

PLANNING JUSTIFICATION REPORT

DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT

0 Lisgar Drive

**Block 356, Registered Plan 43m-1052 and
Block 366, Registered Plan 43M-1066, City of
Mississauga**

November 2023

Avenia Construction Inc.
GSAI File # 1528-002

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**Planning Justification Report
Draft Plan of Subdivision and Zoning By-law Amendment
Block 356, Registered Plan 43M-1052 and
Block 366, Registered Plan 43M-1066
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Avenia Construction Inc. (herein referred to as ‘the owner’) to assist in obtaining the necessary planning approvals to permit the redevelopment of lands legally addressed as Block 356, Registered Plan 43M-1052 and Block 366, Registered Plan 43M-1066, in the City of Mississauga, Regional Municipality of Peel (herein referred to as the ‘Subject Property’ / ‘Subject Lands’). The Subject Property was acquired from the Peel District School Board in early 2023 after having been deemed surplus. The owner is proposing to develop the Subject Property to accommodate a Draft Plan of Subdivision consisting of Single Detached Lots, Park Block, Servicing/Overland Flow Block, Stormwater Tank Block and proposed public roads (herein referred to as the ‘Proposed Development’).

The purpose of this Planning Justification Report (the ‘Report’) is to outline the nature of the Proposed Development and to evaluate the proposal in the context of the policies of the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Peel Regional Official Plan, the City of Mississauga Official Plan and the Mississauga Zoning By-law 225-2007.

This Planning Justification Report sets out the necessary sound planning principles demonstrating the merits of the Proposed Development.

2.0 PROCESS AND ENGAGEMENT

On May 24, 2023, a Development Application Review Committee meeting was held to present the Proposed Development and to determine the reports and studies required to prepare a complete application to facilitate the Proposed Development. Staff subsequently issued a Submission Requirements Checklist and Project Status Report outlining the materials required to satisfy a complete application to permit the Proposed Development, and preliminary comments to inform the design and configuration of the Subject Lands. The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the City of Mississauga’s Draft Plan of Subdivision and Zoning By-law Amendment process.

In collaboration with the Councillor’s office, a Community Engagement Meeting was held on June 21, 2023 to present the proposal and consult and engage with the local community. Feedback heard at the June meeting was very positive. In addition, residents asked if the lands are wetlands (they are not), if an EIS is required for the lands (no, as there are no hazards or ecological features) and if there are plans of fiber optic lines to the community (this is out of the developer’s hands and up to the

utility companies). One resident requested that pest management be considered during construction phases. A few residents asked if the grass could be cut (which has now been completed by the owner).

It is anticipated that the applicant, in tandem with the City, will hold a statutory meeting with nearby residents and provide notices concerning advancements related to the Proposed Development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

2.1 PROPOSED DRAFT PLAN OF SUBDIVISION

The Draft Plan of Subdivision envisions the establishment of a new residential neighborhood consisting of 124 Single Detached Lots spanning 4.46 hectares. Complementing the residential component, the plan also allocates space for a Park Block (0.25 ha) at the north end of the Subject Lands, Servicing/Overland Flow Block (0.02 hectares), Stormwater Tank Block (0.22 ha), and proposed Public Right-of-Ways (1.59 hectares).

To ensure optimal access and connectivity, all 124 Single Detached Lots are strategically positioned along proposed new public streets defined as Street 'A', 'B', 'C', and 'D' on the Draft Plan. The proposed single detached lots also align seamlessly with the existing neighborhood context, ensuring a harmonious integration into the surrounding community.

The Park Block is located on the northern boundary, adjacent to the Lisgar Fields Community Park. The Park Block not only increases the aesthetics of the community but also establishes a continuous link to the pre-existing open space network. This seamless addition to nearby recreational facilities enhances the overall livability and recreational opportunities for current and future residents.

Towards the south-eastern corner of the proposed subdivision, a dedicated Stormwater Tank Block has been allocated, ensuring effective stormwater control within the community.

The Draft Plan of Subdivision achieves a balance between residential needs, green space provisions, infrastructure management, and architectural coherence. The integration of new public streets, the strategic positioning of the Park Block, stormwater management, and the alignment of Single Detached Lots with the existing urban context collectively contribute to a development that harmonizes seamlessly with its surroundings while enhancing the overall fabric of the neighborhood.

2.2 PROPOSED ZONING BY-LAW AMENDMENT

To accommodate the proposed subdivision, it is proposed that the Subject Lands be rezoned from “R4” to “R3 - Exception” to permit 5 lots having minimum lot frontages of 15.24 (50 ft.), “R4 – Exception” to permit 37 lots having minimum lot frontages of 12.5 m (41 ft.), and “R5 – Exception” to permit 82 lots having minimum lot frontages of 11.6 m (38 ft.). An area of approximately 0.25 hectares (0.62 acres) is proposed to be dedicated as public parkland to allow expansion and improved

connectivity of Lisgar Fields Community Park. These lands are proposed to be rezoned to “OS1” (Open Space).

Please refer to the draft Zoning Table included in the submission package. This Planning Justification Report presents an analysis of the proposed Draft Plan of Subdivision and proposed Zoning By-law Amendment and demonstrates consistency with Provincial land use policy including the Provincial Policy Statement (2014), and conformity to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) the Region of Peel Official Plan (Office Consolidation November 4, 2022) and the City of Mississauga Official Plan (Office Consolidation March 2023).

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

This section of the report will discuss the Subject Lands’ location and general context, including surrounding land uses relevant to the Subject Property.

3.1 SITE CONTEXT

The Subject Property is located on the east side of Lisgar Drive, north of Doug Leavens Boulevard as illustrated on *Figure 1: Site Context Plan*. The Subject Property was acquired from the Peel District School Board after having been deemed surplus. The Subject Lands currently exist as two parcels of vacant Residential zoned parcels.

Access to the Subject Property is from Lisgar Drive a two-lane road, with an ultimate right-of-way (“ROW”) width of 22 metres. Currently a sidewalk exists on the west and east side of Lisgar Drive.

3.2 AREA CONTEXT

The Subject Property was acquired from the Peel District School Board after having been deemed surplus and is currently vacant. It is surrounded by established residential neighbourhoods and community recreational facilities which includes a playground, a basketball court, a baseball diamond, soccer fields and tennis courts. As illustrated on *Figure 2: Area Context Plan*, surrounding land uses are primarily low-density and medium density residential with supplementary institutional and open space/recreational land uses.

A summary of immediate surrounding land uses is provided below:

North:	Lisgar Middle School, baseball field
South:	Back to Back, Stacked Townhouses
East:	Soccer fields, tennis courts
West:	Established residential neighbourhood with single family detached dwellings.





3.3 FACILITIES, SERVICES AND RECREATION

The summary below provides a list of existing facilities, services and recreation opportunities in the vicinity of the Subject Lands. Please refer to *Figure 2*.

Parks/Open Space/Recreation

Lisgar Fields*
Cordingley Park*
Trelawny Wood*
Forest Park*
Lisgar Green Park

Commercial/Industrial

7-Eleven*
Pizza Depot*
Enbridge Facility*

Institutional

White Pines Montessori Academy*
Lisgar Middle School*
Discovery Montessori Inc *
Trelawny Public School*
Our Lady of Mount Carmel*

Mobility

Bus stop – Lisgar Dr at Doug Leavens Blvd *
Bus stop – Lisgar Dr at Beacham St *
Bus stop – Lisgar Dr at Yarrow Ave *
Lisgar GO Station

*Denotes services within a 10-minute walk (approximately 800 metres) of Subject Lands.

3.4 OPEN SPACES / GREEN SPACES

Open spaces play a vital role in shaping the character and enhancing the quality of life in any area. They include both public and private spaces as well as on-site amenities, collectively contributing to the overall appeal and functionality of a neighborhood. The design and integration of these open spaces are of high importance, as they significantly influence the livability and aesthetics of a community.

Open spaces should not only be well-designed but also visually appealing. Thoughtful landscaping, amenities, and layout contribute to creating beautiful and inviting areas that residents can enjoy. They also should be seamlessly connected and integrated with adjacent land uses. This connectivity ensures that residents can easily access and transition between different areas, promoting a sense of community and cohesiveness.

The Subject Property's location offers the distinct advantage of proximity to a multitude of existing open spaces and amenity areas, enriching the quality of life for its future residents. These nearby recreational spaces and amenities contribute to the appeal and convenience of the development.

The presence of the Lisgar Fields Community Park adjacent to the Subject Property is a significant asset. This park features various recreational facilities, serving as a hub for community gatherings and activities. Its close proximity ensures that residents have convenient access to amenities and outdoor spaces for leisure and fitness.

The Lisgar Meadow Brook Trail adds another layer of connectivity and access to open spaces. It provides a scenic route for pedestrians and cyclists, allowing them to explore natural areas and enjoy the beauty of the surroundings. This trail system promotes active living and encourages residents to engage with the outdoors.

Beyond the immediate vicinity, a short walk or drive opens up additional parks for the recreational enjoyment of future residents. These parks, including Forest Park, Trelawny Wood, Eden Woods Park, Lisgar Green Park, and Cordingley Park, offer a diverse range of outdoor experiences. Whether one seeks a serene natural setting or a place for sports and picnics, these nearby parks provide options for all.

The availability of such a wide array of open spaces and amenities within close reach underscores the neighborhood's commitment to promoting an active and vibrant lifestyle. Residents of the Subject Property will have ample opportunities to connect with nature, engage in physical activities, and foster a strong sense of community through the use of these nearby open spaces and recreational facilities.

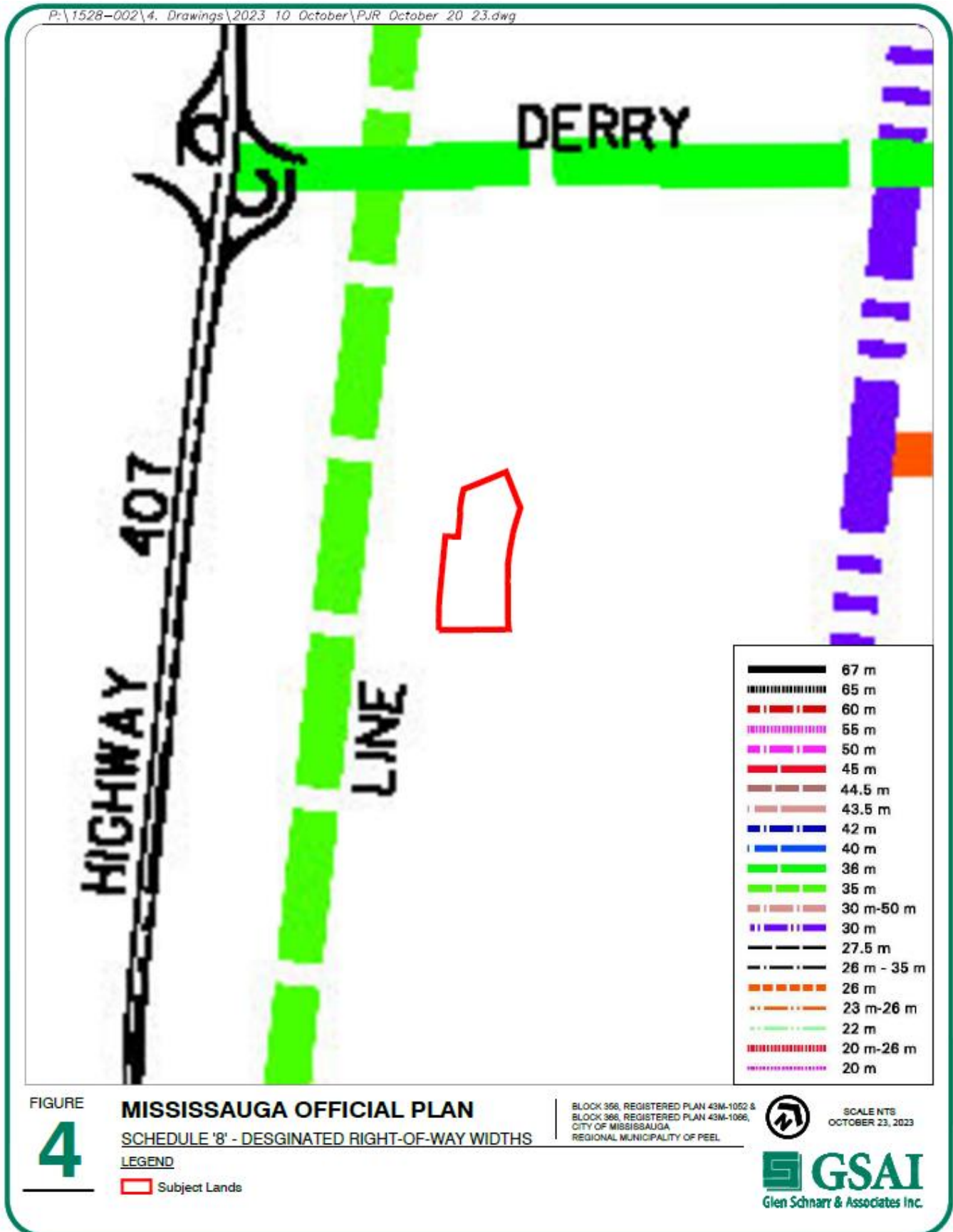
3.5 ROADS, TRANSIT AND CONNECTIVITY

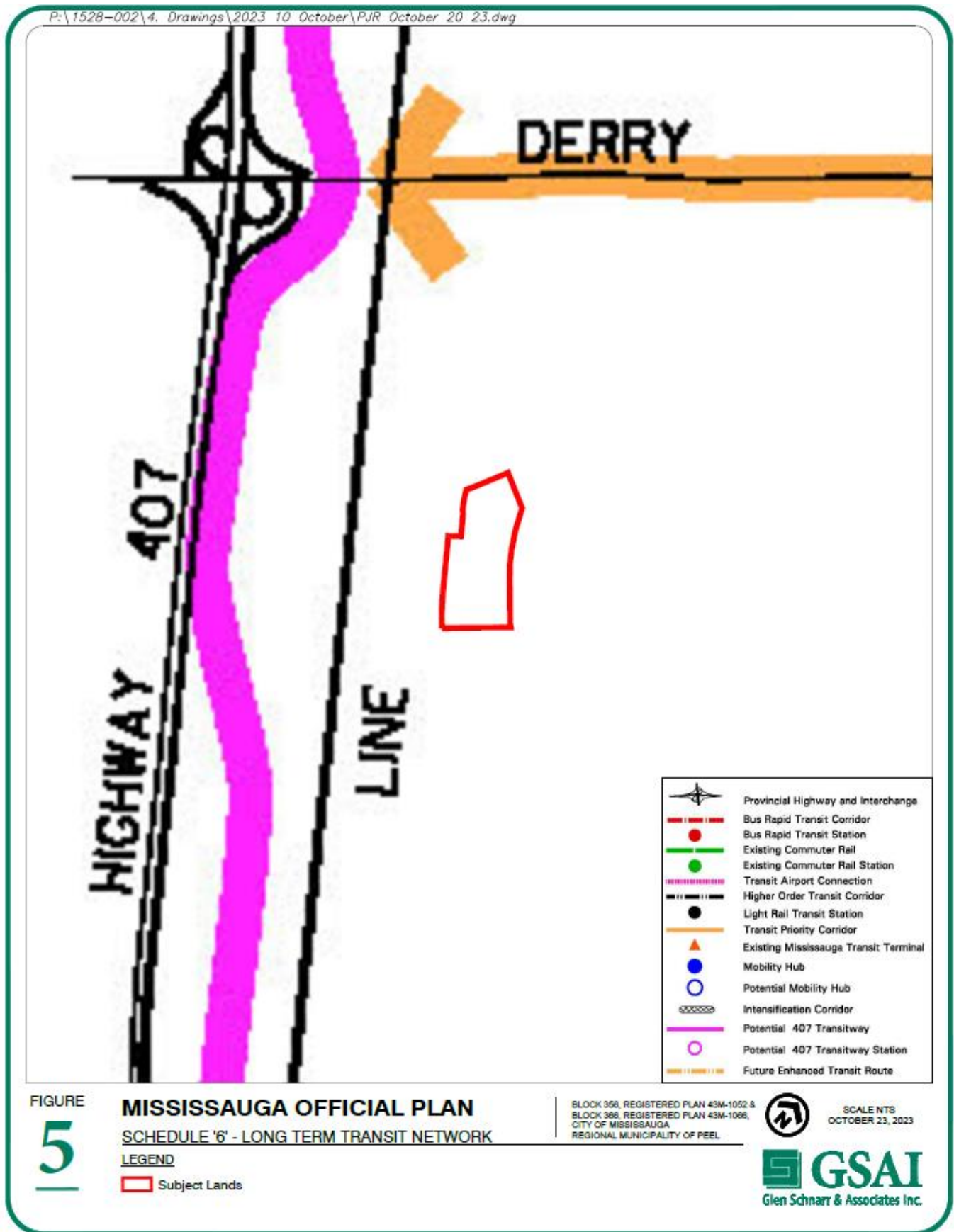
In the Mississauga Official Plan (MOP), Lisgar Drive is designated Minor Collector, as visually depicted in *Figure 3*, however the MOP does not designate a right-of-way width for Lisgar Drive (see *Figure 4*). Currently, the area is notably served by MiWay Bus Routes 39 and 46, both of which boast bus stops located within a convenient 5-minute walking distance from the Subject Lands (see *Figure 2*). A noteworthy addition to the transit infrastructure is the future Transitway planned along the Highway 407 spanning from Brant Street to the west, to Durham Region to the east. This is illustrated on Schedule 6 of the Mississauga Official Plan, as demonstrated in *Figure 5*.

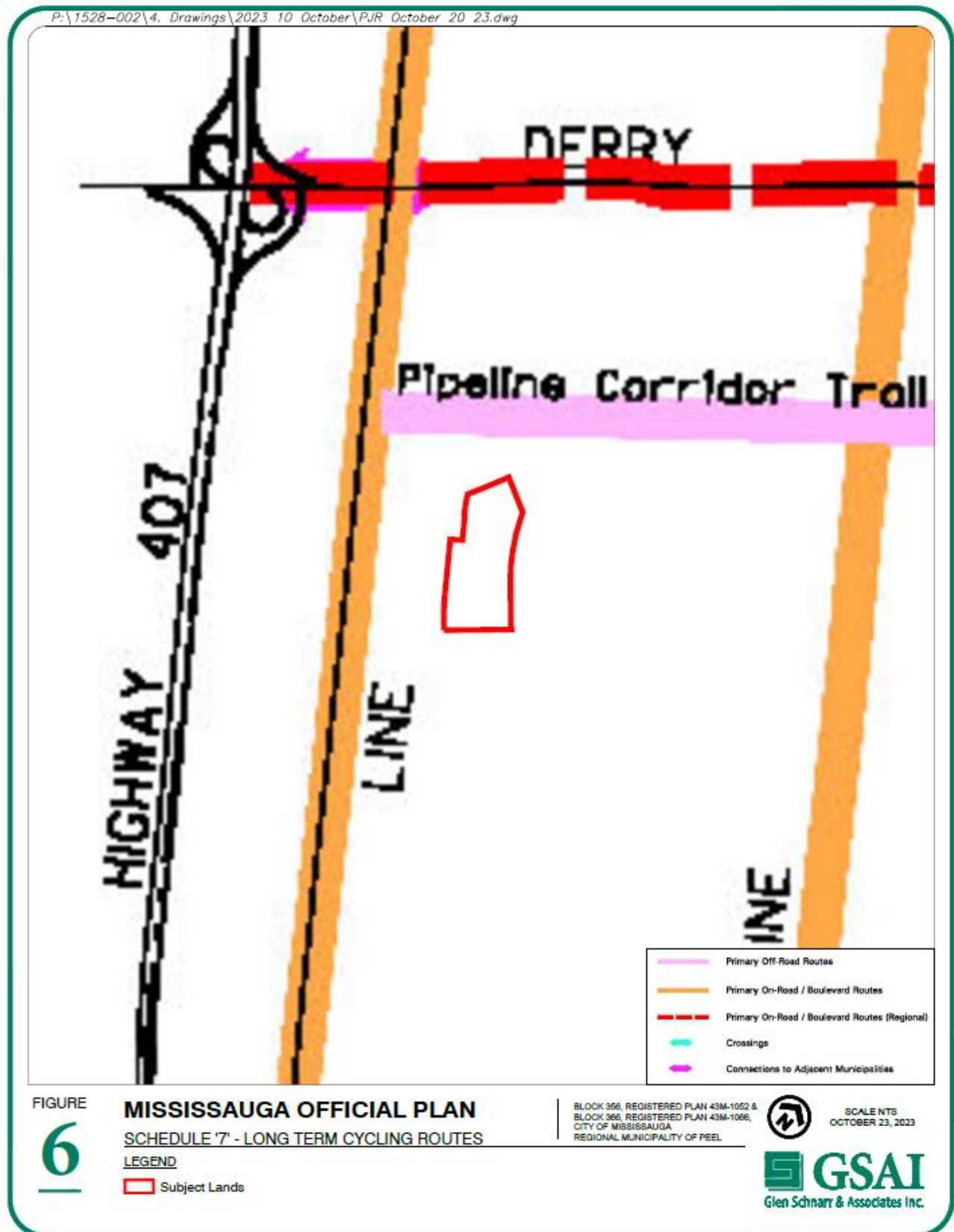
Ninth Line to the west of the Subject Property is designated as a Primary On-Road/Boulevard Route, earmarked for integration into the long-term cycling network as seen in *Figure 6*. As per the Official Plan, there is also a primary off-road route planned along the east/west pipeline corridor to the north and beyond that, a primary on-road/boulevard route planned for Derry Road.

The proposed subdivision stands to benefit significantly from its proximity to existing and planned transit infrastructure. The availability of MiWay Bus routes, the future 407 Bus Transitway, and bicycle connectivity, provide a well-connected, accessible, and adaptable transportation system for the Subject Lands and their surroundings.









4.0 DEVELOPMENT PROPOSAL

An initial concept plan prepared by Glen Schnarr & Associates Inc. was presented to City of Mississauga staff at the Development Application Review Committee. Subsequent to this meeting, the consulting team thoroughly incorporated feedback from both the staff and the client. This iterative process ensured that the refined proposal effectively addressed and aligned with the valuable insights and recommendations provided by the relevant stakeholders.

The proposed new community articulates a thoughtful distribution of these lots across various types, catering to diverse residential preferences while adhering to the principles of efficient land utilization and balanced density.

The single-family detached lots include three distinct configurations. 82 lots with 11.6m frontage at a density of 28.3 units per hectare. 37 lots with 12.5m frontage at a density of 27.6 units per hectare. As well as 5 lots with a 15.24m frontage at a density of 22.7 units per hectare.

Collectively, the proposed configurations provide an overall net residential density of 27.8 units per hectare.

The single detached lot configurations not only prioritize efficient land utilization but also mirror the principles of balanced and sustainable development within the framework of the City and applicable Provincial Policies.

5.0 POLICY AND REGULATORY CONTEXT

As required by Section 2 and 3 of the Planning Act, the following section demonstrates consistency of the Amendments with the Planning Act, Provincial Policy Statement (2020), conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the Regional of Peel Official Plan (2022), the City of Mississauga Official Plan (2023) and City of Mississauga Zoning By-law 0225-2007 (as amended).

2.1 PLANNING ACT (2021)

Section 2 of the Planning Act requires decision makers in carrying out their responsibilities under the Planning Act, to have regard to, among other matters, matters of provincial interest. The following matters of provincial interest are relevant to the evaluation of the Proposed Development:

“a. the protection of ecological systems, including natural areas, features and functions;

h. the orderly development of safe and healthy communities;

h.1 the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

j. the adequate provisions of a full range of housing, including affordable housing;

- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians*
- r. the promotion of built form that;*
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.”*

Based on a review of Section 2 of the Planning Act, the approval of the Proposed Development would not conflict with the above-mentioned matters of provincial interest. Other matters of provincial interest identified in Section 2 of the Planning Act are not relevant to these applications. On this basis, it is our opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment have regard for matters of provincial interest.

5.2 PROVINCIAL POLICY STATEMENT (2020)

The current Provincial Policy Statement (PPS) came into force and effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters, “shall be consistent with” policy statements issued under the Act.

Overall, the PPS provides provincial policy direction related to Building Strong Healthy Communities (section 1), the Wise Use and Management of Resources (section 2) and Protecting Public Health and Safety (section 3). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure, and resources as well as facilitating economic growth.

As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Draft Plan of Subdivision and Zoning By-law Amendment will be consistent with the PPS.

Section 1.0 - Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy, and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies are relevant to the Proposed Development application:

“1.1.1 Healthy, livable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and affordable housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society”*

The Proposed Development represents an efficient design within a “Settlement Area” identified for growth in the Growth Plan. The Proposed Development will promote an efficient compact development on a currently underutilized parcel of land within an existing neighborhood. The proposed residential lots will add additional housing stock to meet the long-term needs of residents.

The built form of the Proposed Development (single detached dwellings in various sizes) supports integrated land use planning through residential intensification in an area which is transit supportive and well served by schools and parks. The proposed single detached lots will fit within the existing urban fabric of surrounding neighborhoods of similar single detached dwellings. The land use pattern proposed has been designed to utilize existing infrastructure and services that will promote a cost-effective development pattern.

As demonstrated above, the Proposed Development is an efficient use of land, as it will add additional housing stock in an established neighborhood. The proposed Draft Plan of Subdivision and Zoning By-law Amendment are therefore consistent with the overarching policies of Policy 1.1.1 of the PPS.

Section 1.1.3, Settlement Areas, provide policy guidance on the growth and development of Ontario’s Settlement Areas to encourage growth which varies in size, density, population diversity and intensity of land use. In an interest to utilize land efficiently, the following policies are relevant to the Proposed Development:

“1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based in: densities and a mix of land use which:

- a. effectively use land and resources;*
- b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;*
- c. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d. support active transportation; and,*
- e. are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

The Proposed Development conforms to Section 1.1.3 of the PPS as the Subject Property is located within the City of Mississauga Settlement area. Land use patterns within the Settlement Areas are encouraged to support intensification in areas supported by transit and diverse public service facilities. The Proposed Development will allow for an efficient use of land by accommodating additional housing stock on lands which include existing and planned municipal services. The proposal will make efficient use of existing municipal infrastructure which will assist in sustaining the financial well-being of the City of Mississauga and allow for a cost-effective development which will reduce land consumption and servicing costs. As discussed in the Functional Servicing and Stormwater Management Report prepared by Urabntech, dated October 2023, the Proposed Development can be serviced by existing municipal infrastructure connecting at Lisgar Drive. The Proposed Development is located near several public transportation bus routes, with nearby access to inter-regional GO service (approximately 2.5 km away from Lisgar GO Station and within 800 metres of the future 407 transitway) to support regional connectivity and contribute to the creation of complete communities.

Based on the above analysis, it is our opinion that the Proposed Development is consistent with the locational criteria for intensification and the proposed Draft Plan of Subdivision and Zoning By-law Amendment are therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

Housing policies are found in Section 1.4 of the PPS. These policies provide for an appropriate range and mix of housing typologies and densities as follows:

“1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;”*

To achieve this, the PPS encourages the redevelopment of new housing through residential intensification and redevelopment in appropriate locations where it can take advantage of existing and planned infrastructure and community amenities. The applicable policies indicate the following:

“1.4.3 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:

- 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*
- e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations”*

The proposed residential development is consistent with the above-noted policies put forward by the PPS. The Proposed Development contributes to the range of housing options by introducing single detached dwellings of various sizes (and therefore different price points) to cater to different households. The Proposed Development can be supported by existing municipal infrastructure including municipal services and transit. Policy 1.4.1 (a) references the need for an intensification first approach which utilizes the existing land supply. The Proposed Development will direct development to a currently underutilized parcel of land, within an established neighbourhood, to accommodate projected growth requirements of current and future residents. Therefore, the Proposed Development is consistent with Policy 1.4 of the PPS as it provides for housing which can be supported by existing public services and the use of available transit infrastructure. The Housing

Report prepared by Glen Schnarr & Associates Inc., dated November 2023 further discusses relevant housing policies.

Section 1.6 of the PPS provides policies relating to infrastructure and public service facilities:

“1.6.6.2 Municipal services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”

The Proposed Development will utilize existing water and wastewater services on Lisgar Drive to optimize the use of existing services. This is further discussed in the Functional Servicing and Stormwater Management Report prepared by Urbantech, dated October 2023 included with submission. Therefore, the Subject Property conforms to Section 1.6 of the PPS by utilizing existing municipal services to accommodate the Proposed Development.

Section 1.6.7, Transportation Systems, provides direction to support the integration of transportation and land use to support the efficient movement of people and goods. The following policies are relevant for the Proposed Development.

“1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent land to existing or planned corridors and transportation facilities should be designed to avoid, mitigate or minimize negative impact on and from the corridor and transportation facilities.”

The Proposed Development is consistent with Policy 1.6.7 as the development will utilize and contribute to the existing road network with the introduction of four new public roads, which are all proposed with 17 metre right-of-ways, in accordance with City standards. The Subject Property is located within walking distance to bus stops located along Lisgar Drive and Trelawny Circle which connect to bus routes and higher order transit locations. The Transportation Impact Study prepared by C.F. Crozier & Associates, dated October 2023, included with submission outlines site specific TDM measures, including capitalizing on existing transit and active transportation opportunities and the inclusion of sidewalks throughout the Proposed Development. The Subject Property is also within

walking distance to various schools and parks, allowing future residents to walk to places to recreate. Therefore, the proposed Draft Plan of Subdivision and Zoning By-law Amendment will support an efficient transportation system and are consistent with the relevant policies of the PPS.

The Provincial Policy Statement, 2020 (PPS) outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well served by transit and infrastructure while not adversely affecting the protection of the natural environment.

The above analysis demonstrates that the Proposed Development conforms to the PPS by facilitating development, at an appropriate density, in an appropriate location, adds additional housing stock, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendments are consistent with the policies in the PPS.

5.3 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe, 2020 (“Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the previous Growth Plan (2017, 2019) and initial Growth Plan (2006) and responds to the key challenges that the region will face over the coming decades with enhanced policy direction.

Section 1.2.1 – Guiding Principles

Section 1.2 of the Growth Plan provides overarching policy guidance with respect to complete communities, a range and mix of housing and the protection of natural heritage features and systems.

- “ 1.2.1 *The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*
- *Support 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.*
 - *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
 - *Protect and enhance natural heritage, hydrological and landform systems, features, and functions.”*

The Proposed Development will contribute to complete communities by providing housing which supports the demographic currently in the area. The proposed 124 residential units will be supported by a variety of conveniently located socioeconomic services to meet the needs for daily living.

Section 2 – Where and how to Grow

Section 2 of the Growth Plan establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater infrastructure systems, and can support the achievement of complete communities. The following policies apply to redevelopment of the Subject Property.

“2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c. within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned;*
 - iv. areas with existing or planned public service facilities;”*

The Subject Property is located within the delineated built boundary, where growth is to be directed. The Proposed Development supports the achievement of complete communities by bringing additional residential uses to an area where there is convenient access to public service facilities (refer to *Section 3.2 Facilities, Services and Recreation* of this Report). In addition, the Subject Property is located near existing public transit routes with connections to major transit destinations and GO transit hubs (refer to *Section 3.4 Transit and Connectivity* of this report).

With respect to the establishment of complete communities, Policy 2.2.1 Managing Growth provides that:

“2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and income;*
- c. provide a diverse range and mix of housing option, including second units and affordable housing, to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;*

The proposed Draft Plan of Subdivision and Zoning By-law Amendment will facilitate the development of additional housing in an area well served by a variety of services, public service facilities and transportation options. The Proposed Development will contribute to providing housing options required by the Growth Plan by introducing more low density housing in an established residential neighborhood. Furthermore, the Subject Property's location has convenient access to a range of transportation options, including multi-use trail (Lisgar Meadow Brook Trail) which will facilitate opportunities for active travel contributing to sustainable modes of transportation. The Proposed Development will bring 124 new families within walking distance to schools and numerous green spaces. As noted above, the proposed Amendment contributes to the creation of complete communities and conforms with Policy 2.2.1.4 of the Growth Plan.

Section 2.2.6 provides policy direction for housing for both upper and lower-tier municipalities in regard to growth targets and the creation of a diverse housing mix. Relevant policies within Section 2.2.6 include the following:

“2.2.6.1 Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a. support housing choice through the achievement of the minimum intensification and density target in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;*
 - ii. establishing targets for affordable ownership housing and rental housing;*

2.2.6.2 Notwithstanding policy 1.4.1 if the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a. planning to accommodate forecasted growth to the horizon of this Plan;*
- b. planning to achieve the minimum intensification and density targets in the Plan;*
- c. considering the range and mix of housing options and densities of the existing housing stock; and*
- d. planning to diversify their overall housing stock across the municipality.*

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”

The Proposed Development conforms with the policies contained in Section 2.2.6 of the Growth Plan through proposing a residential development which supports the City in reaching their housing targets. The Proposed Development will also facilitate the creation of complete communities by proposing 124 units with a mixture of dwelling sizes and options to support a diverse range of lifestyles. In addition, the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform by proposing to intensify an underutilized parcel with available servicing capacity, further increasing the supply of residential units. The proposed Draft Plan of Subdivision and Zoning By-law Amendment therefore conform with the housing policies contained in Section 2.2.6 of the Growth Plan. Housing policies are further discussed in the Housing Report prepared by Glen Schnarr & Associates Inc., dated November 2023 included with submission.

Summary

Based on the comprehensive analysis presented above, it can be confidently stated that the Proposed Development aligns with the policies and objectives outlined in the relevant planning documents. Specifically, it adheres to the noted policies by promoting intensification on an underutilized piece of land while effectively advancing the principles of creating complete communities and integrating the development seamlessly into the surrounding neighborhood.

The proposal's commitment to intensification is in line with the overarching goals of the Growth Plan, which encourages the efficient use of land resources within existing neighborhoods. By choosing to intensify development on this parcel of land, the project demonstrates a conscientious approach to urban planning that fosters sustainability and reduces urban sprawl.

Furthermore, the proposed Draft Plan of Subdivision and Zoning By-law Amendment are in accordance with the principles of facilitating complete communities, which emphasize well-rounded, accessible, and inclusive neighborhoods that offer a range of housing types, amenities, and transportation options. The integration of the Proposed Development into the existing community's built form and design features reinforces its compatibility with the neighborhood's character and the overarching planning objectives.

In light of the above analysis, it is the opinion that the Proposed Development conforms to the Growth Plan policies, particularly regarding the promotion of complete communities and the prudent use of land resources through intensification within an established neighborhood. The consideration of the implementation and interpretation policies of the Growth Plan further substantiates the alignment of the Proposed Development with the broader policy framework.

5.4 REGION OF PEEL OFFICIAL PLAN (APRIL 2022)

The Peel Region Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. Regional Council adopted the new Region of Peel Official Plan on April 28, 2022 and the Minister of Municipal Affairs and Housing issued a decision to approve the new ROP with modifications on November 4, 2022.

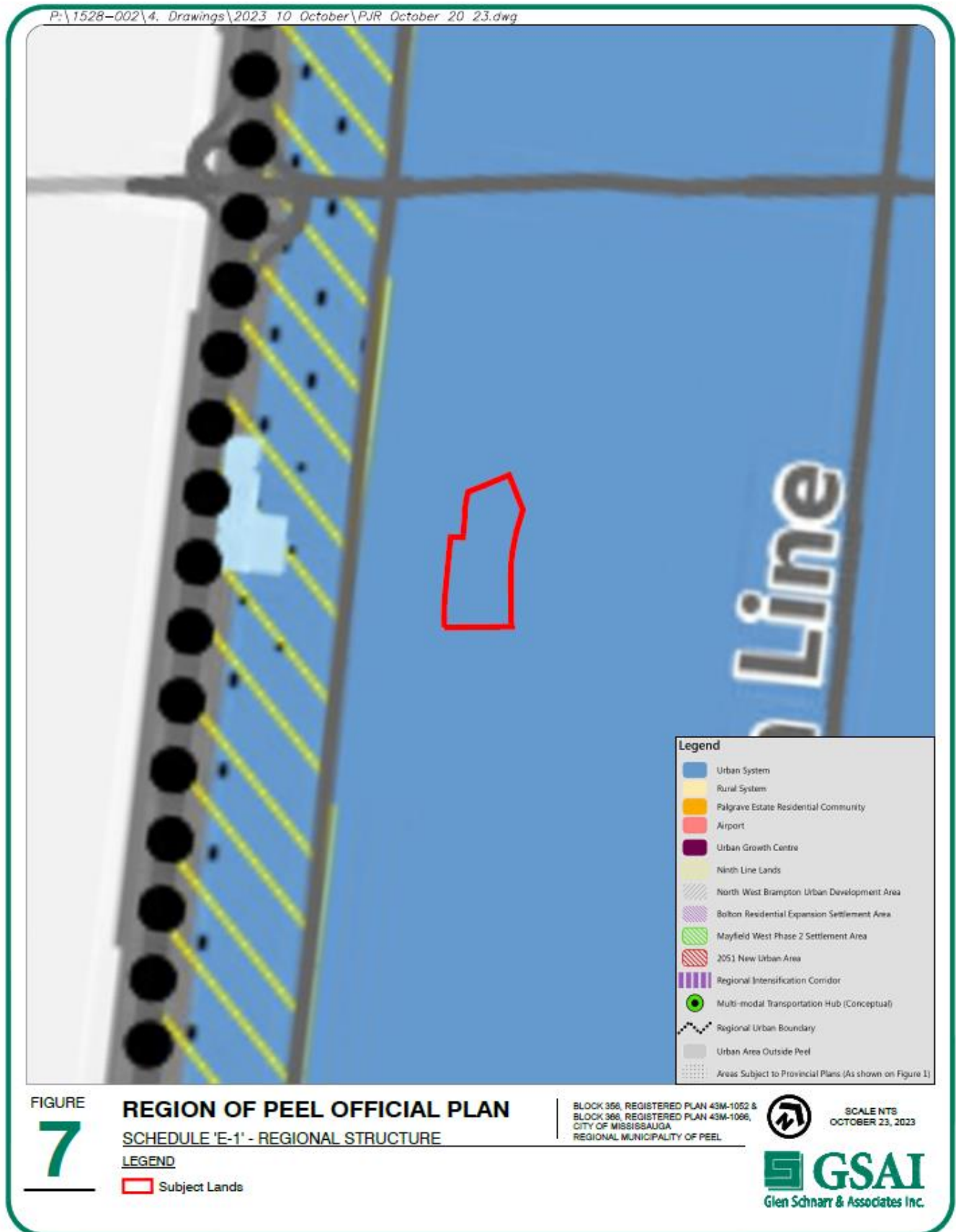
We understand as per drafted Bill 150, the Minister is considering rewinding upper-tier Official Plan decisions with respect to urban boundaries, however as the Subject Lands are within the built-up area, the proposed changes are not relevant.

As required by Section 2 and 3 of the Planning Act, the following sections demonstrate the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform with the ROP. The Region of Peel outlines the Region’s Planning Vision, as well as the Population and Employment density targets. The Regional Plan outlines that the City of Mississauga population shall increase to 920,000 by 2041, and that the number of households will increase to 320,00 by 2041.

Section 5.6 – Urban System

The Subject Property is located within the 2041 Regional Urban Boundary, (see *Figure 7 – Schedule E-1 – Regional Structure*). Section 5.6 identifies certain objectives to be achieved when lands are developed within the Urban System.

- “5.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.3 *To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.6.6 *To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.”*



The Proposed Development conforms to the Regional Plan as it will respect the surrounding natural environment and the character of the existing surrounding community with a density that will match the existing urban fabric. The development is close to existing public transport and amenities and services, and aims to be pedestrian friendly by providing connectivity to existing active transportation infrastructure and nature trails. The Proposed Development represents a compact form of development designed to accommodate 124 single detached lots with access to public transit and within walking distance to schools, parks and places to recreate. The Draft Plan of Subdivision and Zoning By-law Amendment to implement the Proposed Development therefore conform to the Urban System policies of the Region of Peel Official Plan.

5.5 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION MARCH 2023)

The City of Mississauga's Official Plan, Office Consolidation March 3, 2023 (the "Official Plan") contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper-level planning policies of the Provincial Policy Statement, Growth Plan and Regional Plan. The Subject Lands are within the "Neighbourhood" element of the City Structure, specifically the "Lisgar Neighbourhood" (see Figure 8) and within the "Residential Low Density II" designation on Schedule 10 of the Official Plan (see Figure 9).

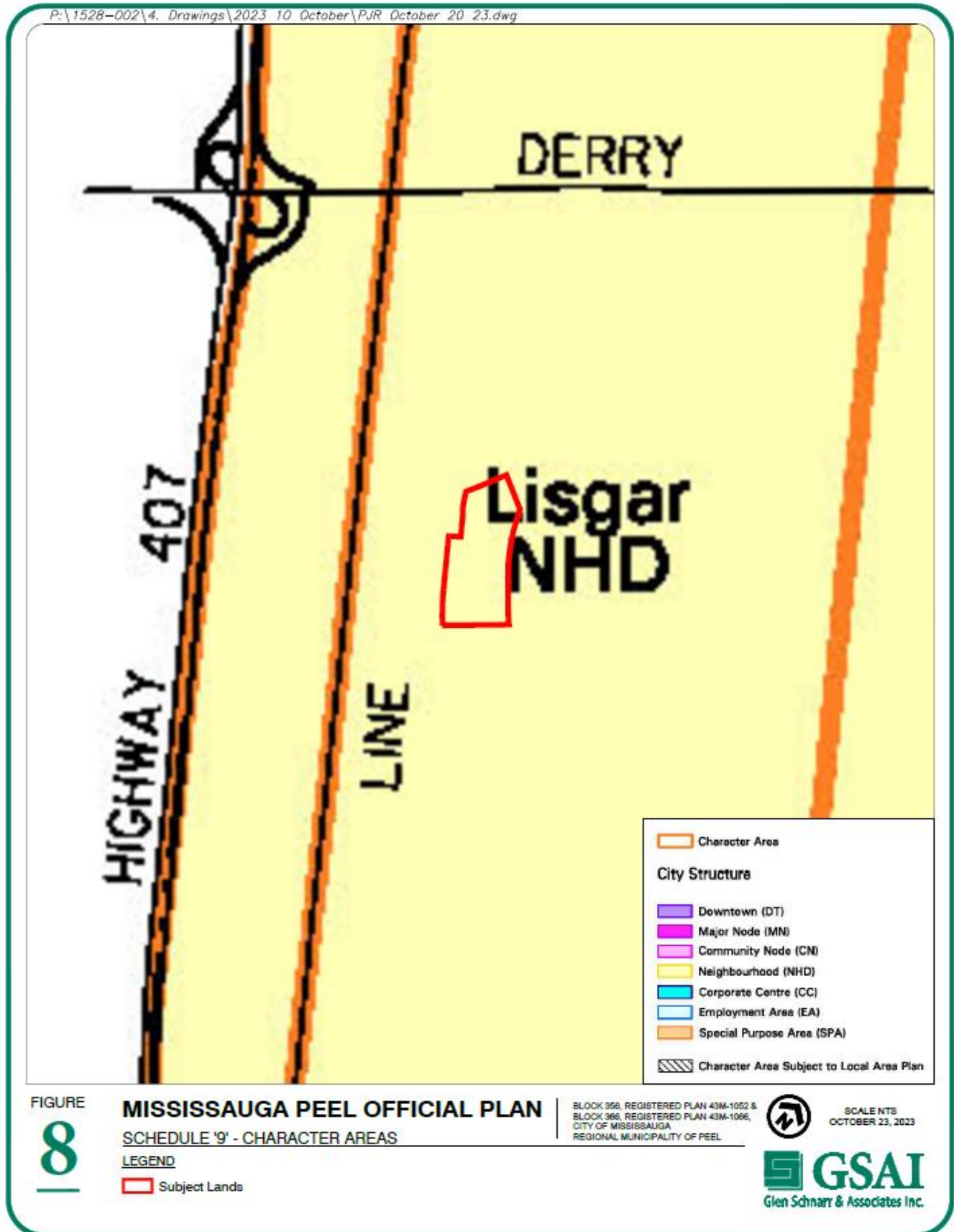
Chapter 5 – Direct Growth of the Mississauga Official Plan outlines growth management policies to reach population and employment targets and contains specific policies on planning for Neighbourhoods:

- “5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.*
- 5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas”*

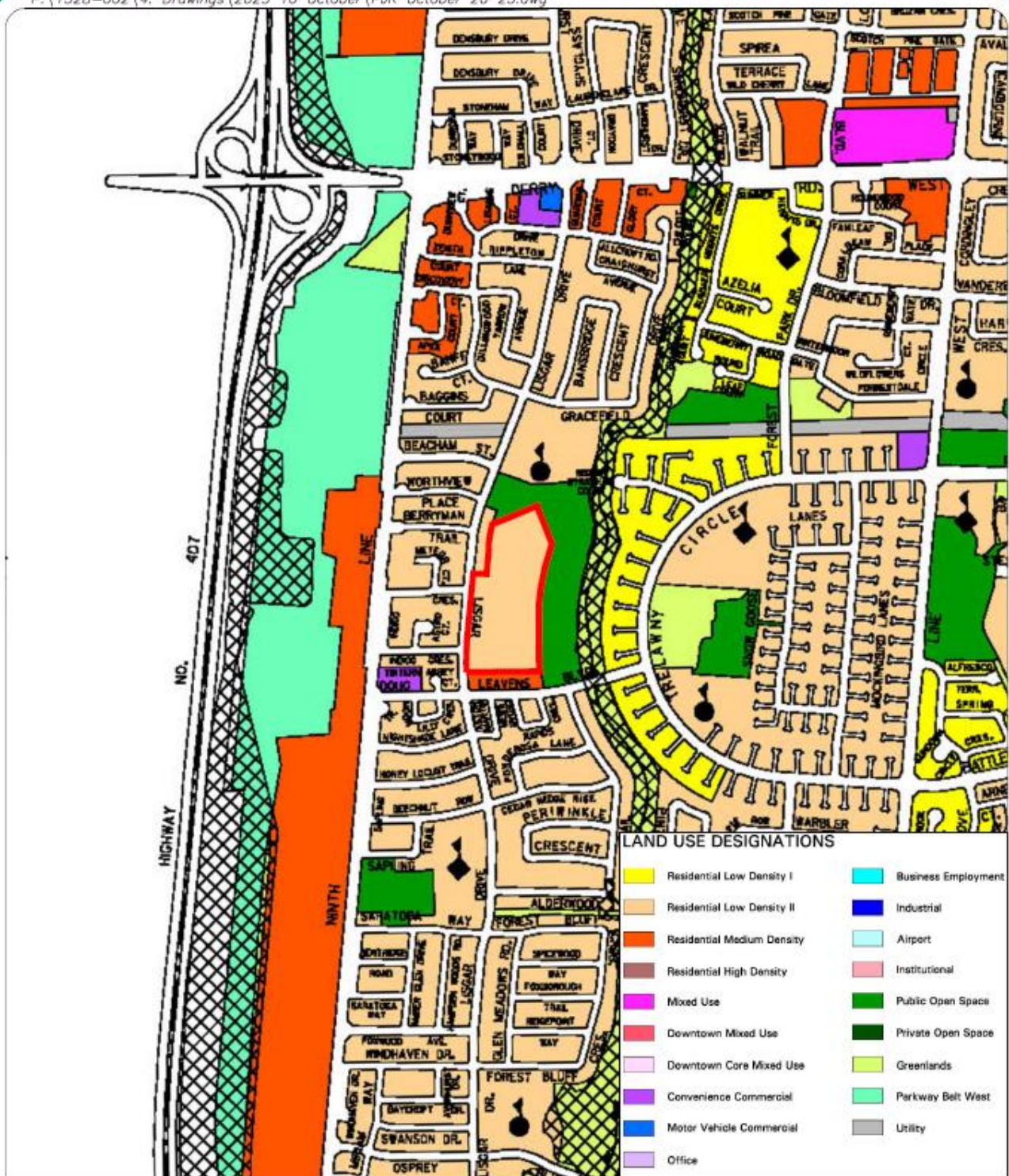
The proposed density and development of the 124 single detached units will preserve the character of the stable, low-density surrounding neighbourhood.

The City of Mississauga's Official Plan, building on Provincial policy, contains policies on creating complete communities and providing housing options to meet local and Regional housing needs:

- “7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*



P:\1528-002\4. Drawings\2023 10 October\JOR October 20 23.dwg



FIGURE

9

MISSISSAUGA OFFICIAL PLAN

SCHEDULE '10' - LAND USE DESIGNATIONS

LEGEND

Subject Lands

BLOCK 356, REGISTERED PLAN 43M-1052 &
BLOCK 366, REGISTERED PLAN 43M-1066,
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 23, 2023

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- 7.2.2 *Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets;”*

The Proposed Development, if approved, would introduce 124 new single detached lots. The development of single detached lots provides housing opportunity for the population segment that needs and wants a bit more space, such as growing families or bigger families such as multi-generational households. The introduction of additional housing stock on a current underutilized land parcel will have a positive impact on the Mississauga housing market and facilitate Mississauga meeting residential growth targets.

As discussed further in the Housing Report prepared by Glen Schnarr & Associates Inc., the client is exploring the possibility of having secondary suite-ready lots for the proposed dwellings sited along Lisgar Drive. This forward-thinking approach recognizes the importance of accommodating various housing needs and preferences. By considering the inclusion of secondary suite-ready lots, the development aims to offer a wider range of housing options to accommodate different household sizes and lifestyles. Secondary suites can provide opportunities for homeowners to generate additional income or offer affordable housing options for renters. This can be particularly beneficial in addressing affordability challenges within the housing market. The exploration of secondary suite-ready lots demonstrates a commitment to creating a community that is welcoming and accessible to a diverse range of residents. This approach aligns with contemporary urban planning principles that prioritize inclusivity, affordability, and housing diversity within neighborhoods.

Mississauga’s Official Plan policies on general land use designations include the following relevant policies:

- “11.2.5 *Residential*
11.2.5.1 *Residential consists of four designations:*
 a. Residential Low Density I;
 b. Residential Low Density II;
 c. Residential Medium Density; and
 d. Residential High Density.
- 11.2.5.2 *In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:*
 a. residential dwelling;
 b. accessory office for physicians, dentists, health professionals and drugless practitioners;
 c. home occupation;
 d. special needs housing; and
 e. urban gardening.
- 11.2.5.4 *Lands designated Residential Low Density II will permit the following uses:*
 a. detached dwelling;
 b. semi-detached dwelling;
 c. duplex dwelling; and

d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.”

The above-noted policies provide a general framework for the “Residential Low Density II” land use designation. As the Proposed Development includes only single-detached dwellings, permitted within the “Residential Low Density II” designation, the development proposal conforms to the Mississauga Official Plan.

5.5.1 LISGAR NEIGHBORHOOD

Section 16 of the Mississauga Official Plan contains general policies that apply to lands within the “Neighbourhoods” component of the City Structure. Of note:

- “16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*
- 16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area.”*

The Proposed Development of 124 single detached dwellings conforms to policy 16.1.1.1 above, as the dwellings will be less than four storeys in height. Furthermore, the proposed lots have minimum frontages of 11.6 metres – 15 metres and proposed minimum lot areas of 313 square metres to 411 square metres. The proposed lot sizes and dwelling sizes strike a balance between fitting in with the existing stable community (with lot standards from the 1980’s), while making an efficient use of the land and proposing more up-to-date lot standards.

Section 16.14 of the MOP serves as a comprehensive guideline for development within the Lisgar Neighborhood, establishing a clear framework for development in this area of the City:

- “16.14.1.1 Open space connections that link public parks and community facilities through use of walkways, underpasses or bridges will be encouraged during the evaluation of any development proposal.*
- 16.14.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.*
- 16.14.3.3 Direct residential frontage and access for detached dwellings, semi-detached dwellings and street townhouses to Tenth Line West will not be permitted.*
- 16.14.4.1 Lands within the Character Area that are drained by the Sixteen Mile Creek Sub-watershed are serviced by a Foundation Drain Collector System intended for the collection of weeping tile drainage only. All buildings within this sub-watershed will not be permitted to have connections of roof leaders to the Foundation Drain Collector or the weeping tile, now or in the future. Roof*

leaders for residential units will discharge onto the lots with the use of concrete splash pads such that the side lot swales will drain this runoff to the road. Building roof leaders for commercial, community, and multiple family residential land uses will be drained similarly where practical.”

As noted above, the promotion of open space connections that interconnect public parks and community facilities using pathways, underpasses, or bridges will be actively encouraged during the assessment of any Proposed Development. This initiative aims to enhance the accessibility and connectivity of public spaces, making them more easily navigable and fostering a sense of cohesion within the community. By facilitating these connections, the intention is to create a seamless network that promotes pedestrian movement and ensures that residents can easily access and enjoy various recreational and communal amenities. As development proposals are reviewed, this emphasis on open space connections serves as a means to enhance the overall quality of the built environment and enrich the experience of the residents and visitors alike.

The Proposed Development is believed to align with the envisioned character of the Lisgar Neighborhood as outlined in the Mississauga Official Plan. This alignment is primarily due to the fact that the development plan exclusively includes single detached housing units, which is in harmony with the intent of maintaining a particular housing typology within the broader neighborhood.

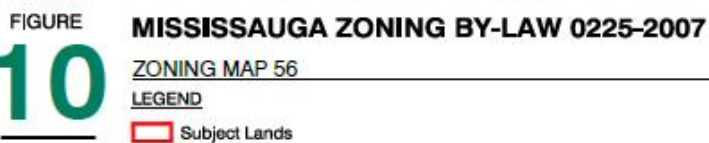
Moreover, the development proposal also showcases a concerted effort to establish a seamless and cohesive connection between the existing greenspace and the new green areas that are part of the plan (an additional 0.25 hectare park). This proposed link between the pre-existing and newly planned green spaces is indicative of a thoughtful approach to urban planning, fostering a continuous and integrated natural environment that residents can readily enjoy.

By proposing only single detached units and facilitating a harmonious connection between the proposed and existing greenspaces, the development plan appears to be in alignment with the vision and goals set forth in the Mississauga Official Plan for the Lisgar Neighborhood. This synchronization with the established guidelines highlights a commitment to maintaining the neighborhood's distinctive character and enhancing its natural amenities.

Based on the analysis noted above, it is demonstrated how the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the policies of the Mississauga Official Plan.

5.6 MISSISSAUGA ZONING BY-LAW 0225-2007

The City of Mississauga Zoning By-law 0225-2007 currently zones the Subject Property “Residential -R4” which allows single detached lots (see *Figure 10*). To accommodate the proposed subdivision and use the lands optimally it is proposed to rezone the Subject Lands to “R3 - Exception”, “R4 – Exception” and “R5 – Exception”. The proposed Residential zonings will provide single detached lots with exceptions relating to lot areas, lot frontage, lot coverage and yards. In essence the general intent of the existing zoning will remain by accommodating single detached dwellings with smaller lot sizes.



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Glen Schnarr & Associates Inc.

A Zoning By-law Amendment is therefore required to permit the proposed Draft Plan of Subdivision for residential development. A Zoning Table prepared by Glen Schnarr & Associates Inc., included in this submission proposes to rezone the lands to OS1, R3-XXX, R4-YYY and R5-YYY.

The proposed variances to the parent Zoning By-law are appropriate as they allow for modern lot sizes and setbacks, allowing for more compact and urban lotting fabric, while still fitting in with the surrounding community and providing generous, family-sized homes. The proposed zoning standards represent an efficient use of land and will allow 124 new families to join the Lisgar Neighbourhood.

6.0 SUPPORTING STUDIES

The following section provides a summary of the reports, studies, and supporting materials conducted in support of the Proposed Development.

6.1 TRAFFIC IMPACT STUDY

Crozier Consulting Engineers were retained to prepare a Transportation Impact Study for the Proposed Development, which is dated October 2023 and included with the submission. The TIS scope was confirmed through Terms of Reference correspondence with City staff and assessed four intersections: Lisgar Drive and Beacham Street, Lisgar Drive and Indigo Crescent/Proposed Street “A”, Lisgar Drive and Indigo Crescent/Proposed Street “C” and Lisgar Drive and Doug Leavens Boulevard. Turning movement count survey was conducted in addition to considerations for future conditions. The TIS concludes that the study intersections are operating well under existing and future background conditions, at a LOS “B” or better during the weekday peak hours. The TIS also determined that neither traffic signal control, all-way stop control, nor auxiliary left-turn lanes are warranted. The TIS further concludes that the Proposed Development’s accesses are optimally located and have adequate sightlines. Further, the Proposed Development is expected to take advantage of Transportation Demand Management opportunities to reduce single occupancy vehicle trips.

6.2 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

Urbantech Consulting were retained to prepare a Functional Servicing and Stormwater Management (“FSR/SWM”) Report for the Proposed Development, which is dated October 2023 and included with submission. The FSR/SWM Report identifies that currently, a small portion of the drainage from the Lands flows overland towards Lisgar Drive; however, most of the block drains east and is captured by a series of existing storm sewers located within the Lisgar Fields, outletting to the east at Sixteen Mile Creek at two headwall locations. There is an existing servicing easement within the

Subject Lands, identified as Part 3, Plan 43R- 19245, Inst. No. LT1354992. This easement previously provided a servicing corridor for storm, sanitary and foundation drain collector sewers from Lisgar Drive to Sixteen Mile Creek. Based on a review of the available as-constructed information, the sanitary and FDC systems have been abandoned. The storm drainage is proposed to be diverted around the Subject Lands and the easement will no longer be required.

The storm drainage concept for the Subject Lands has been designed to maintain flows and contributing drainage areas to the existing outlets on the site where possible and meet the existing targets established in the preceding section. Storm sewers for the Subject Lands have been sized according to the City of Mississauga sewer design criteria (10-year storm). Due to anticipated high groundwater and HGL on the site, sump pumps will be required for all units. It is proposed that the sump pumps will discharge to the surface grade. The FSR/SWM Report also makes low impact development options including roof leaders, front-yard soakaway pits and infiltration trenches. LID features will be confirmed through detailed design. The FSR/SWM Report also details the underground stormwater management tank as proposed in Block 127.

With respect to sanitary servicing, two connections to the existing Lisgar Drive sewer are proposed. One sanitary connection will be provided at each intersection location. Each unit will be provided with a sanitary lateral at typical depth for gravity drainage per the Region standards. For the proposed units fronting onto Lisgar Drive, individual sanitary laterals will be provided directly from the existing sanitary main on Lisgar Drive.

With respect to water servicing, two connection points are proposed to the existing watermain on Lisgar Drive. For the proposed units fronting onto Lisgar Drive, individual water laterals will be provided directly from the existing watermain on Lisgar Drive.

6.3 PHASE I AND II ENVIRONMENTAL SITE ASSESSMENT

Soil Engineers Ltd., were retained to undertake a Phase I Environmental Site Assessment, dated March 16, 2023 and included with the submission. The Phase I ESA states that the lands are vacant and were previously used for agricultural purposes. Neighboring properties consist of residential structures, institutional structures and recreational fields. The Phase I ESA identified potential items of environmental concern including potential use of pesticides during historical agricultural activities and presence of imported fill materials of unknown quality. The Phase I ESA recommended a Phase II ESA be completed.

Soil Engineers Ltd., were retained to prepare a Phase II Environmental Site Assessment dated March 31, 2023 included with submission. The field work for the Phase II ESA was performed at select locations throughout the Subject Property. Soil samples were collected and submitted for chemical analysis. The samples were analyzed and determined to meet MECP standards. Based on the findings, the Phase II ESA concludes that the Subject Property is appropriate for residential development and no further environmental investigation is recommended at this time.

6.4 GEOTECHNICAL INVESTIGATION

Soil Engineers Ltd. were retained to prepare a Geotechnical Investigation, dated May 2023 and included with submission. The Geotechnical Investigation found that beneath grass cover, topsoil is underlain by a layer of earth fill, overlaying silty clay till and sandy silt till. The Geotechnical Investigations recommends that topsoil be removed from area of construction (it can be reused for landscaping), existing earth fill cannot be used to support any structure sensitive to movement, where fill is required for grading earth fill can be engineered for foundations and underground services and pavement construction, proposed structures can be supported on conventional spread and strip footings, for structures with basements the perimeter walls should be damp-proofed and Crushes Run Limestone or equivalent is recommended for underground utilities.

6.5 HYDROGEOLOGICAL ASSESSMENT AND WATER BALANCE

R.J. Burnside & Associates Limited were retained to prepare a Hydrogeological Assessment and Water Balance for the Subject Lands. The report, dated October 2023 has been included with the submission. The Hydrogeological Assessment discusses the topography and drainage of the Subject Lands and notes that the Lands are not within wellhead protection areas, high acquirer vulnerability areas or significant groundwater recharge areas. Water balance mitigation recommended includes a variety of low impact development options including designing grades to direct roof runoff to lawns, side and rear yard swales, other pervious areas, permeable pavement, rain gardens, rain barrels, and/or bioswales. The proposed stormwater management strategy is discussed in detail in the Functional Servicing Report prepared by Urbantech dated October 2023.

6.5 NOISE IMPACT STUDY

J.E. Coulter Associates Limited were retained to complete a Noise Impact Study for the Proposed Development, dated November 8, 2023 and included with submission. The Noise Impact Study identified transportation noise from Lisgar Drive and Highway 407 as a potential noise sources, in addition to rooftop mechanical ventilation system from Lisgar Middle School. The unmitigated sound levels generated by Lisgar Drive and Highway 407 only marginally exceed MECP's noise criteria at the exterior building facades only. The noise impact is considered minor. There are no acoustical barriers needed. Ventilation measures and warning clauses will be required for those lots directly exposed to Lisgar Drive. With respect to the stationary noise from the Lisgar Middle School, the operation of the mechanical ventilation equipment will generate sound levels at the proposed residential development that meet MECP's NPC-300 noise criteria without the need for any additional noise control measures. The Noise Impact Study recommends installation of forced air heating and provisions for future air conditioning with certain lots requiring warning clauses.

6.6 STAGE 1 AND 2 ARCHAEOLOGICAL ASSESSMENT

Archaeological Consultants Canada were retained to prepare a Stage 1 and 2 Archaeological Assessment for the Subject Lands. The report dated November 2023, has been included with submission. The Stage 1 identified potential archaeological potential due to the proximity of an unnamed creek and proximity to a historical homestead. Stage 2 test pits were surveyed at specific intervals to confirm extent of disturbance. No artifacts or other archaeological resources were identified during the Stage 1 and 2 archaeological assessment. The Subject Lands have now been fully assessed according to the Minister of Citizenship and Multiculturalism's 2011 Standards and Guidelines for Consultant Archaeologists. No further archaeological assessment of the Subject Lands is required.

6.8 ARBORIST REPORT AND TREE INVENTORY/PRESERVATION PLAN

Strybos Barron King Ltd. was retained to prepare an Arborist Report and Existing Tree Inventory and Preservation Plan, dated November 14, 2023 included with submission. The trees within the Subject Property and on adjacent lands are described in the Arborist Report in terms of species, size and health. There are only two trees on the Subject Property, recently planted Kentucky Coffee trees which were inadvertently planted on the Subject Property. These two trees, in addition to a third Kentucky Coffee tree planted within 300 mm of the Subject Property are recommended to be transplanted further into the parkland by the Parks Department so that they do not interfere with the development construction works. All other trees are located within the adjacent residential lots and parkland and are to be retained.

6.9 HOUSING REPORT

Glen Schnarr & Associates Inc. prepared a Housing Report, dated November 2023 included with submission. The Housing Report was prepared to the City's Terms of Reference and provides an overview of the relevant housing policies, strategies and initiatives within the Region of Peel and City of Mississauga. The Housing Report concludes that the Subject Lands are well served by existing infrastructure and facilities/services. The Subject Lands are not subject to Inclusionary Zoning and are therefore not candidate for providing affordable housing. The Subject Lands are within a low-density, stable neighbourhood suited to market housing. Furthermore, the Subject Lands have proximity to newer greenfield sites, such as the Ninth Line corridor, which is designated "Medium Density" in its entirety and where opportunities are available for "missing middle" housing types.

7.0 CONCLUSION

It is our professional opinion that the Proposed Development is consistent with the Provincial Policy Statement 2020 and conforms with and does not conflict with the Growth Plan. In addition, the proposed amendments bring the Region of Peel Official Plan, the City of Mississauga Official Plan and the City of Mississauga Zoning By-law into consistency and conformity with Provincial policy. The Proposed Development will contribute to the achievement of complete communities through the redevelopment of an underutilized infill site, based on the following reasons:

- The Proposed Development represents a reinvestment and improvement of the existing Subject Property which is currently underutilized by a vacant field;
- The Subject Property is currently designated as “Residential Low Density II” located within a Neighbourhood in the MOP and as such, the proposed residential subdivision of 124 single detached dwellings, a stormwater management tank and parkland are appropriate and desirable;
- The proposed reduced zoning standards will facilitate a more compact built form with a variety of dwelling sizes, efficiently utilizing the Subject Property and reflecting current lot sizes/setbacks;
- The Proposed Development introduces additional 0.25 hectare park space for future and current residents; and,
- The Proposed Development will utilize existing servicing and future servicing can be provided in an efficient manner.

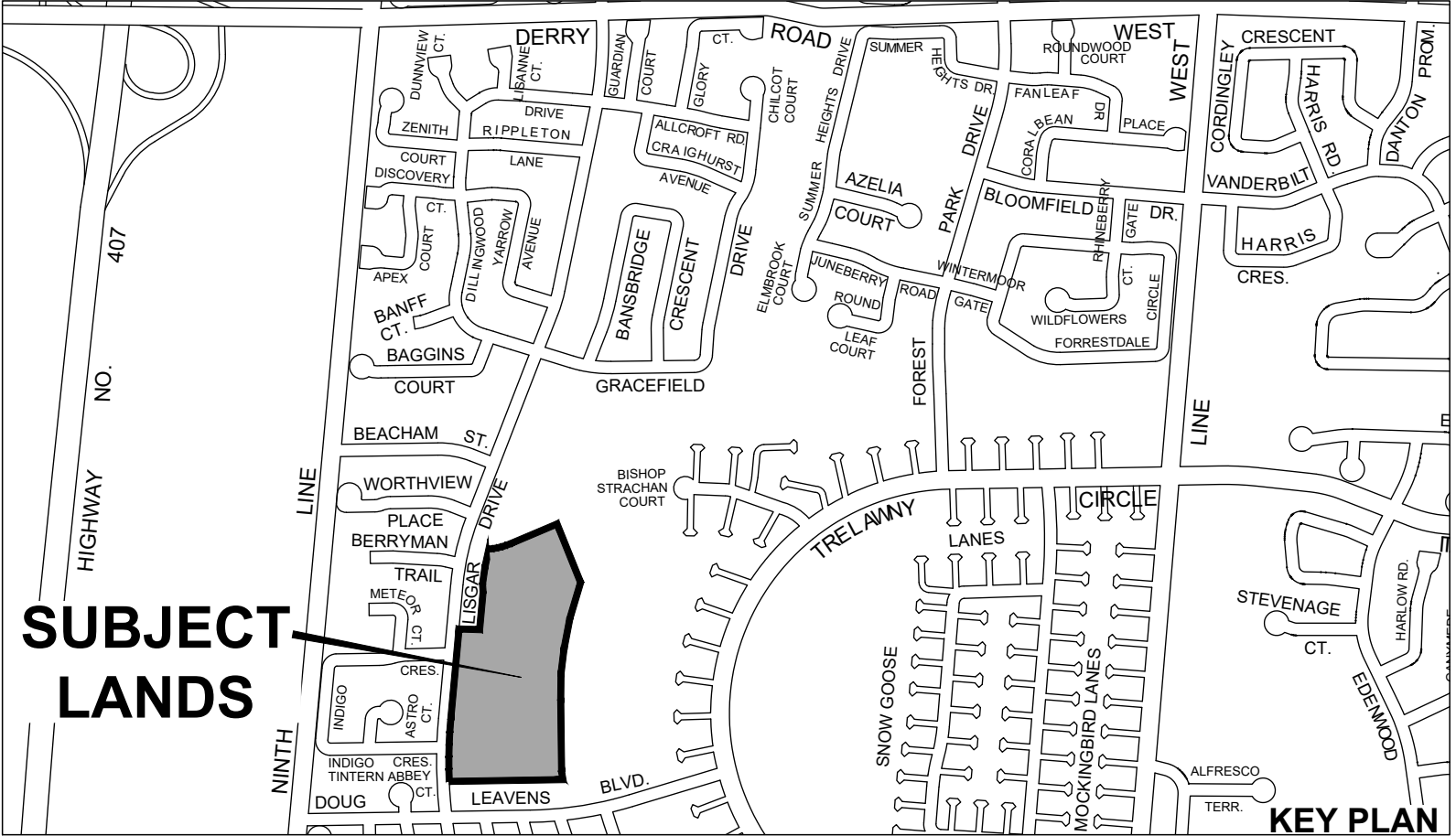
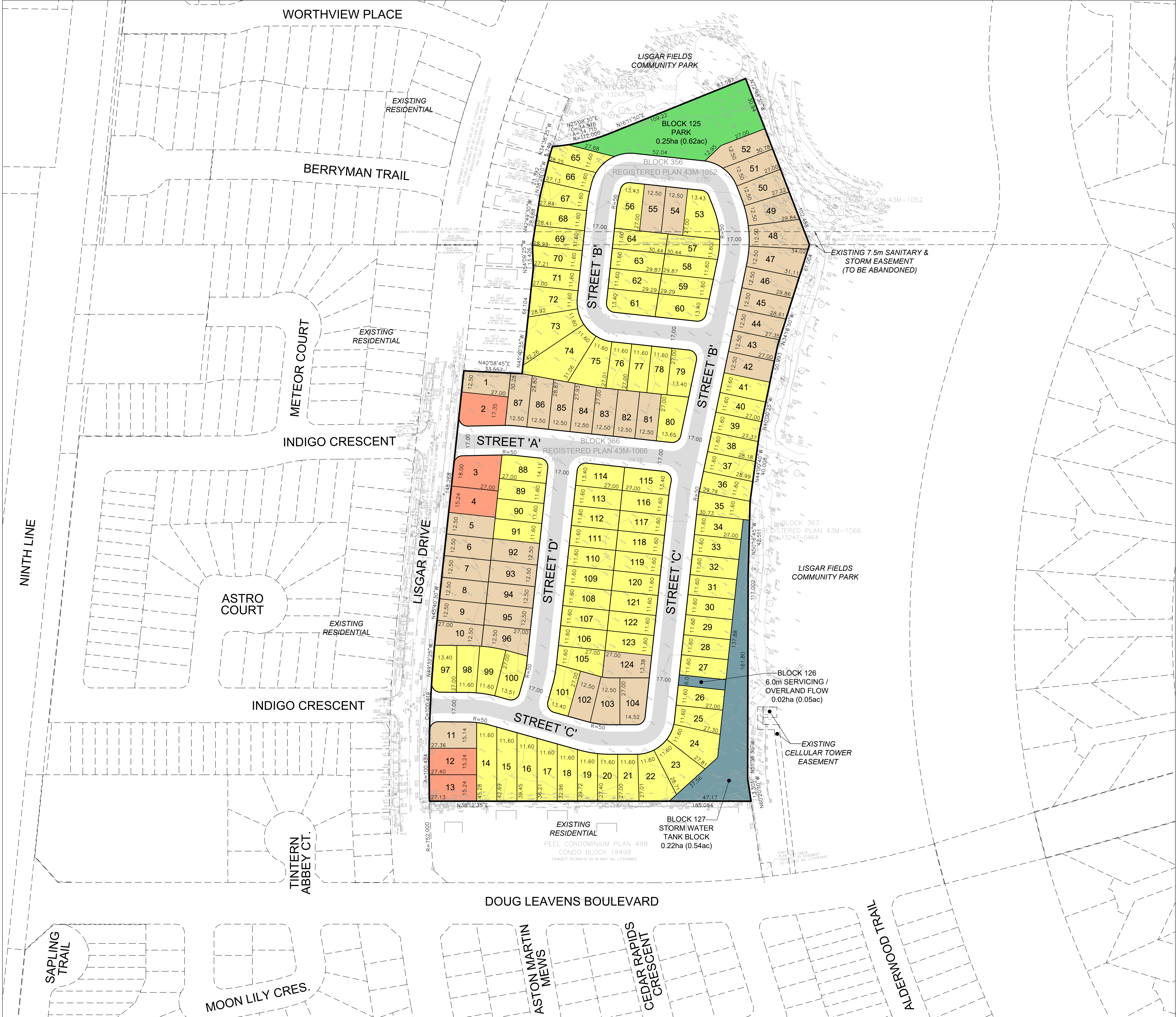
Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner




Jennifer Staden, MCIP, RPP
Associate




DRAFT PLAN OF SUBDIVISION
FILE # 21T-M
AVENIA CONSTRUCTION INC.

BLOCK 356, REGISTERED PLAN 43M-1052 AND
BLOCK 366, REGISTERED PLAN 43M-1066,
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED  DATE August 3/23
CARLO BALDASSARRA, S.O.
AVENIA CONSTRUCTION INC.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  DATE AUGUST 2, 2023
DAN DZALDOV, O.L.S.
SCHAEFFER DZALDOV PURCELL LTD.
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

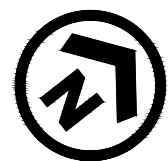
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 11.60m (38')	1-124	2.90	7.17	82	28.3
DETACHED - 12.50m (41')		1.34	3.31	37	27.6
DETACHED - 15.24m (50')		0.22	0.54	5	22.7
PARK	125	0.25	0.62		
SERVICING / OVERLAND FLOW	126	0.02	0.05		
STORM WATER TANK BLOCK	127	0.22	0.54		
17.0m ROW (934m)		1.59	3.92		
TOTAL	127	6.54	16.15	124	27.8

NOTES

- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
- ALL DAYLIGHT ROUNDINGS = 5m RADIUS



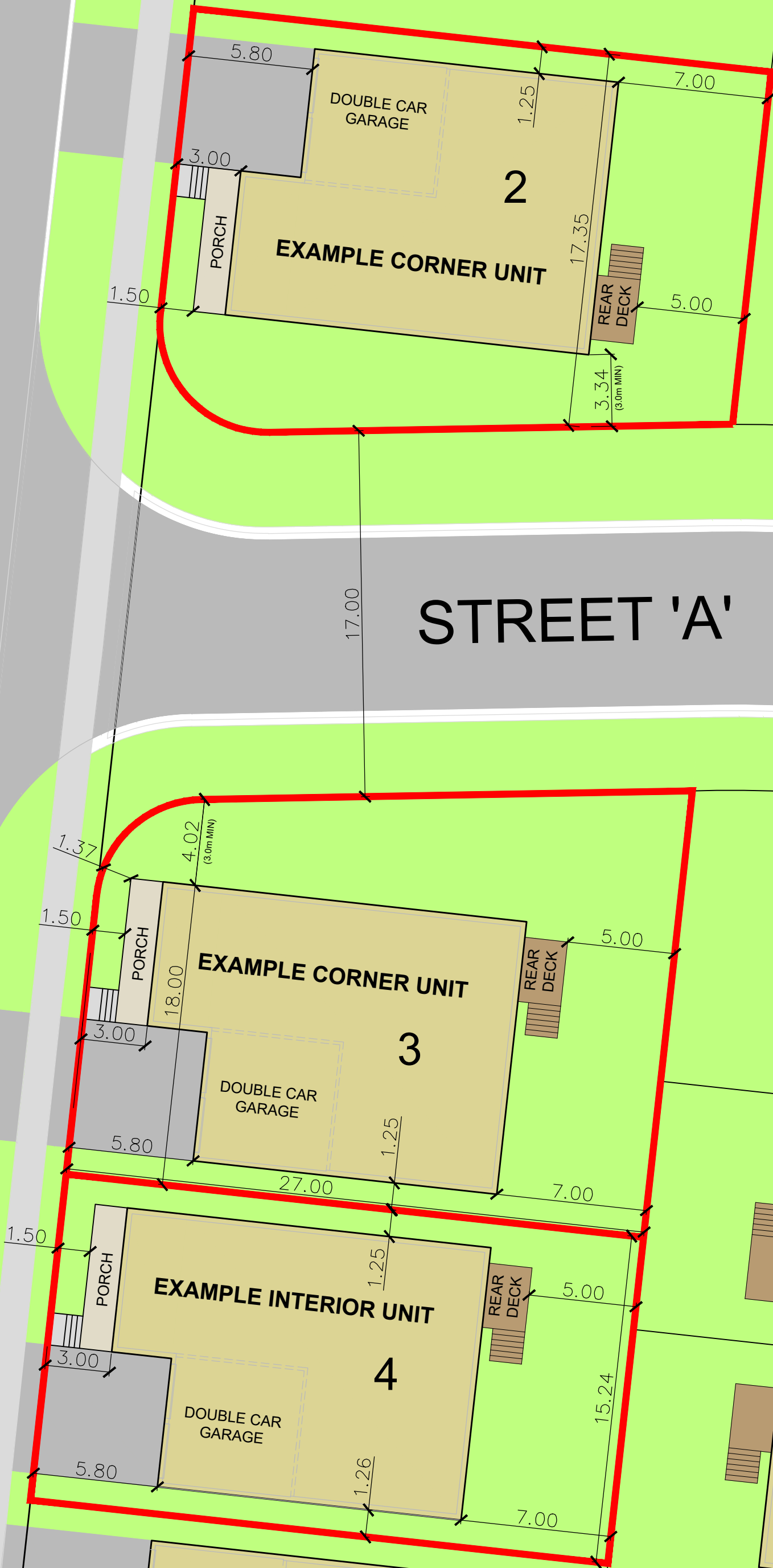
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AUGUST 1, 2023



R3 EXCEPTION ZONE		
ZONING STANDARD/REGULATION	REQUIRED ZONING STANDARD/REGULATION	PROPOSED
MINIMUM LOT AREA: INTERIOR	550 sq m	410 sq m
MINIMUM LOT AREA: CORNER	720 sq m	440 sq m
MINIMUM LOT FRONTAGE: INTERIOR	15 m	15 m
MINIMUM LOT FRONTAGE: CORNER	19.5 m	16 m
MAXIMUM LOT COVERAGE	35%	55%
MINIMUM FRONT YARD: INTERIOR	7.5 m	3.0 m <i>*with 1.5 m porch encroachment</i>
MINIMUM FRONT YARD: CORNER	6 m	3.0 m <i>*with 1.5 m porch encroachment</i>
GARAGE FACE: INTERIOR	Equal to the front yard	No proposed change
GARAGE FACE: CORNER	Equal to the front yard	No proposed change
MINIMUM EXTERIOR SIDE YARD	6 m	2.4 m <i>*with encroachments permitted up to 0.6 m</i>
GARAGE FACE	Equal to the exterior side yard	Equal to the exterior side yard
MINIMUM INTERIOR SIDE YARD: INTERIOR	1.2 m + 0.61 m for each additional storey or portion thereof above one storey	1.2 m on one side, 0.6 m on one side
MINIMUM INTERIOR SIDE YARD: CORNER	1.2 m + 0.61 m for each additional storey above one storey	1.2 m on one side, 0.6 m on one side
MINIMUM REAR YARD: INTERIOR	7.5 m	7 m
MINIMUM REAR YARD: CORNER	3 m	7 m
MAXIMUM HEIGHT	10.7 m	11
MINIMUM PARKING SPACES	2 spaces	2 spaces
MAXIMUM DRIVEWAY WIDTH	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door maximum width of 6.0 m	6 m
Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	32%

LISGAR DRIVE

STREET 'A'



AVENIA CONSTRUCTION INC.
LOT TYPE EXCERPT - 15.24m (50') DETACHED

BLOCK 356, REGISTERED PLAN 43M-1052 AND BLOCK 366, REGISTERED PLAN 43M-1066,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL



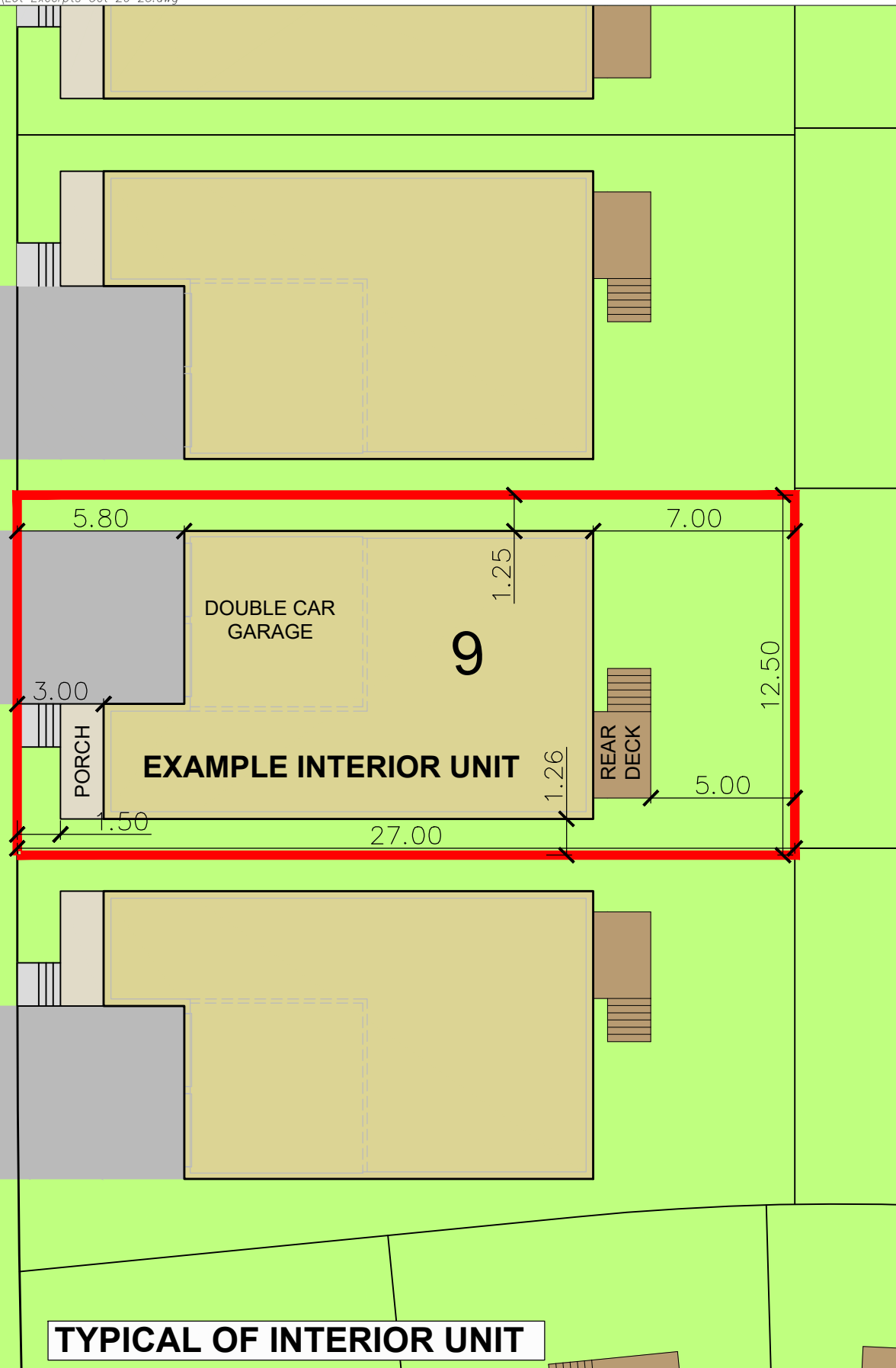
SCALE 1:200
OCTOBER 20, 2023

GSAI
Glen Schnarr & Associates Inc.

R3-XXX

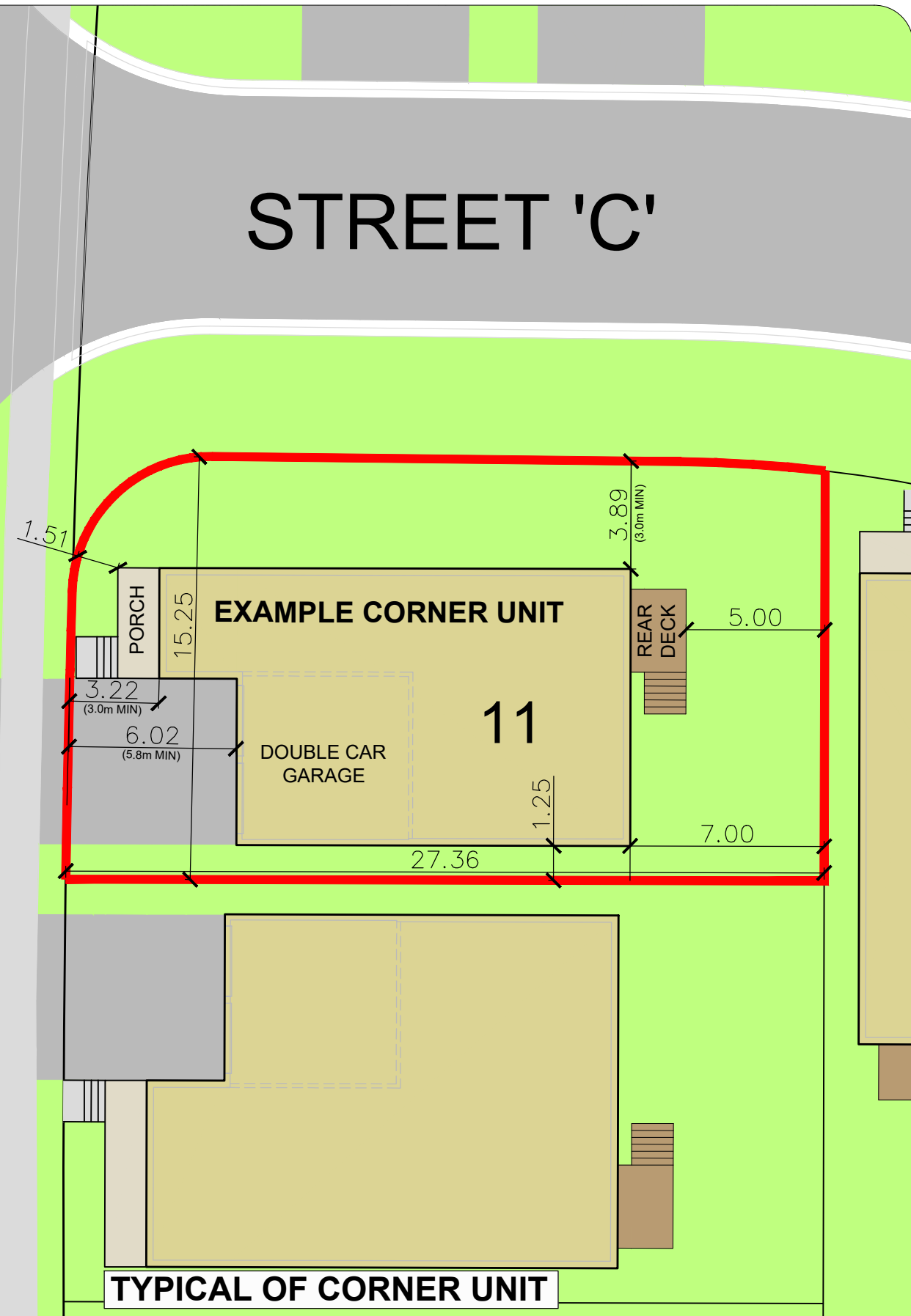
R4 EXCEPTION ZONE		
ZONING STANDARD/REGULATION	REQUIRED ZONING STANDARD/REGULATION	PROPOSED
MINIMUM LOT AREA: INTERIOR	365 sq m	330 sq m
MINIMUM LOT AREA: CORNER	500 sq m	360 sq m
MINIMUM LOT FRONTAGE: INTERIOR	12 m	No proposed change
MINIMUM LOT FRONTAGE: CORNER	16.5 m	13.5 m
MAXIMUM LOT COVERAGE	40%	55%
MINIMUM FRONT YARD: INTERIOR	6 m	3.0 m <i>*with 1.5 m porch encroachment</i>
MINIMUM FRONT YARD: CORNER	6 m	3.0 m <i>*with 1.5 m porch encroachment</i>
GARAGE FACE: INTERIOR	Equal to the front yard	No proposed change
GARAGE FACE: CORNER	Equal to the front yard	No proposed change
MINIMUM EXTERIOR SIDE YARD	4.5 m	2.4 m <i>*with encroachments permitted up to 0.6 m</i>
GARAGE FACE	6 m	No proposed change
MINIMUM INTERIOR SIDE YARD: INTERIOR	1.2 m	No proposed change
MINIMUM INTERIOR SIDE YARD: CORNER	1.2 m	No proposed change
MINIMUM REAR YARD: INTERIOR	7.5 m	7 m
MINIMUM REAR YARD: CORNER	7.5 m	7 m
MAXIMUM HEIGHT	10.7 m	11 m
MINIMUM PARKING SPACES	2 spaces	2 spaces
MAXIMUM DRIVEWAY WIDTH	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door maximum width of 6.0 m	6 m
Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	26%

LISGAR DRIVE



TYPICAL OF INTERIOR UNIT

LISGAR DRIVE



TYPICAL OF CORNER UNIT

AVENIA CONSTRUCTION INC.
LOT TYPE EXCERPT - 12.50m (41') DETACHED

BLOCK 356, REGISTERED PLAN 43M-1052 AND BLOCK 366, REGISTERED PLAN 43M-1066,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL



SCALE 1:200
OCTOBER 20, 2023

GSAI
Glen Schnarr & Associates Inc.

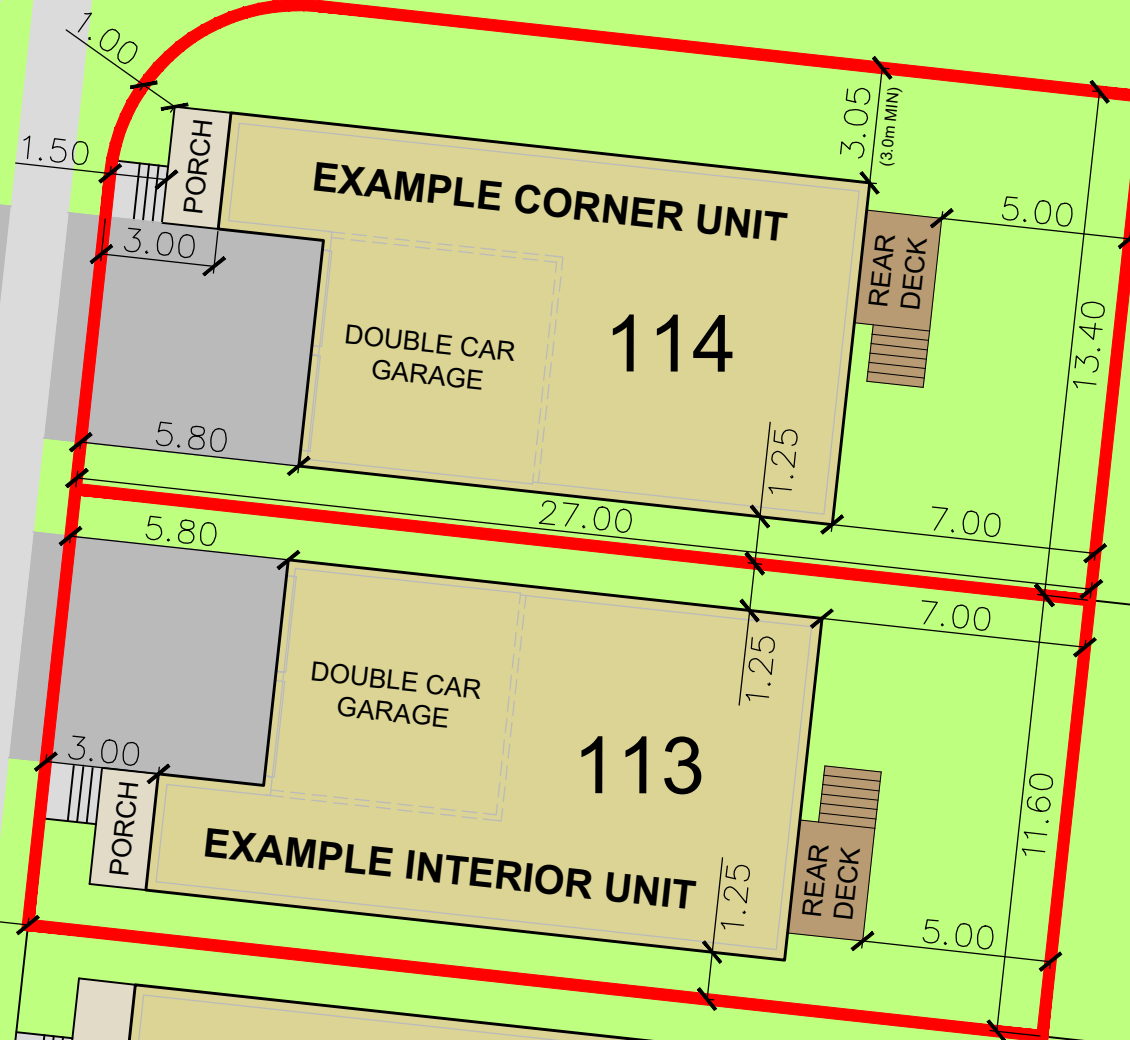
R4-YYY

R5 EXCEPTION ZONE		
ZONING STANDARD/REGULATION	REQUIRED ZONING STANDARD/REGULATION	PROPOSED
MINIMUM LOT AREA: INTERIOR	295 sq m	No proposed change
MINIMUM LOT AREA: CORNER	415 sq m	340 sq m
MINIMUM LOT FRONTAGE: INTERIOR	12 m	11.5 m
MINIMUM LOT FRONTAGE: CORNER	16 m	12.7 m
MAXIMUM LOT COVERAGE	40%	55%
MINIMUM FRONT YARD: INTERIOR	4.5 m	3.0 m <i>*with 1.5 m porch encroachment</i>
MINIMUM FRONT YARD: CORNER	4.5 m	3.0 m <i>*with 1.5 m porch encroachment</i>
GARAGE FACE: INTERIOR	6 m	No proposed change
GARAGE FACE: CORNER	6 m	No proposed change
MINIMUM EXTERIOR SIDE YARD	4.5 m	2.4 m <i>*with encroachments permitted up to 0.6 m</i>
GARAGE FACE	6 m	No proposed change
MINIMUM INTERIOR SIDE YARD: INTERIOR	1.2 m on one side of the lot and 0.61 m on the other side	1.2 m on one side of the lot and 0.6 m on the other side
MINIMUM INTERIOR SIDE YARD: CORNER	1.2 m	No proposed change
MINIMUM REAR YARD: INTERIOR	7.5 m	7 m
MINIMUM REAR YARD: CORNER	7.5 m	7 m
MAXIMUM HEIGHT	10.7 m	11 m
Maximum projection of a garage beyond either the main front entrance or beyond the main entry feature where provided	2.5 m	2.85 m
Where a main entry feature has been provided, the maximum projection of a garage beyond a main front entrance	5 m	No proposed change
For a detached dwelling more than one storey in height, where the garage projects beyond the main front entrance, a minimum of 75% of the width of the garage, measured from the inside face of the garage walls, shall be covered by a second storey which may be set back a maximum of 2.5 m from the garage face	YES	No proposed change
MINIMUM PARKING SPACES	2 spaces	2 spaces
MAXIMUM DRIVEWAY WIDTH	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door maximum	6 m

	width of 6.0 m	
Minimum landscaped soft area in the yard containing the driveway	30% of the front yard and/or exterior side yard	24%

Please note: Nothing in this document precludes our ability to add and/or change provisions throughout the planning process. We reserve the right to review any final by-laws prior to approval.

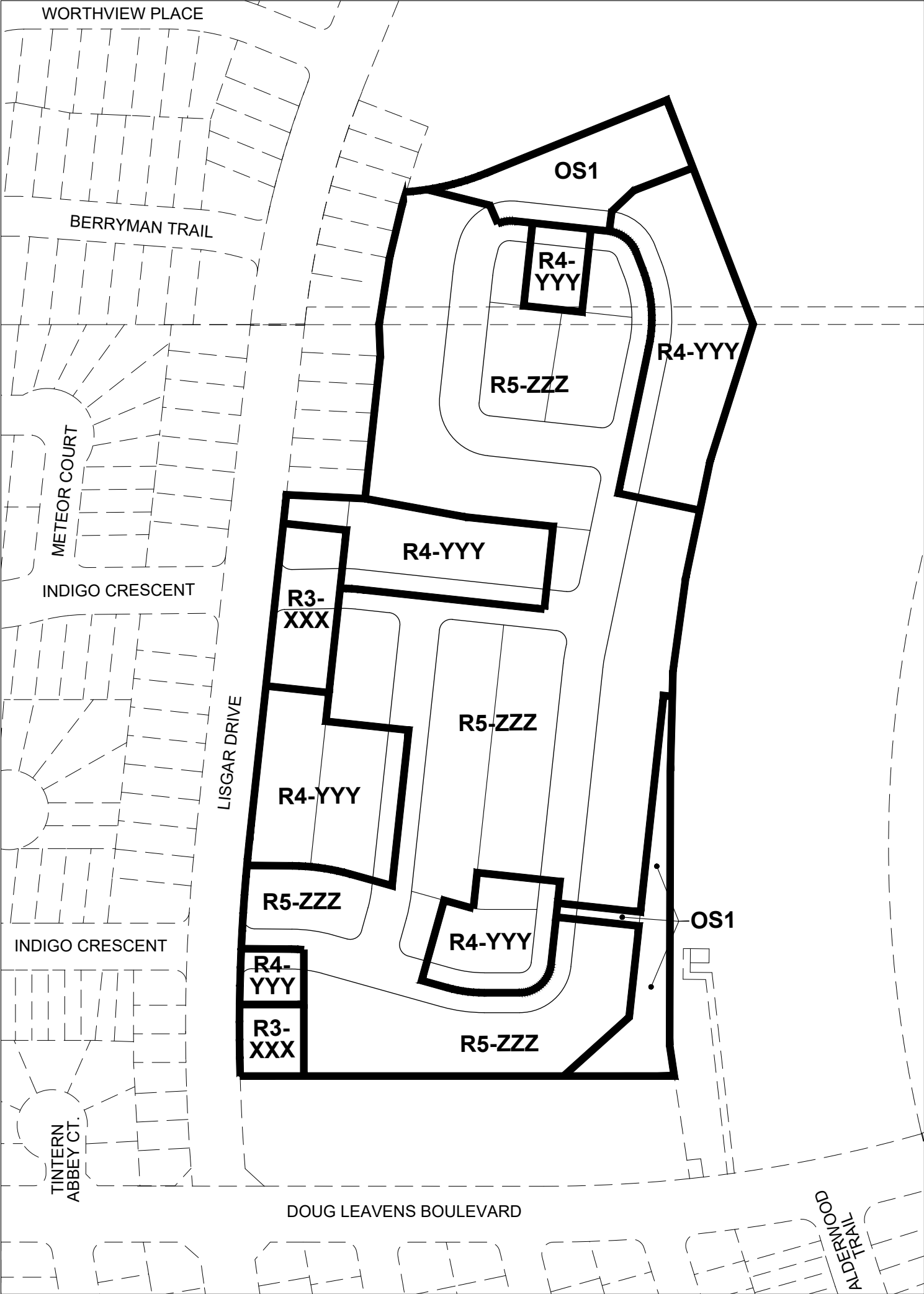
STREET 'D'



AVENIA CONSTRUCTION INC.
LOT TYPE EXCERPT - 11.6m (38') DETACHED


GSAI
 Glen Schnarr & Associates Inc.

R5-ZZZ



BLOCK 356, REGISTERED PLAN 43M-1052 AND
BLOCK 366, REGISTERED PLAN 43M-1066,
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL
