



## PLANNING JUSTIFICATION REPORT – ADDENDUM NO. 1

### Proposed Official Plan Amendment and Zoning By-law Amendment OZ / OPA 25-8 W2

900 Lakeshore Road West  
City of Mississauga, Ontario

**Original Planning Justification Report prepared by:** DEEP Planning Inc. (formerly KFA Architects + Planners Inc.), dated November 2024

**Prepared for:** 1000570027 ONTARIO INC.

**Prepared by:** DEEP Planning Inc.

**Date:** March 20, 2026

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## 1. EXECUTIVE SUMMARY

This Planning Justification Report Addendum letter (“Comprehensive Addendum”) has been prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications for the lands municipally known as 900 Lakeshore Road West in the City of Mississauga. This letter consolidates and integrates Planning Justification Report Addendum No. 1 with a complete response addressing all significant concerns raised during the application review of the initial submission, and is intended to be read in conjunction with the original Planning Justification Report (PJR), dated November 2024.

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The purpose of this letter is as follows:

- Respond to comments provided by the City of Mississauga Development and Design, Parks Planning, Forestry, Community Planning, and Transportation & Works departments;
- Provide expanded planning rationale with respect to the forthcoming Mississauga Official Plan 2051 and amendments to Mississauga Zoning By-law 0225-2007;
- Address concerns raised by community members throughout the application process, and specifically those raised at the July 28th, 2025 Planning and Development Committee Meeting; and,
- Discuss proposed solutions to wastewater servicing, stormwater management and wetland recharge, slope stability, and natural heritage protection.

Unless expressly stated otherwise, the planning opinions and conclusions of the original PJR remain valid and unchanged. Taken together, the original PJR, and this addendum demonstrate that the proposal represents good planning, is consistent with the public interest, is consistent with provincial policy, and conforms to the applicable municipal planning framework.

In addition to this addendum, the following revised materials have been resubmitted in support of this application:

- Architectural Drawings;
- Functional Servicing Report (FSR) and Stormwater Management Report (SMR);
- Civil Drawings;
- Transportation Impact Study (TIS);
- Environmental Impact Statement (EIS);
- Heritage Impact Assessment;
- Arborist Report & Tree Protection Plan;
- Wind Tunnel Study;
- Draft Amendment Instruments; and,
- Parcel Register & PINs.

And in response to municipal staff comments, the following additional materials are also submitted:

- Slope Stability Assessment;
- Geotechnical Report;
- Draft Development Agreement;
- Letter of Rental Declaration;
- Phase I & II ESA Letter of Reliance;
- Groundwater Treatment Confirmation Letter;
- Dripline Revision Confirmation Letter; and,
- Confirmation of Archaeological Assessment filing.

## 2. BACKGROUND AND CONTEXT

DEEP Planning Inc. (formerly operating as KFA Architects + Planners Inc.) is the planning consultant for 1000570027 ONTARIO Inc., the owner of the property at 900 Lakeshore Road West in the City of Mississauga, herein referred to as “the subject property” or “the site.” A complete Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application for the subject property was submitted on November 26th, 2024. The application seeks to redevelop the site with a residential apartment building, initially proposed at 10 storeys with 188 units and now revised to 9 storeys with 161 units.

The City of Mississauga’s review comments were received on April 6, 2025, alongside comments from external departments and agencies. The project was also presented to the Planning and Development Committee (PDC) on July 28, 2025, where members of the community offered their additional comments. Since the PDC date, multiple meetings have been held with Regional, Municipal, and Credit Valley Conservation (CVC) staff in a significant and coordinated effort to identify areas of concern and develop appropriate solutions.

This addendum responds directly to matters arising from the staff comments, community responses, and coordination meetings.

## 3. SCOPE OF THE ADDENDUM

This addendum addresses and integrates:

- The updated planning rationale responding to amended and forthcoming local planning policies;
- Community feedback;
- Responses to formal comments relating to parking rates, Sun/Shadow Study analysis, and draft planning instruments;
- Revised Wind Tunnel Study results and mitigation measures;
- Wastewater servicing solutions and their feasibility;
- Stormwater management and wetland water balance;
- Slope stability assessment; and
- Proposed municipal conveyance lands and lands to be redesignated / rezoned as *Greenlands*.

All other matters addressed in the original PJR remain unchanged.

## **4. UPDATED MUNICIPAL POLICY FRAMEWORK**

### **4.1 Forthcoming City of Mississauga Official Plan 2051**

The City of Mississauga has completed an update to its Official Plan, as part of its legislated 10-year review, to guide and manage the city's growth to the year 2051. The new Mississauga Official Plan 2051 (MOP 2051) was adopted by City Council on April 26, 2025, and was subsequently submitted to the Ministry of Municipal Affairs and Housing (MMAH) for review and approval, as required under the Planning Act. At the time of this letter, the MOP 2051 is still pending approval but is expected to take effect in the near future. As part of the initial Planning Justification Report submitted in support of the OPA and ZBA application, the proposal was evaluated in the context of the currently in-force Official Plan.

This section of the addendum has been prepared to highlight relevant changes in policy direction under MOP 2051 pertaining to the subject property and proposal. It will assess policy shifts affecting the previous planning rationale and identify any implications on the proposal.

#### **Expanded Housing Supply and Variety**

Under Section 3.2 of the new MOP 2051 the updated policies support planning for a total of 345,000 new residential units by 2051. This expansion is intended to accommodate a projected population of 995,000 residents, significantly increasing the city's housing capacity. To support this envisioned growth and alignment with provincial planning policies, the updated MOP 2051, specifically under Section 5: Housing Choices and Affordable Homes, emphasizes the importance of providing a diverse mix of housing types. These include detached dwellings, multiplexes, townhouses, additional residential units (ARUs), and multi-unit residential buildings such as apartments.

As per these objectives, new policies also allow for a broader range of housing forms appropriately scaled within neighbourhoods (Section 5.3.2). These changes are being implemented alongside amendments to the Mississauga Zoning By-law to enable greater flexibility in housing development.

In Section 5.2: New Housing Supply Objectives, the MOP 2051 highlights the need for a mix of housing by density, type, and affordability across all parts of Mississauga. It also calls for a balanced mix of unit sizes and types to ensure housing meets the needs of a wide range of residents, including families. It is stated that developments with more than 50 residential units are encouraged to include at least 50% of units as two- or three-bedroom homes (Section 5.2.3).

In alignment with these policies, the proposal supports the objectives of the MOP 2051 by contributing to housing targets through a compact, higher-density built form consisting of apartment and townhouse typologies. The proposal includes 7 townhouses and provides a mix of unit sizes, with 40% of all dwellings being two- or three-bedroom, helping to meet the needs of a range of household types.

## **Natural Areas and Natural Hazard Lands**

Policy 6.3.29 of the 2016 Mississauga Official Plan (MOP 2016) requires that development and site alterations on lands adjacent to a provincially significant wetland, coastal wetland, or *Significant Natural Area* be supported by an EIS. The EIS must demonstrate, to the satisfaction of the City, that there will be no negative impacts on the natural heritage feature or its ecological functions. Similarly, Policy 6.3.32 prohibits development and site alterations within or adjacent to *Natural Green Spaces* unless it is demonstrated that there will be no negative impacts on the *Natural Heritage Features* or their ecological functions, and that opportunities for protection, restoration, enhancement, and expansion have been identified. These policies have not changed in the updated MOP 2051 and are reiterated under Policies 4.3.2.8 and 4.3.2.11. An EIS has been prepared by the applicant, and various mitigation efforts have been identified to alleviate any potential impacts on the adjacent natural area, which are discussed later in this letter.

A notable change in the updated MOP 2051 is the removal of the *Natural Hazard* overlay on the lands adjacent to the west of the subject property. As shown in Figure 01, under the MOP 2016, these lands featured the *Natural Hazard* overlay on Schedule 10 - Land Use Designations. On Schedule 7 - Land Use Designations of the MOP 2051 this overlay is now absent (Figure 02).

This change suggests that there is a reduced risk of impact on the proposal from the adjacent creek and associated slope. Even so, the applicant is committed to providing all slope stability materials requested by City of Mississauga staff and proposing potential slope stabilization measures to ensure long-term structural quality of the site is achieved. At the time of this letter, the slope stability study is being reviewed by the City of Mississauga's assigned peer reviewer. Section 11 provides information on these application materials and techniques in relation to the proposed development limits.

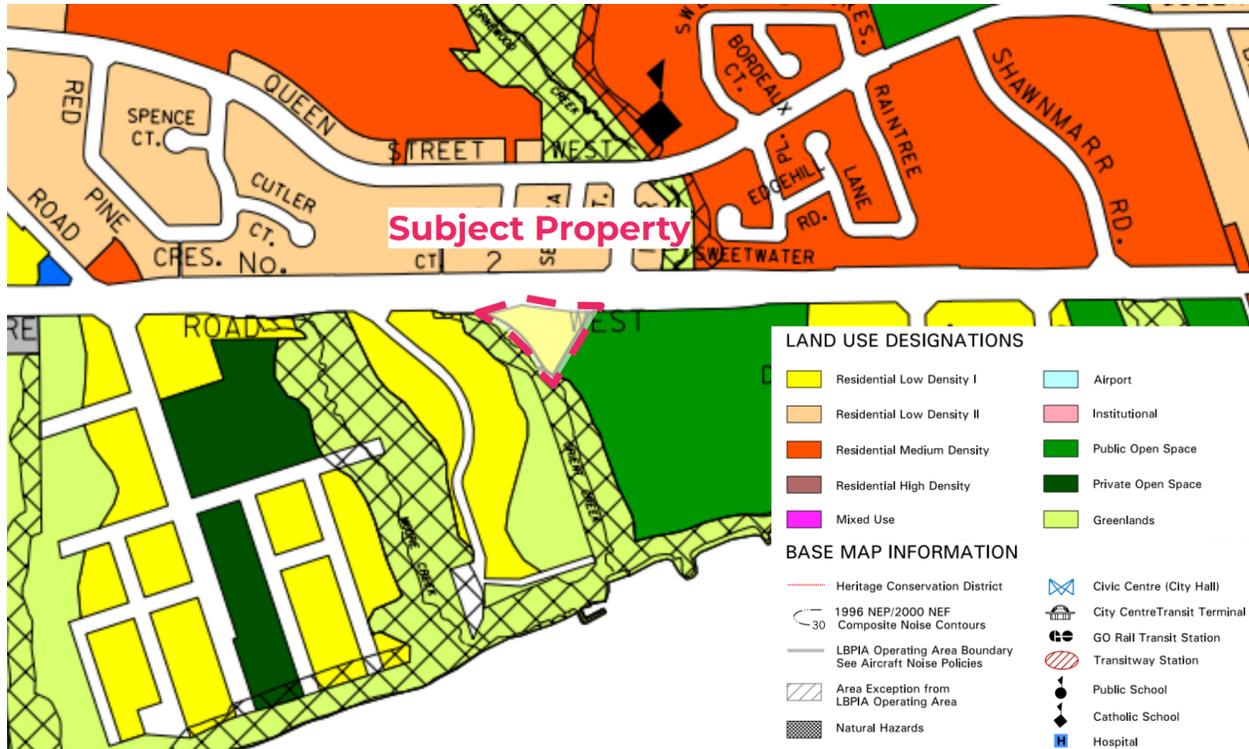


Figure 01—Site and Surroundings: Current Land Use Designations \* Source: MOP 2016, Schedule 10

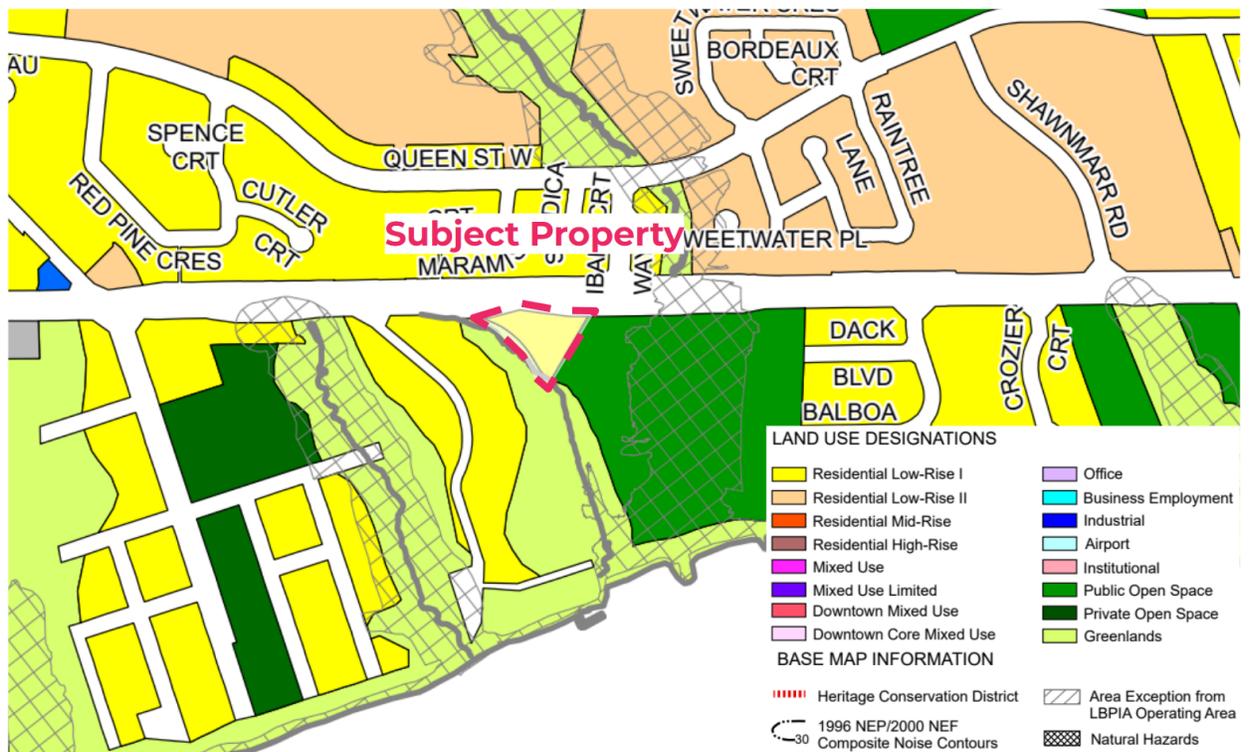


Figure 02—Site and Surroundings: Forthcoming Land Use Designations \* Source: MOP 2051, Schedule 7

## **Clarkson-Lorne Park Neighbourhood Area**

The updated policy framework for the Clarkson–Lorne Park Neighbourhood between the MOP 2016 and the forthcoming MOP 2051 also represents a significant change in policy directly affecting the subject property.

Under the 2016 MOP, Section 16.5 provided detailed Urban Design and Land Use policies for the Clarkson–Lorne Park Neighbourhood Area, including clear direction for the expected dwelling typologies. In contrast, Section 15.3 of MOP 2051, (which applies to Clarkson–Lorne Park), contains no neighbourhood-specific design policies other than a policy (15.3.1.1) that prohibits vehicle sales and rentals within the area. In our opinion, the removal of the former Clarkson–Lorne Park Neighbourhood policies in MOP 2051 provides additional support for considering forms of development alternative to detached, semi-detached, and townhomes within the neighbourhood area. Additionally, the general policies under Section 15 - Neighbourhoods now reiterate Mississauga's commitment to support a wide range of housing options with intensification being directed toward *Neighbourhood Arterials* (15.1.1.4).

Despite the removal of the area-specific policies, objectives for the appropriate contextual fit and built form transition are still preeminent within the new MOP 2051 general policies (15.1.1.4, 15.1.1.16, 15.1.1.17). The proposal has been carefully designed with these considerations in mind, as demonstrated through a detailed analysis of shadow impacts, overlook and privacy, and pedestrian perspectives from the public right-of-way (see the original PJR).

## **4.2 Mississauga Zoning By-law 0225-2007**

A revised Draft Zoning By-law Amendment and corresponding zoning schedule is appended to this letter. At the time of the previous submission, the subject property was zoned 'R2-5 – Residential Detached'. However, on April 2, 2025, City Council passed By-law 0048-2025, which rezoned the subject property to 'RL-7 – Residential Large Lot.' This zoning permits detached, semi-detached, and multiplex dwellings of up to four units. Accordingly, the revised Draft Zoning By-law Amendment reflects these changes and proposes a rezoning from the current RL-7 designation.

## **5. COMMUNITY RESPONSE**

The following section presents a table summarizing concerns raised by community members during the PDC meeting held on July 28, 2025, along with corresponding responses and justification from the applicant. Overall, seven deputations were heard, including one from a member of the Town of Port Credit Association and six from members of the 900 Lakeshore Committee (representing concerned citizens and members of residents associations). One letter of objection was also submitted to the PDC and is also addressed below.

Deputation Summary	Applicant Response
<p>Mary Simpson, representing the Town of Port Credit Association:</p> <p>Spoke to the proposal's lack of alignment with the Official Plan or zoning label, the proposed location in comparison to Major Transit Station Areas (MTSAs), accessibility, walkability, and contextual fit. States that the property is not significant and does not contribute to the Lakeshore Corridor. Also discussed lack of affordability, shadowing, and impact on environmentally sensitive areas.</p>	<p>It is our opinion that the proposal aligns with many of the objectives and policies of the Mississauga Official Plan (2016 &amp; 2051) by expanding housing options within established neighbourhoods and supporting the achievement of identified housing targets. The proposal integrates all required measures and supporting studies to ensure the protection and long-term integrity of adjacent environmental areas, consistent with both municipal and regional regulatory frameworks. Specific mitigation efforts related to stormwater management and natural heritage protection and enhancement are outlined in later sections of this Comprehensive Addendum.</p> <p>The project proposes a higher-density development outside of an MTSA, however, it remains well-connected by transit through MiWay bus routes, with a bus stop located immediately adjacent to the property. The site is also well-served by nearby bicycle routes, sidewalks and a multi-use path along Lakeshore Road West. It is our belief that the subject property is significant (in size, location, and frontage) and is uniquely positioned to support a greater intensity of housing supported by the surrounding alternative transportation options and public amenity spaces. Additionally, we do not subscribe to the idea that providing more housing in adjacency to public parkland will negatively affect the quality of those spaces, and would suggest that the increased use and enjoyment of public lands is a primary goal of any municipality.</p> <p>Shadowing impacts were previously identified as minimal. Given the current proposal's reduced height from 10- to 9-storeys it is our opinion that these concerns have been appropriately addressed. Any comments received by municipal staff regarding the Sun/Shadow analysis are covered in Section 6 below.</p> <p>It is too early in the development proposal process to speculate as to the cost of the finished housing product. It should be noted, however, that the proposal does not seek relief from any regulatory framework regarding affordability.</p>
<p>Sue Shanly, 900 Lakeshore Committee.</p> <p>Provided an overview of their Committee's concerns in advance of the following deputations. Spoke to concerns related to erosion and flooding, sewer system servicing, and hydrological studies, especially as they relate to the adjacent land owned by the Lorne Park Estates Association (LPEA) and impact on the wetland feature therein. Discussed the</p>	<p><i>Responses specific to this deputation only are addressed here. Other more detailed responses are provided above and below where the deputations are more focused on specific concerns.</i></p> <p>Thorough discussions have been held between Peel Region staff, Community Services, Parks Planning, Development Planning, and Transportation and Works departments as well as the Civil Engineering Consultant (Lithos Group Inc.) representing the applicant, in an effort to determine an acceptable solution for waste water servicing. The current proposal, developed through these discussions, is to connect the proposed development with the downstream manhole of the 675 mm sanitary sewer, located within</p>

Deputation Summary	Applicant Response
<p>appropriateness of the location in regard to setbacks, shadowing, wind, and noise. Traffic congestion, parking insufficiency and spillover, as well as transit access, were also raised. Stated that Mississauga's priority should be providing affordable and middle income housing.</p>	<p>Richard's Memorial Park. The wastewater discharge servicing plan determined by Lithos Engineering is provided in more detail in Section 8, highlighting a newly proposed servicing connection running along the Lakeshore Road West Regional right-of-way.</p> <p>The proposed front yard setbacks are reduced from the permitted zoning regulations. However, the public right-of-way abutting the site has a variable width due to the unique shape of the lot. This results in a building setback of approximately 4.3 - 12.2 metres from the building face to the existing sidewalk. Given that there is no existing context for front yards at this location (due to a lack of lots that front onto Lakeshore Road West) we believe this is a generous separation from the built form and pedestrian zone in which significant public realm improvements can be accommodated.</p> <p>As mentioned above, the previous shadow impacts have been further mitigated by the reduced building height of the current proposal. Additionally, a Noise Feasibility Study was provided with the original submission and received no comments of concern from municipal staff.</p>
<p>Bill Johnston, 900 Lakeshore Committee.</p> <p>Spoke to the Official Plan and Mississauga's housing goals. Speculated about the viability of the condominium market. Reiterated that ownership of the adjacent land has been ignored by the application. Suggested that the owners are not experienced condominium developers. Stated that the proposal is not a viable development based on technical standards and Official Plan conformance.</p>	<p>As previously stated, it is our belief that the proposal does align with Mississauga's housing goals, and by extension the goals of Peel Region and the Province of Ontario. Where the project is not conformant we are seeking approvals through the Official Plan Amendment application process.</p> <p>It is also our opinion that the viability of the condominium market should not be a determining factor in the approval of this project, especially as it extends beyond the scope of determining good planning and appropriate development. The property owners and applicant team have significant combined experience in land use development throughout Southern Ontario. This is demonstrated by the breadth of technical expertise behind the studies and materials in support of this proposal, meeting the requirements of municipal staff and other review authorities.</p>
<p>Eddie Kaus, 900 Lakeshore Committee.</p> <p>Spoke to Lorne Park Estates as a Cultural Landscape, specifically its natural environment and the Carolinian Forest ecology. Discussed the aforementioned adjacent land, 995 Roper Ave., and its designations. Suggested that the submitted Heritage Impact Assessment incorrectly identified this land as a woodlot in an</p>	<p>The proposed encroachments into the natural feature buffers are addressed in Section 11 of this letter, with appropriate justification and mitigation measures provided. These include planting suitable native tree species for renaturalization and stabilization of the slope, relocating the storm control manhole and revising the outflow location, and conveying the portions of the property identified as natural heritage features to the City for rezoning as <i>Greenlands</i>.</p> <p>Additional data highlighted in the EIS and SMR indicate that the proposal will have no adverse effects on the Orient Creek wetlands. Lithos Group Inc.'s water balance analysis shows that pre- and</p>

Deputation Summary	Applicant Response
<p>OS-1 zone (where it should be R2-5). Highlighted impacts to this property including encroachments into environmental buffers, stormwater discharge to the wetlands, and visual impact.</p>	<p>post-development water balance conditions will be maintained, and mitigation measures will ensure that slope erosion will not occur, confirming no anticipated impacts on the feature.</p> <p>995 Roper Avenue features a split zoning between OS1-2 and RL-7 (currently) and is designated <i>Greenlands</i> under the Official Plan. Mississauga's online Tree Map identifies the property as a <i>managed forest property</i>, confirming the analysis in the Heritage Impact Assessment. No access to 995 Roper Avenue, acknowledged as a private property under the ownership of the Lorne Park Estates Association, will be required to facilitate this proposal.</p>
<p>Cynthia Chataway, 900 Lakeshore Committee.</p> <p>Raised concerns regarding the wind tunnel effect and high wind speeds, noting that the study indicated hurricane-force winds. She highlighted potential impacts on the Orient Creek wetlands, effects on trees and buildings, and the risk of injury to residents.</p>	<p>The initial Wind Tunnel Study included a technical error which resulted in an overestimation of wind impact measurements. The proposed built form has since been reduced by one storey, and additional wind-mitigation measures have been incorporated, resulting in a wind assessment that satisfies Development Planning and Urban Design staff per the approved wind study Terms of Reference.</p> <p>As such, there will be no hurricane-force wind levels resulting from the development, and wind impacts on the surrounding area will not be significant enough to cause damage to any of the surrounding trees or vegetation. Furthermore, the proposal will not cause any impact to human safety. This is discussed further below under Section 7 of this Comprehensive Addendum.</p>
<p>Louis Zammit (LPEA) highlighted that there is a discrepancy between required and proposed parking, and expressed concerns about traffic impact, parking overspill onto parkland lots, and public safety.</p>	<p>The proposed unit count and parking supply have been revised, resulting in a difference of less than 10% between the parking requirements as outlined in Zoning By-law 0225-2007 and the proposed rates (see Section 12 below for additional details).</p> <p>According to the revised TIS, the proposal is expected to have negligible impacts on both the existing and future transportation network. It is also worth stating that the developer has expressed no intent to offset reduced on-site parking by expecting future residents to park in the adjacent parkland lots.</p>
<p>Charlene Haupt, 900 Lakeshore Committee.</p> <p>Spoke to stormwater infiltration and infrastructure adjustments, stating that further work is needed by the developer related to treatment plans and</p>	<p>Proposed stormwater management methods and civil servicing infrastructure have been revised to address the concerns raised by the CVC, municipal and regional staff, and the community. Additional analysis surrounding stormwater infiltration and water balance have also been prepared in support of this application. See Sections 8 &amp; 9 of this Comprehensive Addendum below for additional details.</p>

Deputation Summary	Applicant Response
<p>groundwater management. Questioned why additional water- and slope-related studies were not completed.</p>	<p>Mississauga's Storm Sewer Use By-law has been updated since the initial submission, and now features a higher tolerance of Manganese (of which site samples showed exceedances under the previous by-law). As such, certain requirements relating to groundwater treatment are to be further explored during the detailed design stages, as discussed with municipal staff.</p> <p>The studies which were not provided as part of the initial submission were not identified as requirements in the original pre-application review checklist. However, all studies that have since been requested by each reviewing authority have been prepared, and in many cases have been discussed in advance of this submission with those authorities to confirm their requirements are being met. In addition to the new and revised materials mentioned above, a Slope Stability Assessment and Geotechnical Report have been provided in support of the development.</p>
<p>Letter of Objection (sender withheld).</p> <p>Aligned with concerns raised in the above deputations, including: misalignment with planning policy; traffic, parking, and public safety; appropriateness of the location and contextual fit. Additionally highlights the high percentage of proposed 1-bedroom units and states that the building will act as a barrier to the waterfront.</p>	<p><i>Responses specific to this letter of objection are addressed here. Other more detailed responses are provided above where the deputations are more focused on specific concerns.</i></p> <p>Vehicular access to the proposed development will continue to be refined in collaboration with the City's engineers. Public safety is a great concern to everyone and all efforts will be made to ensure the appropriate solutions are found and implemented to prevent conflicts between vehicles, pedestrians, and cyclists. A revised TIS has been submitted to address any previous comments received from reviewing authorities.</p> <p>The revised proposal includes 60% 1-bedroom units, with the remainder made up of 2- and 3-bedroom units and ground-related townhomes. We wish to refute the suggestion that providing a majority of 1-bedroom units does not represent a greater variety of housing options and types, as this concept is applied to the surrounding area and not the specific site. This development will increase housing options in the neighbourhood at-large while providing 40% family-sized dwellings and, it should be noted, does not seek policy relief from any unit type-related regulations.</p>

Table A - PDC Comment Response Matrix

## 6. SUN / SHADOW STUDY REVISIONS

A Sun/Shadow Study was submitted as part of the initial OPA & ZBA application. The Mississauga Urban Design Department states that this study is required to assess the shadow impacts on the proposed outdoor amenity areas at-grade within the development site. In addition, the City of Mississauga's Community Services, Landscape Architect requested that the site plan identify the size and location of the proposed outdoor amenity spaces, which are to be incorporated into the updated Sun/Shadow Study. Lastly, it was expressed that the Richard's Memorial Park was not to be assessed under the criteria for Communal Outdoor Amenity Areas despite the presence of a playground, picnic area, public beach, and public garden. In response to this comment, please consider the previous assessment of these locations in these areas for shadow impacts to be retracted. Adjacent parkland was assessed within the previous Sun/Shadow Study and no comments were made regarding the findings - being a total Sun Access Factor of 98%. The architectural drawing set submitted alongside this letter identifies the location and area of all ground level outdoor amenity spaces, and the following assessment of those spaces is provided in alignment with the City of Mississauga Standards for Shadow Study criteria.

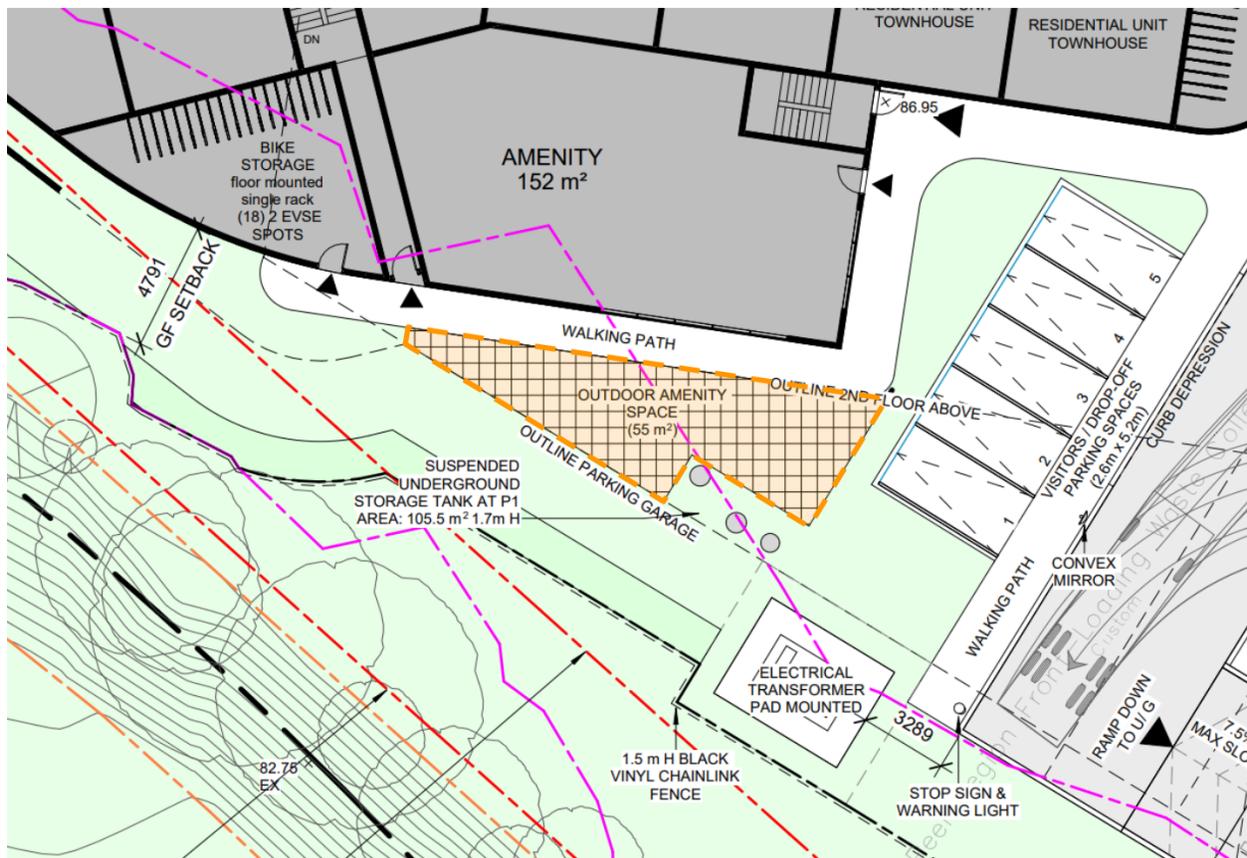


Figure 03 —Location of Zoning By-law Required Outdoor At-Grade Amenity Space

The impact being assessed is the shadowing onto the shared outdoor amenity space provided along the southern extent of the proposed building (see Figure 03 above). This area

is the Zoning By-law required amount of outdoor amenity space to be provided at-grade (55 square metres). The impact is assessed on each of the test dates (June 21, September 21, and December 21) and the criterion is met if the “sun access factor” is at least 50% or 0.5 on every date (As(ave) /AT = 0.5 or more). Table B below provides the sun access calculations for this criterion.

Outdoor Amenity Area			Total Area (AT): 55.00 sqm		
June 21	Area in Sunshine (AS)	Sept. 21	Area in Sunshine (AS)	Dec. 21	Area in Sunshine (AS)
7:07	0.00 sqm	8:35	55.00	9:19	55.00
7:20	0.00 sqm	9:12	55.00	10:17	55.00
8:20	29.93 sqm	10:12	55.00	11:17	55.00
9:20	55.00 sqm	11:12	55.00	12:17	55.00
10:20	55.00 sqm	12:12	55.00	13:17	55.00
11:20	55.00 sqm	13:12	55.00	14:17	55.00
12:20	55.00 sqm	14:12	55.00	15:15	55.00
13:20	55.00 sqm	15:12	48.91	---	-----
14:20	54.43 sqm	16:12	1.77	---	-----
15:20	9.79 sqm	17:12	0.00	---	-----
16:20	0.00 sqm	17:48	0.00	---	-----
17:20	0.00 sqm	---	-----	---	-----
18:20	0.00 sqm	---	-----	---	-----
19:20	0.00 sqm	---	-----	---	-----
19:33	0.00 sqm	---	-----	---	-----
Average (AS(ave))	24.61	Average (AS(ave))	39.60	Average (AS(ave))	55.00
<b>Sun Access Factor</b>	<b>0.45</b>	<b>Sun Access Factor</b>	<b>0.72</b>	<b>Sun Access Factor</b>	<b>1.00</b>

Table B - Sun Access Factor Calculations

As demonstrated in the above assessment, the shadow impacts on the proposed outdoor amenity areas within the development site are minimal and fall within the prescribed tolerances of the Standards for Shadow Studies criteria for the September and December dates. The location only fails by 5% on the June date. Due to the excellent performance on the other dates we believe this non-conformance to be very minor and should not prevent the staff recommendation of the proposed application.

It should be noted that an additional area of outdoor amenity space is provided along the eastern face of the proposed building. This area is proposed to be covered with a canopy, thereby being weather-protected, and for this reason cannot achieve the prescribed sun access factor. Given that this area is not required to meet the Zoning By-law amenity space regulations it is our opinion that this space should not be considered under the Standards for Shadow Studies criteria.

## **7. WIND TUNNEL ANALYSIS**

Initial concerns over harsh wind impacts from the proposal's built form were raised by Mississauga's Community Services Landscape Architect, Planning and Community Services staff, and the City's Urban Design Department. These concerns followed their review of the original Pedestrian Wind Environment Statement (Qualitative - January 31, 2024) and the Pedestrian Wind Environment Study (Quantitative - October 19, 2024) prepared by Windtech as part of the initial OPA/ZBA application submission. This report indicated unusually high wind conditions at certain pedestrian accessible areas at-grade. Members of the LPEA raised similar concerns during the Planning and Development Committee meeting on July 28, 2025. Following receipt of staff comments from the initial submission, It was confirmed by Windtech Consultants that the initial study contained a miscalculation that had overstated wind impacts due to a ratio-swap error leading to inflated wind speed outputs. Once corrected, the predicted wind speeds were reduced.

### **Revised Wind Study, February 2026**

Even still, above average wind readings were present on site. In response, the proposal and subsequent wind report, included as part of this submission, have been adjusted, including a revised building height from ten to nine storeys and several additional wind mitigation measures such as the utilization of a canopy along the east elevation at-grade, and metal wind screens, located in front of the northeast corner of the building, (see Figures 04 & 05), Both features have been positioned to help reduce wind gusts coming from the east. The revised Wind Tunnel Study, dated February 25, 2026 and completed by Windtech, shows that proposed measures have been effective. In the initial study, thirteen sensors did not meet safety criteria. Now, there are currently no areas of safety concern remaining, in accordance with the City of Mississauga's terms of reference for the Pedestrian Wind Comfort and Safety Study, (see Figure 06). Therefore, according to the revised Wind Tunnel Study conducted by Windtech consultants, the applied aforementioned measures have been successful in reducing wind impacts on site. There are still two sensor locations that fail comfort criteria toward the northeast corner of the site. It is our understanding that comfort standards can be addressed with landscaping, and it is our intention to explore reducing these areas of impact further through landscaping and public realm design during the Site Plan Approval phase.

## **Additional Requests from Municipal Staff for Off-Site Wind Testing**

Development Planning, Urban Design and Community Services departments, along with the Lorne Park Estates Association raised concerns regarding potential wind impacts on the surrounding natural environment and mature trees adjacent to the site. Urban Design staff requested that testing sensors be placed beyond the site, within the natural heritage features, to assess wind impacts on the surrounding environment, particularly on existing vegetation. Windtech notes that assessing impacts on vegetation is beyond the scope of a Wind Assessment, as the purpose of a Wind Comfort Study is to evaluate effects on residents and pedestrians at-grade, rather than on natural features. However, additional sensors were implemented in the revised wind tunnel testing beyond the property lines to the east and south of the site within wooded areas. These sensors returned wind readings that fell below the maximum permitted windspeeds, thereby meeting the safety requirements and comfort criteria of Mississauga's terms of reference (see Figure 06). The following statement has been provided by Windtech with respect to the results of these sensors:

*"Wind conditions in the existing tree area (approximately represented by sensor locations P40, P46, P47, P48, and P49 – see image below) in the "Proposed" test configuration are as expected in close proximity to a development of this type in this area of Mississauga, particularly given its general exposure to strong winds blowing in from Lake Ontario. These existing trees would be subjected to the strongest winds in the winter. During that time, when compared with existing wind conditions, the presence of the proposed development is in fact anticipated to improve wind conditions at locations P40, P46, and P49... and would only slightly increase wind speeds at locations P47 and P48... Where an increase is predicted, wind speeds in these areas are unlikely to result in sufficient uplift pressures that would uproot these trees. It should be noted that in the summer, wind conditions in these areas would likely be calmer than those presented in the report, as testing was conducted without landscaping, as per the City of Mississauga's Urban Design Terms of Reference: Pedestrian Wind Comfort and Safety Studies as well as to provide worst-case, baseline wind conditions."*

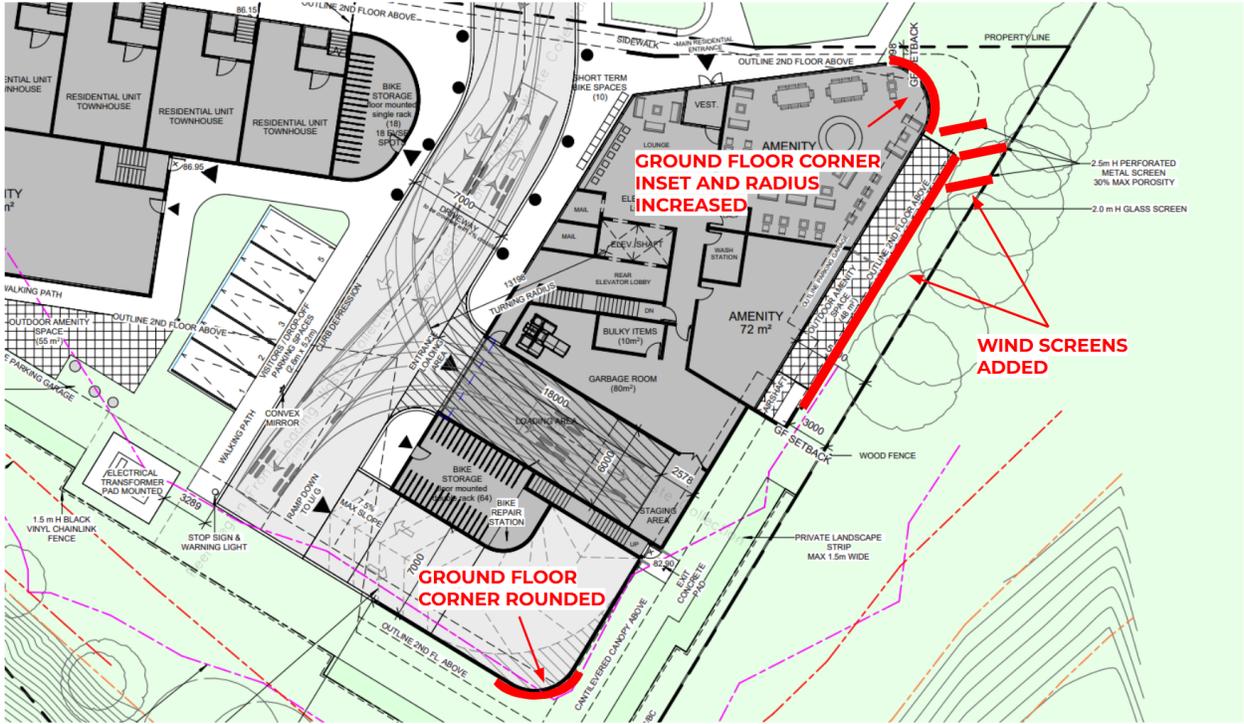


Figure 04 — Grade-related Wind Impact Mitigation Measures

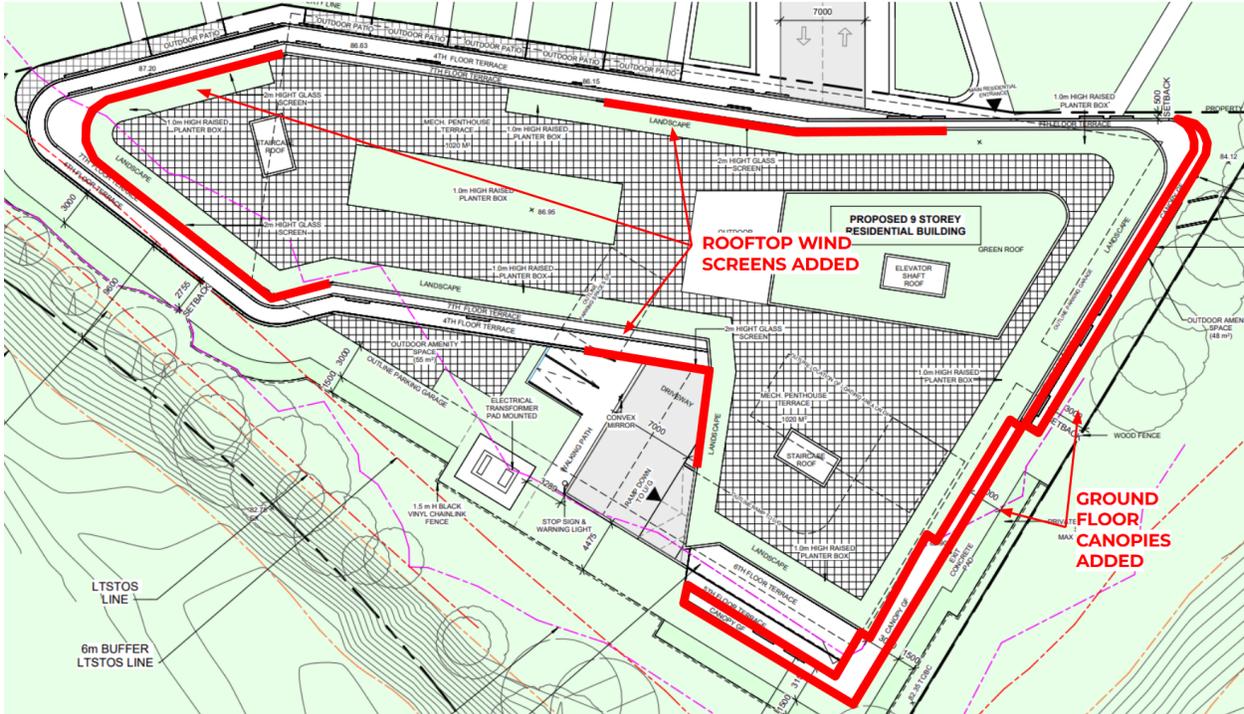


Figure 05 — Above-grade Wind Impact Mitigation Measures

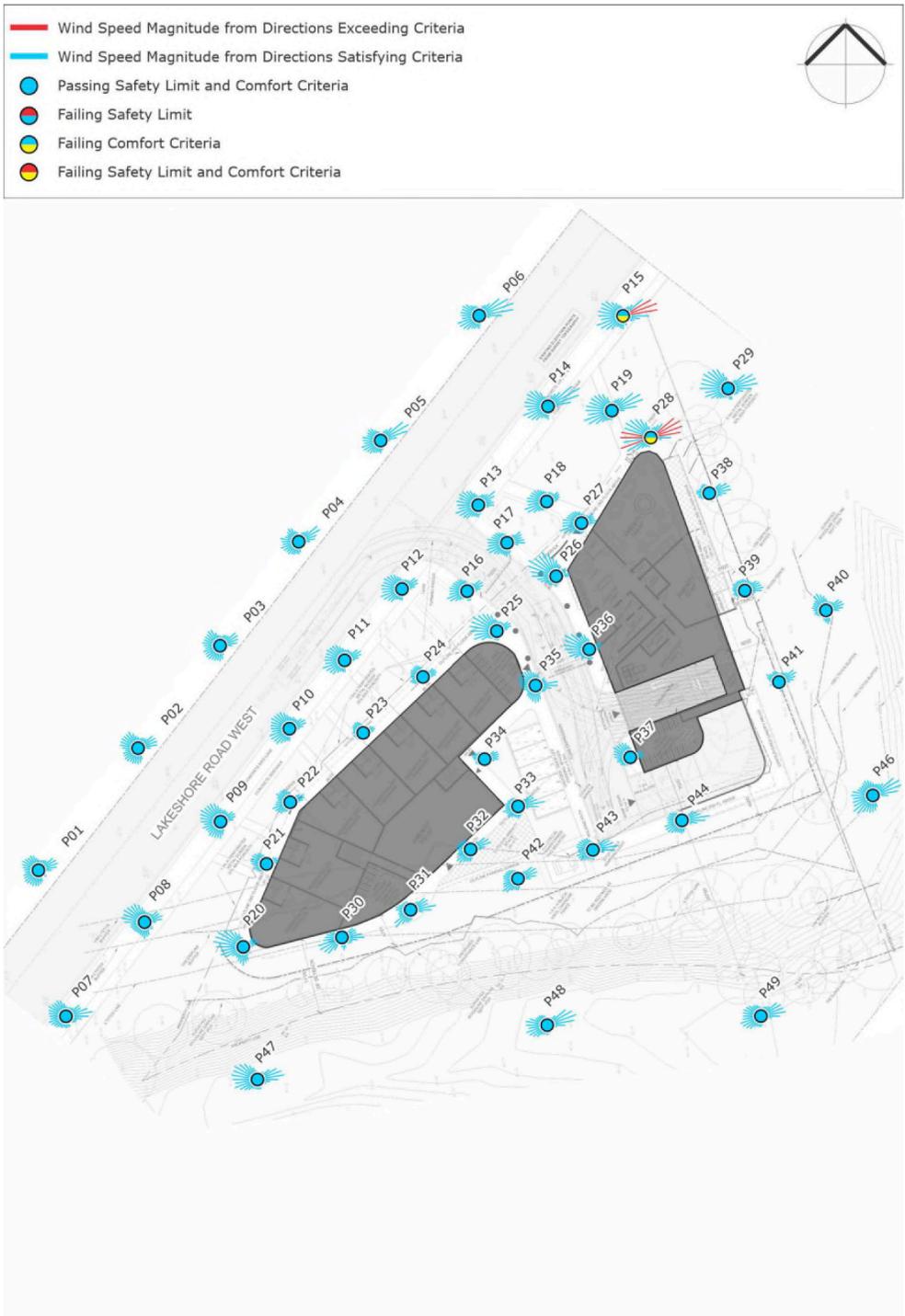


Figure 06 — Wind Tunnel Results of the Proposed Annual Scenario – Ground Level Plan

## **8. PROPOSED WASTEWATER SERVICING SOLUTION**

Following the review of the initial submission, Peel Region confirmed that the proposal will not be permitted to connect to the watermain and sanitary trunk sewer currently being constructed along Lakeshore Road West. In response, two alternative sanitary servicing alignments have been explored as potential solutions. These options were developed through coordinated discussions with Region of Peel and City staff. Lithos Group Inc. is the civil engineering consultant identifying an alternative servicing solution acceptable to both the Municipality and the Peel Region. Both solutions that were explored involve connecting to the existing downstream manhole of the 675 mm sanitary sewer, located within Memorial Park, just west of the pumping station and east of the subject property (see Figure 07). After multiple coordination meetings with City and Regional staff, it was determined that the wastewater connection option running along Lakeshore Road and the Regional right-of-way would be the preferred option of City staff, as it avoids encumbrances onto a public park, and represents a feasible and constructable wastewater servicing solution.

This option routes a sewer servicing connection from the subject lands east along Lakeshore Road West and then south into Memorial Park to reach the same existing manhole (see Figure 07). Because this route follows a busy arterial road, it will require coordination with the appropriate authorities to meet Municipal and Regional servicing requirements. Restoration needs along the roadway must follow standard Municipal and Regional requirements. Maintenance access would be available through manholes and activities such as inspection, flushing or repair may require traffic control or staged access along the road. According to Lithos Group Inc.'s research this option offers a viable solution for connecting the proposal to a sanitary servicing system.

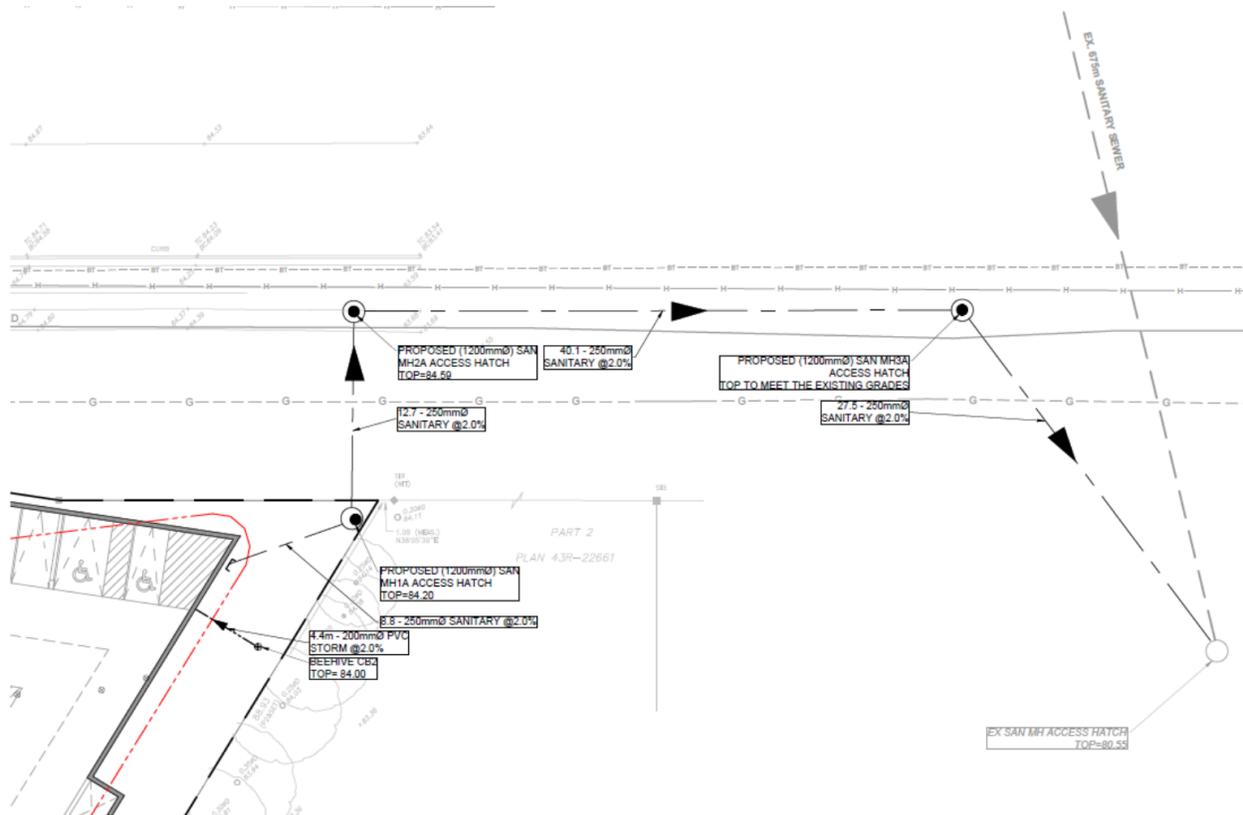


Figure 07 — Detail of Site Servicing Plan prepared by Lithos Group Inc.

## 9. STORMWATER OUTFLOW & WETLAND WATER BALANCE

### Stormwater Outflow

The initial submission included a Site Servicing Plan which proposed to direct stormwater outflow toward Orient Creek in the location of 995 Roper Avenue, a *Greenlands* designated property owned by the LPEA. Since that initial submission, the Lorne Park Estates community has expressed that they would not support any stormwater outflow directed onto their private property. As such, the stormwater management design has been revised to remove any outflow onto private property, instead proposing a system to capture stormwater on-site and release it gradually into the lands along the southern portion of the site, which are proposed to be conveyed to the City and maintained as designated *Greenlands*. This system is required to ensure a balance between the pre- and post-development wetland water balance and has been supported, in principle, by Transportation and Works department staff.

## **Wetland Water Balance**

The Orient Creek and wetlands are located at the site's southern edge. The wetlands fall within the regulated area of the Credit Valley Conservation Authority (CVC). In response to the initial OPA & ZBA submission, both the CVC and Mississauga's Community Services (Landscape Architect) reviewers noted a requirement for pre- and post-development wetland drainage mapping and discussion of impacts to the wetland catchment area for any property that falls within that boundary. Additionally, if the subject property accounts for 10% or more of the wetland catchment area, a feature-based water balance study is required to assess wetland water balance conditions and ensure there are no adverse impacts on the hydrological function of the wetland resulting from the proposed development.

In response to these requirements, Lithos Group Inc., the project's Civil Engineer, conducted an analysis to assess the wetland catchment area and quantify the amount that the subject property represents. The findings were documented in the Wetland Feature Storm Drainage Area plans and provided in the revised EIS included as part of this resubmission, which determine that the net site area (post-conveyance) represents less than 10% of the wetland catchment, therefore removing the requirement for the feature-based water balance study. On November 13, 2025, a meeting was held between City of Mississauga officials and the applicant's consulting team. During the meeting, Fisher Engineering Ltd. (Environmental Engineering consultant) and Lithos Group Inc. presented their findings of the hydrological change associated with the proposal. The CVC representatives confirmed that based on the information provided, a full Wetland Water Balance Risk Evaluation would not be required, provided that all assessments are reviewed, verified, and deemed accurate by CVC engineers during the formal review process.

In addition, and as suggested above, the stormwater management design has been revised to ensure that the existing wetland catchment and drainage conditions are preserved. Site stormwater discharge will be controlled to the pre-development flow and directed toward the wetland feature. An infiltration trench is proposed along the southern property line (post-conveyance) sized to accommodate the capture of the 5mm on-site runoff from any rainfall event as required by Mississauga's guidelines. This trench promotes infiltration to ensure groundwater levels feeding the wetland are maintained and allows water to be released gradually in a manner that mimics natural hydrologic conditions. Further technical details regarding the operation and design of these methods are provided in the revised Functional Servicing and Stormwater Management Report.

## **10. ADDITIONAL TRANSPORTATION & WORKS DEPARTMENT COMMENTS**

The Transportation and Works Department requested additional materials that had not been identified in the pre-application checklist, including a Geotechnical Study and a Slope Stability Assessment. These materials have been included as part of this resubmission.

The Slope Stability Assessment prepared by Fisher Engineering Ltd. was shared with City of Mississauga Engineering staff by the applicant prior to this resubmission. Subsequently, City of Mississauga staff initiated a peer review to confirm the findings of the Slope Stability Assessment. The conclusions of the peer review actually determined that the Long-Term Stable-Top-of-Slope (LTSTOS) was closer to the visual top-of-slope than Fisher's report had identified. In collaboration with this peer review, Fisher reissued their assessment, now including a post-stabilization figure that delineates the LTSTOS and its 6-metre buffer after the implementation of slope stabilization methods. Section 11 below details these methods. Ultimately, the proposed built form at-grade and below-grade are proposed to sit entirely outside of the 6-metre LTSTOS setback buffer on lands that are suitable for this scale of development. Cantilevered elements at the second floor and above that encroach marginally into this buffer will have no negative impact on the stability of the slope, as outlined in the Slope Stability Assessment.

Additional Transportation and Works Department Comments regarding site specific revisions were also included and adopted in the following materials:

- Driveway access details on the Architectural Drawing Set;
- Revisions and additional information on the Civil Drawing Set; and
- Revisions to the Transportation Impact Study.

All requested revisions have been addressed within the respective materials. The updated drawings and studies are included with this resubmission package.

## **11. COMMUNITY SERVICES DEPARTMENT COMMENTS**

Following the initial submission of the OPA & ZBA application, Mississauga's Community Services department provided a series of comments regarding potential environmental impacts of the proposed development on the *significant natural heritage features* adjacent to the site. Where these features overlap with the site, the significant natural feature and its buffer should be conveyed to the City for a land use redesignation as *Greenlands*. The natural heritage features and their buffers are as follows:

- *Significant Woodland*. Regulated by the City of Mississauga. The extent of this feature is determined by the woodland dripline. A 10-metre buffer is applied in standard practices; and,
- *Non-provincially significant wetland (non-PSW)*. Regulated by the CVC. The extent of this feature was determined through site-staking in coordination with CVC staff. A minimum 10-metre buffer is required.

The site also includes a slope that is associated with the adjacent Orient Creek. This feature is not a *significant natural heritage feature* and is not regulated by the CVC. However, determining slope stability is still a requirement in delineating an approvable development boundary for the proposal by City of Mississauga staff. The LTSTOS line and an associated 6

metre buffer on the conveyance lands diagrams shown below delineate this boundary based on the slope stability study and peer reviewer's comments.

### Natural Heritage Features and Buffers

Figure 08 illustrates the Natural Heritage Features and buffers. The 10-metre woodland dripline buffer represents the most constraining feature line and has therefore been used as a reference point to establish the proposed lands to be conveyed. The non-PSW and LTSTOS features, along with their buffers, sit entirely within the woodland constraint and are therefore shown for reference only. Please note that although the slope feature is not regulated by the CVC, their standards for a 6 metre buffer will be applied as communicated to the applicant by Mississauga staff. As illustrated in Figure 08, the combined feature and buffer area totals approximately 2,150.0 square metres, which the proposed development encroaches upon at certain areas.



Figure 08 — Maximum Natural Feature Restriction Line

Forestry Comment #9 requests that all lands within this 10-metre buffer be rezoned as *Greenlands* and, where feasible, conveyed into public ownership. If the 10-metre setback was implemented as requested, it would require the conveyance of over 45% of the site area to



Figure 09 shows the proposed conveyance area marked in green. This area will measure approximately 1,274.0 square metres. This conveyance falls short of the maximum amount requested by city staff for a maximum 10-metre setback from the dripline, by approximately 876.0 square metres. Therefore, a number of measures are proposed to support the rationale for a variable buffer as well as a reduced land conveyance.

### **Development Impact Mitigation and Enhancement of the Natural Heritage System**

Forestry Staff previously emphasized that their primary approach to addressing encroachments into the setback to the *Significant Woodland* is to maximize enhancement opportunities. The following mitigation strategies should be explored to the greatest extent possible:

- Enhancements within the woodland feature itself to provide overall ecological benefits; and,
- Expansion of the buffer width in areas where space allows, exceeding the minimum 10-metre buffer to compensate for encroachments into the standard buffer width.

Based on our assessment of the site constraints in conjunction with the proposed development, there is no feasible opportunity for increased woodland buffers area on the subject property. However, the revised EIS report proposes a range of mitigation and restoration measures, as detailed below. It is our opinion that the proposed conveyance and rezoning, together with these measures, provide sufficient mitigation to satisfy the Municipality's objectives and represent a reasonable and balanced approach to limiting impact on the adjacent *Natural Heritage System*.

1) *Planting Restoration Plan* - Forestry Comment #3 notes that the reduced buffer width proposed may be considered acceptable if offset by robust woodland restoration planting. In response, the applicant is committed to undertaking meaningful replanting initiatives to enhance the surrounding woodland satisfactory to the City. As part of this effort only native trees, shrubs, and seedlings, as requested by Forestry Comment #4, will be planted within the variable width buffer to the *Significant Woodland*. Plantings in strategic locations will restore natural vegetation, support local biodiversity, and reinforce long-term woodland health. As indicated in Forestry Comment #3, minimum densities for the planting should be 1,200 trees/ha and 13,750 shrubs/ha (i.e. 11,000 low shrubs/ha and 2,750 tall shrubs/ha). The restoration plan will be prepared at the detailed design stage and submitted for review at that time.

2) *Slope Restoration Plan* - As determined by the Slope Stability Assessment conducted by Fisher Engineering Ltd., and revised in consultation with the municipally-initiated peer review by Engtech Consulting Inc., the LTSTOS falls approximately in line with the visual top-of-slope in the post-stabilization scenario (see Figure 10). The entire footprint of the built form at-grade will be located beyond the top-of-slope and its associated 6 metre buffer (see Figure 10). However, some regrading activities will be required within the buffer zone to accommodate the 3 metre setback used for maintenance and functional operation of the building. Additionally, some amount of loose fill material has been identified within the slope feature. These two factors require the use of slope stabilization techniques to improve the slope

condition and ensure long-term structural integrity. The following excerpt from the Slope Stability Assessment describes potential stabilization methods to be employed:

*“Based on deep fill materials observed in the area of BH102, covering Section A-A’, it is recommended that the option of using engineering solutions to stabilize the slope in this area be pursued and that the stable top of slope setback be reduced accordingly. It would be expected that soil nailing combined with a geogrid would be feasible to achieve global stability of the slope and surficial stability for erosion control. It is further recommended that fill depth in the area by assessed by way of test pits prior to finalizing any slope stabilization measures.”*

Given that this stabilization area overlaps with the woodland dripline buffer, discussions with Fisher Engineering Ltd. and Cohen & Master Arborists were held to discuss the feasibility of implementing the potential surficial stabilization techniques noted above, while mitigating impacts on the health of the surrounding trees. Ultimately, it was determined that best-practices methods could be incorporated to enhance the structural stability of the slope, while protecting the root structures of the nearby woodland trees. The following statement has been provided by Cohen & Master Arborists regarding the proposed slope stabilization activities within the woodland dripline and has been included as part of the revised Arborist Report:

*“The proposed work is part of a broader stabilization exercise intended to reinforce the slope, protect existing trees, and improve long-term site resilience. By reshaping the existing contours and introducing controlled, gradual transitions, the proposed works will strengthen the slope structure, reduce surface runoff velocity, and improve infiltration throughout the soil profile.*

*All slope stabilization activities will be carried out under arboricultural supervision and in accordance with established tree preservation standards. Disturbance within the Tree Protection Zone will be minimized, and where excavation is unavoidable, protective protocols, such as low-impact excavation, root pruning, and temporary stabilization will be undertaken. The team is open to conducting a root exploration exercise during the construction phase (via air excavation or hand-digging) to daylight key root structures and inform field adjustments. This will allow the grading design to be refined on-site to mitigate root impacts and preserve overall tree stability.*

*Following the regrading, the slope will be stabilized through the incorporation of clean, freedraining soils and the establishment of deep-rooted native vegetation consistent with the Carolinian forest community. These native species have been selected for their ability to anchor soil, improve slope cohesion, and enhance infiltration capacity. Over time, their root systems will provide long-term reinforcement of the soil structure while supporting gradual ecological regeneration and habitat function.*

*Ultimately, this initiative is a preventative and restorative measure, aimed at reducing erosion, improving slope integrity, and securing the health of both the existing trees and the surrounding landscape. The proposed grading and native planting plan will leave the site more stable, resilient, and self-sustaining than existing conditions.”*



4) *Bird Friendly Design Principles* - Bird-friendly design principles, including appropriate lighting placement, bird-safe glazing, and the use of visual markers, will be incorporated into the proposal. Detailed measures will be outlined and submitted at the detailed design stage.

### **Removal of Proposed Rear Trail**

In response to the Forestry Department's Comment #5, the proposed rear trail has been removed from the Site Plan. The applicant confirms that a trail will not be incorporated into the proposed development design.

### **Placement of Requested Fencing**

Community Services has requested that a 1.5-metre-high black vinyl chain link fence be installed along the interface between the subject property and the proposed conveyance lands. The fence is to be installed 0.15 metres into the conveyed lands boundary opposite to the retained lands. This request has been incorporated into the revised proposal, satisfying the associated staff comments.

## **12. PARKING RATES**

The initial development proposal contemplated 188 units with 206 parking spaces (165 residential, 2 barrier-free, and 38 visitor), representing a rate of 1.09 spaces per unit. Mississauga's Zoning By-law requires 1.10 spaces per unit for residential parking and 0.20 spaces per unit for residential visitor parking, for a total of 1.30 spaces per unit, or 245 spaces for the proposed development. Comments received from Mississauga Parking staff following the original OPA & ZBA submission indicated that certain aspects of the TIS and Parking Utilization Study contained therein required revisions.

Since the initial submission, the proposal has been revised to 161 units with 193 parking spaces, representing a rate of 1.20 spaces per unit. The Zoning By-law requirement for this reduced unit count is 209 spaces (1.30 spaces per unit), meaning the revised proposal now falls only 8% short of the requirement set by the Zoning By-law. As a result, a Parking Utilization Study is no longer required under Mississauga's terms of reference for these studies. The TIS has therefore been revised to contain a scoped parking justification section rather than the full Parking Utilization Study. Comments received relating to the analysis of the existing conditions, the future background conditions, site traffic, and total future conditions, among others, have been addressed in the revised TIS provided as part of this resubmission.

## **13. DRAFT PLANNING INSTRUMENTS**

As described in Section 4 above, Mississauga has made multiple updates to its planning framework by approving the MOP 2051 and making revisions to Zoning By-law O225-2007.

These updates necessitate a new Draft Zoning By-law Amendment and Draft Official Plan Amendment. Additionally, the amendments must reflect lands conveyed to the City and address comments received from Planning and Community Services regarding the initial submission, including the need for additional information on the Draft Zoning By-law exception schedule. Accordingly, revised Draft Zoning By-law and Official Plan Amendments have been appended to this letter.

## **14. PLANNING OPINION AND CONCLUSION**

This comprehensive addendum letter addresses comments received following the initial OPA & ZBA application submission; updates the planning rationale to include changes to local policies; responds to the concerns of the community members raised at the PDC meeting; and provides an overview of how all major issues identified by regional and municipal staff have been resolved through the materials provided by the applicant team as part of the resubmission package.

In our professional planning opinion, the development proposal at 900 Lakeshore Road West, as supported by the original Planning Justification Report and this addendum letter, represents good planning, is in the public interest, is consistent with the Provincial Planning Statement ( 2024), and conforms with the applicable municipal planning framework.

Should you have any questions, please do not hesitate to contact me with any questions or comments.

Yours truly,



DEEP Planning Inc.

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