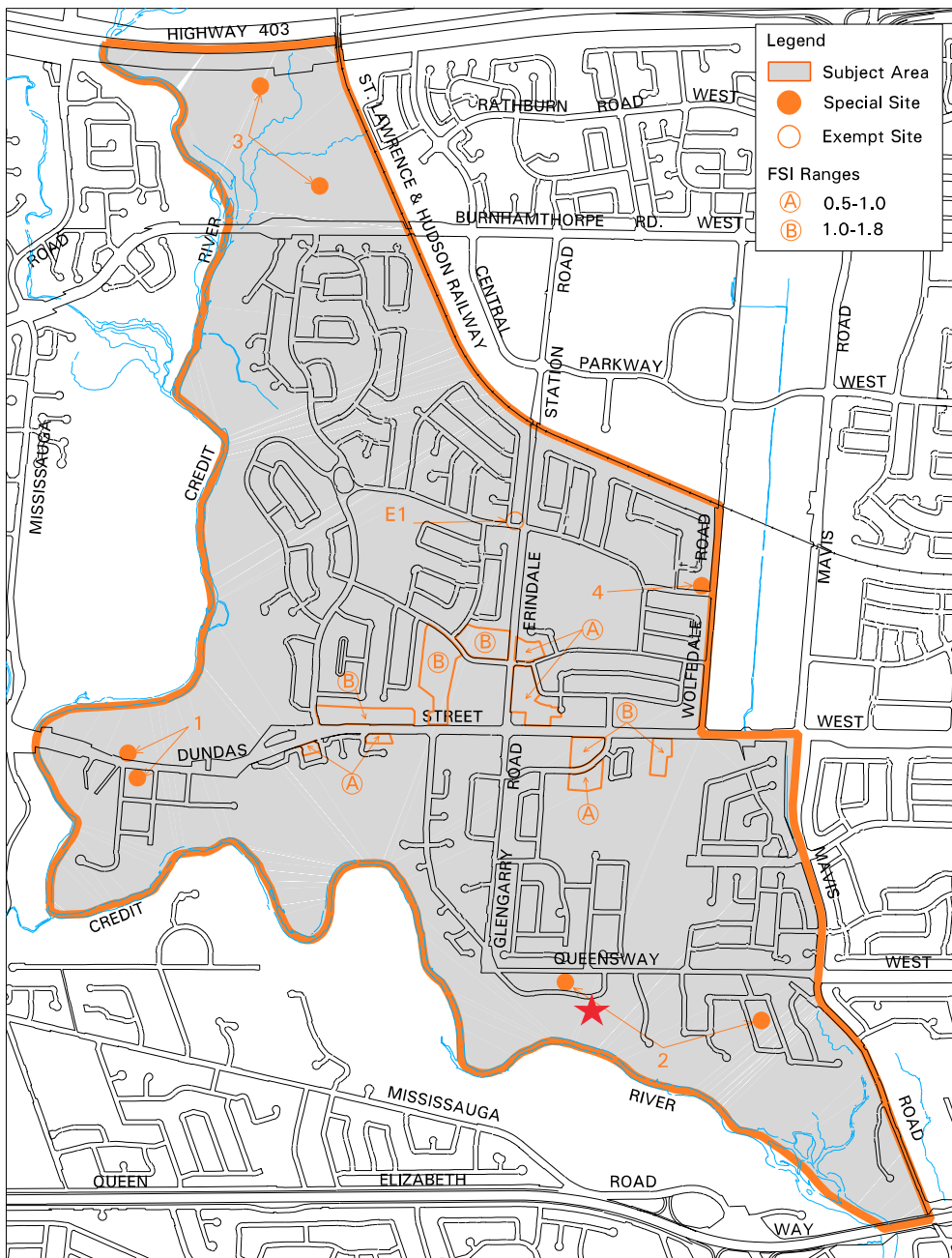


Figure 13 - Map 16-9, Erindale Neighbourhood Character Area



Figure 14 - Erindale Neighbourhood Character Area, Special Site 2

minimum frontage of new lots along the periphery of a draft plan of subdivision, or which are subject to a consent application will represent the greater of (Policy 16.1.2.1):

a. the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both streets within 120 m will be considered;

or

b. the requirements of the Zoning By-law.

Section 16.9 provides policies for the Erindale Neighbourhood Character Area. As per Policy 16.9.1.1, lands within Erindale designated Residential Low Density I shall only permit detached dwellings. The subject property is subject to the special site policies outlined for Special Site 2 (Figure 14). Policy 16.9.2.2.2 states that:

*"Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies apply:*

*a. preserve and enhance the generous front, rear and side yard setbacks;*

*b. ensure that existing grades and drainage conditions are preserved;*

*c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;*

*d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;*

*e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;*

*f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;*

*g. reduce the hard surface areas in the front yard;*

*h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;*

*i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1 400 m<sup>2</sup>."*

The proposal is in keeping with the above site specific policies. Specifically, generous front, rear



and side yard setbacks will be preserved on all lots. All lot frontages meet or exceed 30 metres, with lot areas ranging from approximately 1315 m<sup>2</sup> to 1956 m<sup>2</sup>. As per the site plan (Figure 6), there are no lots fronting on Mississauga Heights Drive. All lots will be accessed through a CEC road internal to the site.

While the design development will occur at a later stage, the proposed single detached dwellings will be two storeys in height and will have minimal shadow and privacy impacts on the adjacent neighbours. Their design will be complementary to the neighbourhood's existing character.

As per the recommendations in Dougan & Associates' Arborist Report and Tree Preservation Plan, Tree Protection Hoarding (TPH) will be established to protect trees that are not proposed for removal. Tree protection and mitigation measures as outlined in the Arborist Report (Section 4.1) will be followed as closely as possible for the pre-, during and post-construction phases.

As per the Functional Servicing and Stormwater Management Report findings (see Section 5.0), the site will be graded towards the south property limits matching existing drainage patterns.

### Summary

The proposal facilitates a compact residential development that protects and preserves natural heritage features and their ecological functions. An appropriate buffer for the erosion hazards will be maintained along the southern edge of the property, wherein the property adjoins the Credit River valley land.

The proposed development is consistent with the complete community policies of the MOP by supporting the growing population through the improvement of housing stock quality and quantity. The proposal, which includes the subdivision of land to permit the construction of new single-detached dwellings, conforms to the subject property's existing land use designation and is compatible with the urban form, scale, massing, and character of the surrounding neighbourhood. The proposal does not obstruct, conflict with, or otherwise hinder the existing and planned transportation network and is supportive of a multi-modal transportation network.

Based on the rationale provided above, it is our opinion that the proposed development and Zoning By-law Amendment conform with the policies of the MOP.

## 4.7 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 regulates the use of land, buildings and structures in Mississauga and implements policies in the MOP. Council passed the By-law on June 20, 2007, and it was approved by the Ontario Municipal Board with the exception of site-specific appeals on September 10, 2007.

### Existing Zone

The subject property is zoned Residential (R1) with Site-Specific Exception #8 (R1-8). Only detached dwellings are permitted for R1, with a maximum permitted building height of 10.7 metres and a

maximum lot coverage of 25%. For interior lots and corner lots, minimum lot areas are 750 m<sup>2</sup> and 835 m<sup>2</sup>, respectively. Minimum lot frontage is 22.5 m. However, Site Specific Exception #8 requires minimum lot areas of 1,400 m<sup>2</sup> and minimum lot frontages of 30 m.

For properties zoned R1, minimum front yards are to be 9.0 m for interior lots and 7.5 m for corner lots. Minimum exterior side yards of 7.5 m are required. The interior side yard is to be a minimum of 1.8 m on one side of the lot and 4.2 m on the other side of the lot for interior lots and 3.0 m for corner lots. Rear yards are to be a minimum of 7.5 m and 3.0 m for interior and corner lots, respectively. An attached garage is permitted, and driveways can be a maximum width equal to that of the garage door opening(s) plus 2.0 m up to a maximum of 8.5 m. If there is no garage door, the maximum driveway width is 6.0 m. At minimum, 40% of the yard containing the driveway (front yard and/or exterior side yard) is to be landscaped soft area.

#### Proposed Zone

The proposal seeks to amend Zoning By-law 0225-2007 to support the rezoning of the subject property from R1 to R16. The R16 Zone permits detached dwellings on a common element condominium (CEC) road, with requirements related to minimum lot area, minimum lot frontage, minimum front yard, minimum exterior side yard and minimum interior side yard. Further, properties zoned R16 permit a 10% higher maximum lot coverage than those zoned R1. More compact urban form and efficient use of land and existing municipal services and infrastructure

is achievable in areas zoned R16. The proposal's site plan conformity to the R16 zone regulations is provided in **Table 2**.

Exceptions to the R16 Zone (R16-XX) will be required to permit for reductions in visitor parking and reduced interior and rear yard setbacks for Lot D.

#### **4.7.1 Zoning By-law Amendment Justification**

The proposed development is not permitted under the existing zoning for the subject property. A Zoning By-law Amendment is required to permit multiple detached dwellings on a CEC road, and to amend performance standards including reductions in visitor parking, and reduced interior side and rear yard setbacks for Lot D.

The proposed Zoning By-law Amendment would maximize the use of the large property while contributing to the provision of new housing stock in the City of Mississauga. Each lot in the proposed development generally conform to the R16 zoning regulations, with the exception of Lot D's interior side yard and rear yard setbacks. These exceptions are necessary as they reflect the building envelope of the existing dwelling located on Lot D (see Figure 6 in Section 3.0 of this Report). An exception to permit 0 visitor parking spaces is also requested due to site constraints. While the detailed design has yet to be determined, each lot will be configured to accommodate a driveway with sufficient width and length to accommodate visitor parking.

As noted in **Table 2**, site specific exceptions are required to remove visitor parking and retain the setbacks for the existing dwelling (Lot D).

Table 2 - Zoning Conformity

1.0 ZONES	R16	CONFORMITY
<b>PERMITTED USES</b>		
2.0 RESIDENTIAL		
2.1 Detached dwelling on a CEC - road		✓
<b>ZONE REGULATIONS</b>		
3.0 MINIMUM LOT AREA		
3.1 Interior lot	550 m <sup>2</sup>	✓
3.2 CEC - Corner lot	720 m <sup>2</sup>	✓
4.0 MINIMUM LOT FRONTAGE		
4.1 Interior lot	15.0 m	✓
4.2 CEC - Corner lot	19.5 m	✓
5.0 MAXIMUM LOT COVERAGE	35%	(design TBD, later stage)
6.0 MINIMUM FRONT YARD		
6.1 Interior lot / CEC - Corner lot	7.5 m	✓
6.2 Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk	7.5 m	(design TBD, later stage)
7.0 MINIMUM EXTERIOR SIDE YARD		
7.1 Lot with an exterior side lot line abutting a street	6.0 m	✓
7.2 Lot with an exterior side lot line abutting a CEC - road	6.0 m	✓
7.3 Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m	N/A
7.4 Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk	6.0 m	(design TBD, later stage)

Table 2 - Zoning Conformity (cont'd)


1.0	ZONE	R16	CONFORMITY
<b>ZONE REGULATIONS</b>			
8.0	MINIMUM INTERIOR SIDE YARD		
8.1	Interior lot / corner lot	1.2 m plus 0.61 m for each additional storey or portion thereof above one storey	LOT D: 0 m
8.2	Where the interior side lot line is the rear lot line of abutting parcel	2.5 m	N/A
9.0	MINIMUM REAR YARD		
9.1	Interior lot / CEC - Corner lot	7.5 m	LOT D: 0 m
10.0	MAXIMUM HEIGHT	10.7 m	 * assuming all houses will be 10.7 m
11.0	ENCROACHMENTS, PROJECTIONS AND SETBACKS		
11.1	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	1.5 m	(design TBD, later stage)
11.2	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards	0.6 m	(design TBD, later stage)
11.3	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard	5.0 m	(design TBD, later stage)
11.4	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard	1.0 m	(design TBD, later stage)
11.5	Minimum setback of a detached dwelling to a CEC - visitor parking space	3.3 m	(design TBD, later stage)
11.6	Minimum setback of a detached dwelling to a CEC - amenity area	1.5 m	(design TBD, later stage)



Table 2 - Zoning Conformity (cont'd)

1.0	ZONE	R16	CONFORMITY
<b>ZONE REGULATIONS</b>			
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY		
12.1	Attached garage	Permitted	✓ *assuming garages will be attached
12.2	<i>Deleted by 0379-2009</i>		
12.3	Minimum parking spaces	✓	
12.4	Minimum visitor parking spaces	✓	0 visitor parking spaces
12.5	Maximum driveway width	Lesser of 8.5 m or 50% of the lot frontage	(design TBD, later stage)
13.0	CEC - ROAD, AISLES AND SIDEWALKS		
13.1	Minimum width of a CEC - road	7.0 m	✓
13.2	Minimum width of a CEC - road with an abutting parallel common visitor parking space	6.0 m	N/A
13.3	CEC - roads and aisles are permitted to be shared with abutting lands with the same R16 Base Zone and/or R16 Exception Zone	✓	
13.4	Minimum width of a sidewalk	2.0 m	N/A
14.0	ACCESSORY BUILDINGS AND STRUCTURES		
		✓	

5.0

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SUPPORTING  
STUDIES

The following section outlines the key findings from all technical studies completed in support of this Zoning By-law Amendment application.

Please note that the Top of Bank Survey (2007) has been deemed satisfactory for the purposes of this application. It was confirmed during a call on February 18 2021 between Sajecki Planning and the Credit Valley Conservation Authority (CVC), specifically noting that it can be assumed that if it was deemed necessary, the top of bank would've been re-staked when the dripline was completed in 2019.

## 5.1 Functional Servicing Report

WSP completed a Functional Servicing Report for the proposed development. The Report provides the conceptual framework for water distribution, sanitary sewage and storm drainage. It includes a Sanitary Servicing Plan, a Storm Servicing Plan, and a Conceptual Grading Plan.

Key findings from the water servicing analysis include:

- The proposed development will be serviced from the City's existing 150mm diameter watermain on Mississauga Heights Drive, connected through a 150mm diameter watermain under the proposed shared CEC road.
- Service connections to each lot will be 25mm and installed in accordance with the region standards.
- An existing hydrant is located approximately 20m north from the site entrance on Mississauga Heights Drive. A private hydrant is

proposed in front of Lot C.

- The watermain will be looped at the end of the CEC road, in general accordance with the regional standards.

Key findings from the sanitary servicing analysis include:

- The proposed development's sanitary sewage will be conveyed to the existing 250mm diameter sanitary sewer along Mississauga Heights Drive.
- A gravity sewer will be provided to the greatest extent possible, serving Lots A, B and C, while Lots D and E will require pump with foremain to direct the sanitary flow to the shared gravity sewer.

Key findings from the storm servicing analysis include:

- The proposed development storm flows, including up to 100-year storm events, will be directed to the stormwater tank and controlled to the allowable levels. The site will be graded towards the southern property limit, matching existing drainage patterns.
- The proposed storm sewer network will connect to a stormwater storage unit and undergo water quality control, before outletting to a swale between Lots D and E.
- The swale will terminate at a rip rap flow disperser and flow over a vegetated buffer upstream of the top of slope in order to slow

and spread out the flow before it spills over and down the bank to the Credit River.

## 5.2 Stormwater Management Report

A Stormwater Management Report for the proposed development was prepared by WSP. The Report examines the potential water quality, quantity, balance and erosion impacts of the proposed development. The Report summarizes how each impact will be addressed in accordance with Mississauga's Development Requirements (2020) and the CVC's Stormwater Management Criteria (2021).

Key components of the stormwater management plan include:

- **Erosion Control:** Erosion protection will be provided at the outlet through flow diffuser riprap. Temporary erosion control shall be provided during construction.
- **Water Quality:** Stormwater runoff from proposed impervious roof areas is considered clean and the site will be unchanged in terms of water quality. Runoff from the paved at-grade areas will be treated for 80% total suspended solids (TSS) removal through the use of an Imbrium JF4-1-1 sized for the subject property.
- **Runoff Reduction:** An infiltration chamber system will provide a sump storage volume of 87 m<sup>3</sup> and will allow for infiltration of the runoff reduction volume for the site.
- **Water Quantity:** Runoff from all areas will be directed to the proposed infiltration chamber

system for quantity control (with a total storage volume of 219 m<sup>3</sup>). A 240 mm orifice plate will control flows for storm events up to and including the 100-year storm to the allowable flow rate of 93 L/s prior to discharging to the Credit River. An emergency overflow will be provided and shall discharge the water at-grade.

## 5.3 Transportation Assessment / Traffic Opinion Letter

A Transportation Assessment for the proposed development was prepared by WSP to assess the traffic levels generated by the proposed development and the presents the findings of the sightline analysis at the proposed driveway location. The assessment also addresses comments raised by the City's transportation staff.

The assessment concludes that traffic generated by the proposed development can be adequately accommodated by the existing road network, and that the configuration of the proposed driveway does not raise traffic or safety concerns.

Key findings and recommendations include:

- The proposed development will generate only three (3) additional vehicle trips in the A.M. peak hour and four (4) additional vehicle trips in the P.M. peak hour. The Mississauga Heights Drive and Queensway West intersection will continue to operate at acceptable levels of service.
- The sightline analysis of the proposed driveway does not raise any traffic or safety issues

associated with its location or configuration.

- To enhance safety on the curved section of Mississauga Heights Drive, the City may consider the implementation of advisory 30 km/h speed limit signs on both approaches along the curved section of the roadway (to be considered independent of the proposed development).

## 5.4 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by WSP for the proposed development. The purpose of the Phase 1 ESA is to identify actual or potential environmental concerns that relate to past and present on-site and off-site activities. The scope included records review, interviews, site reconnaissance, review and evaluation of information (including the preparation of a Conceptual Site Model), and report preparation.

Key findings include:

- Ground water flow direction is anticipated to be south to southeast, following the slope of the land towards the Credit River and Lake Ontario further south.
- Surficial geology mapping for the Site and surrounding area to the north, east and west is mapped as Palaeozoic bedrock indicating there is little to no overburden soils overlying the bedrock. Within the southern part of the site, surficial geology is mapped as modern alluvial

deposits consisting of clay, silt, sand, gravel, and may contain organic matter. According to Quaternary geology mapping, the site and study area are situated near the boundary between glaciomarine deposits (sand, gravelly sand and gravel nearshore and beach deposits) to the south and Palaeozoic bedrock to the north.

- The current property was developed for residential use prior to 1954. The house was demolished in 2007 and replaced by a larger house in the same location in 2008.

The Phase 1 ESA did not identify any potentially contaminating activities (PCAs) or areas of potential environmental concerns (APECs) on site. As such, no further work is recommended at this time.

## 5.5 Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was prepared by WSP in support of the proposed development. The Study assessed the transportation sources of noise that have potential to impact the proposed development, in accordance with the MECP Publication NPC-300.

The results indicate that predicted outdoor and facade sound levels exceed the MECP sound level limits at some locations (Lots C and E). As such, outdoor and indoor noise control measures are required.

Recommendations include:

- A continuous 1.8 metre high acoustic barrier

along the south property lines of Lot E or Type A warning clause.

- Acoustic barriers should be structurally sound, appropriately designed to withstand wind and snow load, constructed without cracks or surface gaps and meet the minimum surface density of 20 kg/m<sup>2</sup>. The acoustic barriers can be constructed of wood, masonry, composite materials, earthen berms or a combination of these materials.
- Dwellings on Lots C and E will require forced air heating systems with provisions (appropriately sized ductwork and fan) for the future installation of central air conditioning.
- Building components (exterior walls, windows and doors) must meet the minimum requirements outlined in the OBC.
- Prior to final inspection and release for occupancy, these buildings should also be reviewed by a qualified professional in acoustics to confirm compliance with the builder's plans and the recommendations of the approved Environmental Noise Feasibility Study.

In addition to the above, warning clauses should be included in the offers/agreements of purchase and sales/leases or tenancy agreements.

## 5.6 Archaeological Assessment (Stage 1-2)

WSP prepared a Stage 1-2 Archaeological Assessment for the subject property, required by the Planning Act to confirm compliance with the Ontario Heritage Act, 1990. The assessment included a review of documents pertaining to the project area including historic maps, aerial photography, land registry documents and local histories, previous archaeological assessment reports, and a property survey.

The study area was considered to have archaeological potential due to its location on a bluff over the Credit River and its proximity to historical transportation routes, known archaeological sites, and the Mississauga of the Credit Village.

The property was assessed through test pit survey at a 5 m interval on December 7th, 2020. No archaeological resources were recovered and, therefore, no further archaeological assessment is recommended.

## 5.7 Geotechnical Report

GHD conducted a geotechnical investigation for the subject property in order to determine the safe setback of the proposed development from the Long-Term Stable Slope Line (LTSSL) in accordance with the Credit Valley Conservation (CVC) Guidelines.

It is important to note that GHD previously conducted a geotechnical investigation in 2007 for the construction of the existing residential dwelling.

Findings from the 2007 investigation are included as Attachment 2 of the Geotechnical Report.

Based on the findings from the site visit (May 5, 2021), subsurface conditions, slope stability rating assessment and slope stability analysis, the following recommendations and conclusions are provided:

- No stability issues were identified in this study for the existing slope along the Lake Iroquois shoreline bluff.
- The existing top of the slope is considered the LTSSL.
- The existing vegetative cover including trees on the slope must not be disturbed for any future development for continuation of the existing conditions.

## 5.8 Environmental Impact Study

Dougan & Associates conducted a Scoped Environmental Impact Study (EIS) in support of the proposed development. An EIS was requested by the City of Mississauga and Credit Valley Conservation (CVC) due to the presence of Greenlands and a Significant Natural Area on the subject lands per Schedules 3 and 10 of the City's Official Plan. A site visit and feature staking was conducted by Sajecki Planning, Wood Environment & Infrastructure, City of Mississauga and CVC representatives in 2018, and in 2019 the Terms of Reference (TOR) for an EIS was subsequently submitted to and approved by the Agencies.

Through the identification of natural heritage

constraints, mitigation, and enhancement strategies the EIS demonstrates that the proposed activities will not result in negative impacts to existing natural heritage features.

Section 8.2 of the EIS identifies residual impacts associated with the proposed development, including:

- Removal of **0.72 ha of vegetation**; and
- Removal of **223 trees**, including **152 regulated trees** and **19 suitable bat roosting trees**.

Recommended mitigation and enhancement strategies include:

- Establish appropriate **tree protection** for trees proposed for preservation and injury;
- Maintain a **10 m ecological buffer** from the natural feature CRR8 dripline;
- Follow the **erosion and sediment control recommendations** provided in the SWM Report (WSP 2021). Apply a **temporary seed mix** immediately upon completion of works within limits of disturbance to promote establishment of permanent vegetation;
- Follow the **stormwater / runoff control recommendations** provided in the SWM report (WSP 2021);
- **Maintain and monitor erosion control fencing** regularly to prevent wildlife from the adjacent natural area entering the construction zone;
- Tree and vegetation removal should take place

between **October 1st and March 31st** to avoid the active seasons for migratory birds and roosting bats. **MECP consultation** should be undertaken with regard to impacts to potential SAR bat habitat through the submission of an IGF **if trees are proposed for removal between April 1st and September 30th**;

- Based on an assessment of the City's current policy, tree compensation required for the proposed tree removals total **\$15,344.08 in fees and/or planting of 193 trees** (or a combination of fees and planting). Tree replacement and/or compensation fees for removal of regulated trees are to be confirmed through consultation with the City of Mississauga via a Private Tree Removal Permit. It is recommended that any tree replacement plantings should be selected based on **CVC's Native Plant List for Breeding Birds**;
- **An MECP-approved bat box** should be installed on the subject lands post-construction;
- A **stewardship email, brochure or pamphlet** should be developed for distribution to the new homeowners of the residential development. This will contain information explaining the significance of the adjacent natural heritage features, and how to act as environmental stewards; and
- Native seeding & restoration plantings should occur in the proposed Enhancement Areas (Map 6 of EIS) post-construction using plants selected from **CVC's Woodland Plants for Landscaping (2015)** and/or **Native Plant List for Breeding Birds (2015)**.

Overall, the proposed development will have permanent and localized impacts that the above mitigation and enhancement measures will address. The higher quality habitat present in the adjacent valleylands (City of Mississauga Natural Area CRR8) will be adequately protected through a **10 m ecological buffer**. If the mitigation and enhancement measures outlined in the EIS and supporting studies (i.e., FSR, SWM, Arborist Report and TPP) are followed, the proposed development should not result in any net negative impact to natural heritage features and functions in the long term.

## 5.9 Arborist Report and Tree Preservation Plan

Dougan & Associates prepared an Arborist Report and Tree Preservation Plan (TPP) for the subject property in accordance with the proposed development. An ISA Certified Arborist carried out field surveys to inventory and assess trees in Spring 2019 and 2021, resulting in mapping which trees to be removed, preserved, or injured based on the proposed site plan.

The Arborist Report and TPP address the following objectives:

- Identify trees to be preserved, injured and removed, and appropriate protection/mitigation measures;
- Provide detailed characterization of trees to allow for comparison of pre-post construction conditions; and
- Provide recommendations on mitigating impacts



to trees, and compensation requirements in accordance with the City of Mississauga's Tree Removal Application Form.

Key recommendations include:

- Clearing of any vegetation which may be required should be conducted in the fall or winter months (October 1 – March 31) so as not to coincide with the breeding bird seasons or SAR bat roosting season;
- If construction occurs during the nesting bird season (April 15 – August 15), nest sweeps of the site should be conducted prior to construction to ensure that unusually early or late nesting is not taking place, or that dependent young, even though fully fledged, are not in the area and unable to disperse. If breeding birds are found, construction must be delayed until all young have fledged;
- If tree removal cannot take place outside of the bat roosting season (April 1 – September 30), further consultation with MECP is required to confirm additional study requirements under the Endangered Species Act (2007);
- Prior to construction, Tree Protection Hoarding (TPH) should be established to protect trees that are not proposed for removal. Tree Protection Hoarding should be inspected by a Certified Arborist before construction activity begins. All other mitigation measures discussed in section 4.1 of the Report should be followed where appropriate; and
- A total of **152 healthy live trees > 15 cm DBH are proposed for removal**. Tree removal fees and replacement plantings were calculated based on current direction available on the City's website. Fees payable to the City total \$ 15,344.08, and/or **the number of replacement trees total 193** (based on compensation tree ratios). Replacement trees that are planted and maintained in good health for one (1) year will reduce the total fee. Fees and replacement tree plantings are to be confirmed in consultation with the City through the tree permit application process.

6.0

PLANNING ANALYSIS

As outlined in Section 4.0, the proposed development and associated Zoning By-law Amendment is consistent with and conforms to Provincial, Regional and Municipal planning policies. The following section further outlines the ways in which the proposed development reflects good planning.

## 6.1 Complete Community

The proposed development will support the development of a complete community, providing increased residential densities on an underutilized parcel. The proposal will add four single detached residential lots to Mississauga's housing stock—for a total of five lots on the subject property—contributing to the range and type of housing available within the neighbourhood. The proposed lot configuration is consistent with lot patterns in the broader neighbourhood.

The architectural design of the new homes will be context sensitive (aligned with the Erindale Neighbourhood Character Area special site policies), and the proposed heights and setbacks (consistent with R16 zone regulations) ensure that undue impacts on adjacent properties are minimized.

The new lots will be accessed through a shared private road (Common Element Condominium road) off Mississauga Heights Drive, consistent with the location of the existing driveway entrance.

## 6.2 Site Configuration & Massing

The site configuration of the five (5) proposed lots and CEC road is appropriate for the size of the subject property, and exemplifies an appropriate level of residential intensification.

As outlined in Section 3.1 of this Planning Justification Report, the building envelopes for the proposed new lots (Lots A, B, C and E) ensure appropriate setbacks and adequate separation distances to the neighbouring single detached dwellings to the east and west, in turn minimizing any undue privacy or shadow impacts.

The proposed built form typology (residential single detached dwelling) is consistent and in keeping with the immediate and broader neighbourhood.

## 6.3 Natural Features

The subject property includes natural features, as per the site's Greenlands and Significant Natural Area designations. Backing onto the Mississauga Golf and Country Club and Credit River, the property accommodates a wide variety of trees and vegetation, including suitable bat roosting trees.

The proposed mitigation measures outlined in the Environmental Impact Study provide assurance that the proposed development will not result in negative impacts to the natural features of the broader area. See Section 5.0 of this Report for additional information.

## 7.0 CONCLUSION

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Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and associated Zoning By-law Amendment represents an appropriate redevelopment of the subject property. The proposal represents good planning due to the subject property's size and ability to accommodate additional lots, its location within an established neighbourhood, and its access to existing and planned transportation and servicing.

We conclude the following:

- The proposed development and associated Zoning By-law Amendment are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Zoning By-law Amendment conform to the Growth Plan (2019);
- The proposed development and associated Zoning By-law Amendment conform to the Region of Peel Official Plan (2018);
- The proposed development and associated Zoning By-law Amendment conform to the City of Mississauga Official Plan (2018);
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and will support the creation of complete communities and additional housing options in the City of Mississauga. As such, the Zoning By-law Amendment should be approved to implement the proposed development at 904 Mississauga Heights Drive.

Respectfully submitted,

*Leo Palozzi*

Leo Palozzi  
MCIP, RPP, BAA (Pl.)  
Director, Development Planning  
Sajecki Planning Inc.

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## APPENDIX



## **Appendix A: Submission Checklist**

**Application for Rezoning,  
Official Plan Amendment,  
and/or Plan of Subdivision -  
Submission Requirements Checklist**

Planning and Building Department  
Development and Design Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1  
Tel: 905-896-5511  
[www.mississauga.ca](http://www.mississauga.ca)

Application  
File No.



General Information		
Address / Legal Description of Site <b>904 Mississauga Heights Drive</b>	Ward No. <b>7</b>	Meeting Date <b>Aug.8, 2018</b>
Description of Proposal <b>6 single-detached lots on a common element condominium (CEC) road</b>		
Applicant Name <b>David Sajecki, Sajecki Planning</b>	Planner Name <b>E. Warsh</b>	Pre-Application Meeting No. <b>DARC 18-221</b>

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> <a href="#">Complete Application Form</a>	<input checked="" type="checkbox"/> Planning Justification Report
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input type="checkbox"/> Urban Design Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input type="checkbox"/> Shadow Study
<input checked="" type="checkbox"/> Conservation Authority Review Fee	<input type="checkbox"/> Wind Study
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map (40 copies)	<input checked="" type="checkbox"/> Arborist Report/Plan (Tree Inventory)
<input checked="" type="checkbox"/> Concept / Site Plan (40 copies)	<input checked="" type="checkbox"/> Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan (35 copies)	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Survey Plan (40 copies)	<input type="checkbox"/> Streetscape Feasibility Study
<input checked="" type="checkbox"/> Draft Plan of Subdivision (50 copies) <b>N/A</b>	<input checked="" type="checkbox"/> Traffic Opinion Letter
<input checked="" type="checkbox"/> Building Elevations (7 copies) <b>N/A</b>	<input type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Draft Official Plan Amendment (3 copies) <b>N/A</b>	<input type="checkbox"/> Traffic Safety Impact Study
<input checked="" type="checkbox"/> Draft Zoning By-law (3 copies)	<input checked="" type="checkbox"/> Storm Water Management Plan / Report
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up (1 copy)	<input checked="" type="checkbox"/> Functional Servicing Report (FSR) <b>(9 copies)</b>
<input checked="" type="checkbox"/> Digital copy (PDF format) of all required documents, plans, drawings, studies and reports on USB memory stick (2 memory sticks)	<input checked="" type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission <b>(9 copies)</b>
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building (1 copy)	<input checked="" type="checkbox"/> Top of Bank Survey (Site Visit with CVC & City Staff)
<input type="checkbox"/> Urban Design Advisory Panel	<input checked="" type="checkbox"/> Geotechnical Report
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input type="checkbox"/> Phase 2 Environmental Site Assessment
	<input type="checkbox"/> Heritage Impact Statement
	<input checked="" type="checkbox"/> Archaeological Assessment
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

Other Information
<ul style="list-style-type: none"> <li>Application forms can be obtained at <a href="http://www.mississauga.ca/portal/residents/pbformscentre">http://www.mississauga.ca/portal/residents/pbformscentre</a></li> <li>Drawings / Plans must be folded to letter size (8 1/2" x 11"). Rolled drawings/plans will not be accepted</li> <li>Additional information/reports/studies/plans may be required upon submission of the application</li> <li>As part of the <b>Public Consultation Strategy</b> for a complete application, the applicant will be required to host a Community Meeting with respect to the application in the event: the Ward Councillor decides not to host a Community Meeting; and the application includes a residential component or the subject lands are located within 120m of residential uses</li> <li>Application submission is <b>by appointment only</b>. To book an appointment, please phone 905-615-3200 ext. 4199 or by email at <a href="mailto:sanja.blagojevic@mississauga.ca">sanja.blagojevic@mississauga.ca</a></li> <li>Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to <a href="mailto:plans.devdes@mississauga.ca">plans.devdes@mississauga.ca</a> for review</li> </ul>

## **Appendix B:**

### **Draft Zoning By-law Amendment**

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2020

A By-law to amend By-law 0225-2007, as amended.

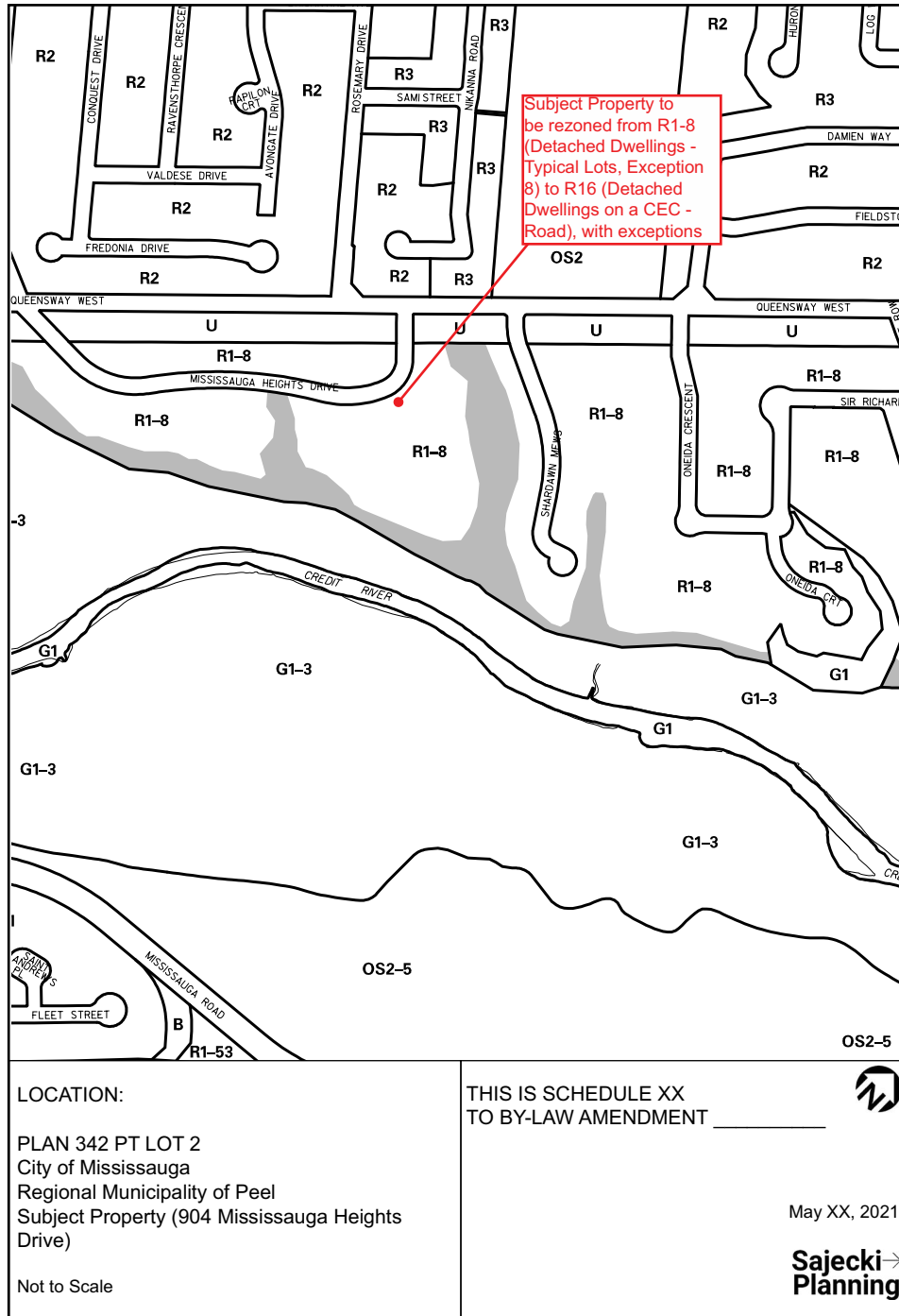
WHEREAS pursuant to section 34 of the planning Act, R.S.O. 1990, cP.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

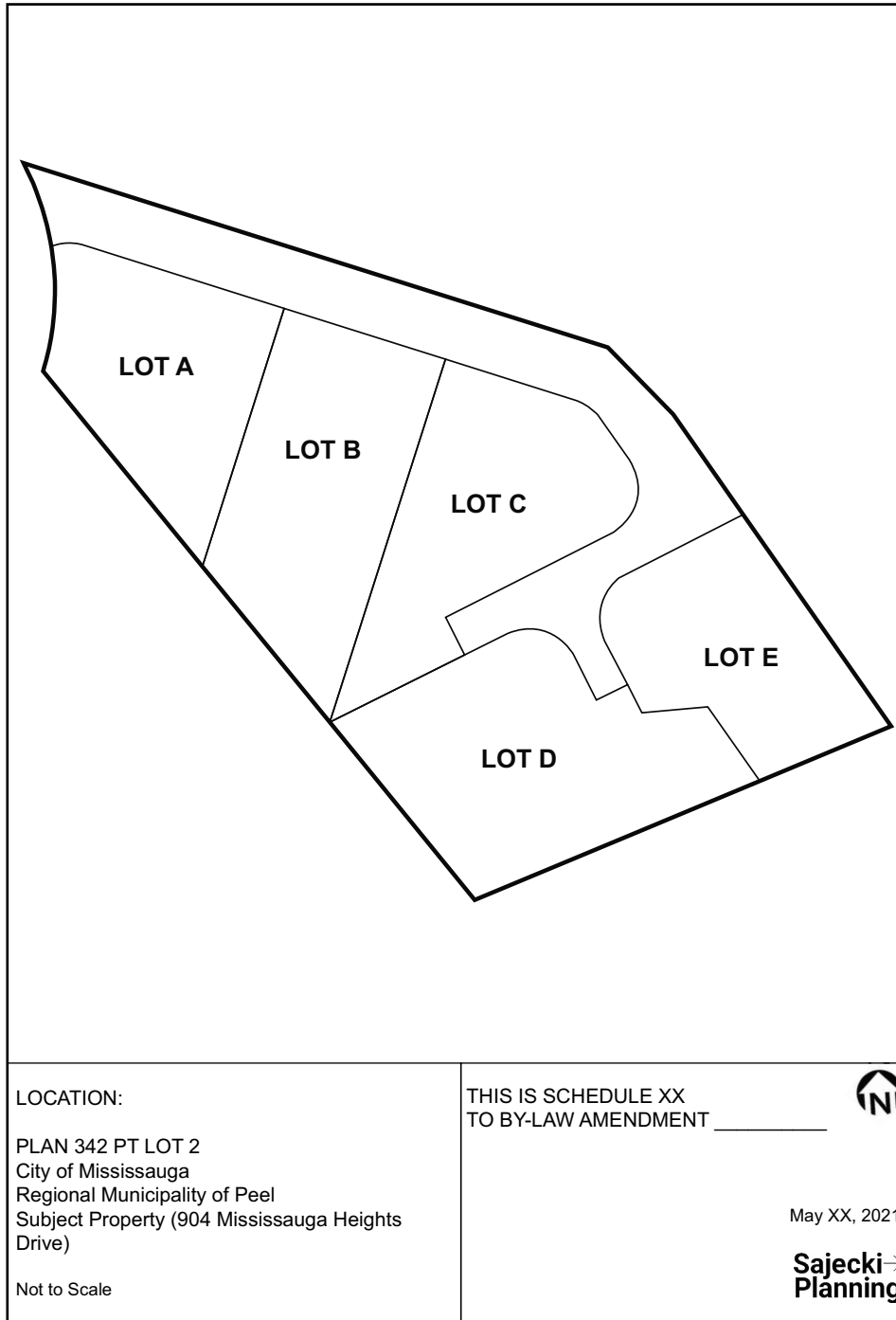
1. The lands subject to this By-law consist of Part of Lot 2, Plan 342, City of Mississauga, as shown on Schedule "A" attached hereto, and that Schedule "B" forms part of this By-law.
2. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by rezoning the subject lands located at 904 Mississauga Heights Drive from R1-8 to R16-XX (Map 16, Schedule "B" to By-law No. 0225-2007).

4.7.2.XX	Exception R16-XX	Map #16	By-law: XXX-2020
In a R16-XX zone the permitted uses and applicable regulations shall be as specified for a R16 zone except that the following <b>regulations</b> shall apply:			
<b>Regulations</b>			
4.7.2.XX.1	Minimum Interior Side Yard:  Lot D: 0 m		
4.7.2.XX.2	Minimum Rear Yard:  Lot D: 0 m		
4.7.2.XX.3	Minimum Visitor Parking Spaces:	0	

## SCHEDULE 'A'



## SCHEDULE 'B'





**S|P**

2021