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# **PLANNING JUSTIFICATION REPORT**

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## **ZONING BY-LAW AMENDMENT**

2272061 Ontario Ltd.  
890 Meadow wood Road  
City of Mississauga

September, 2021  
GSAI File # 401-005

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**Planning Justification Report  
Zoning By-law Amendment  
890 Meadow wood Road  
City of Mississauga**

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**1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by 2272061 Ontario Ltd. (herein referred to as ‘our client’) to provide professional planning services to assist in obtaining the necessary planning approvals to permit the development of five (5) detached residential dwelling units on the subject property. The lands are municipally known as 890 Meadow wood Road in the City of Mississauga.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (Office Consolidation 2018), the City of Mississauga Official Plan (Office Consolidation 2019) and City of Mississauga Zoning By-law 0225-2007.

**2.0 SITE AND SURROUNDINGS**

The following sections describes the subject property’s context, adjacent land uses, and the surrounding area.

**2.1 Site Description**

The subject property is located west of Meadow Wood Road, east end of Sunningdale Bend and south of Lakeshore Road West, approximately 130 metres north of the Sheridan Creek (*refer to Figure 2 Surrounding Context Plan*).

The subject property is legally described as:

Legal Description: PT LTS 8 & 9, PL D13, DES PTS 2, 3, 4, 5, 6 & 7 PL 43R34084 SUBJECT TO AN EASEMENT AS IN PR402929 SUBJECT TO AN EASEMENT OVER PARTS 3 & 6, PLAN 43R34084 IN FAVOUR OF PART LOT 9, PLAN D13, DESIGNATED AS PART 1, PLAN 43R34084 AS IN PR2133778 SUBJECT TO AN EASEMENT OVER PART LOTS 8 & 9, PLAN D13. BEING PART 1 & 2, PLAN 43R37524 IN FAVOUR OF PART LOT 9, PLAN D13, BEING PART 1, PLAN 43R34084 AS IN PR3089005 CITY OF MISSISSAUGA

Pin: 134900443

The subject property is an irregular shaped parcel, with an area of 0.52 hectares (1.27 acres) and a frontage of approximately 15 metres along Sunningdale Bend. The subject property is currently vacant and devoid of any structures (*refer to Figure 1: Aerial Context*).

## **2.2 Immediate Land Uses**

The subject property is located in the Clarkson-Lorne Park Neighbourhood, which contains a mix of residential and commercial uses. The surrounding area is characterized by various sized low-density residential lots. A summary of immediate and surrounding land uses is provided below:

North: The properties immediately to the north of the subject property, 898 & 904 Meadow Wood Road, contain two – storey single detached dwellings.

East: The properties immediately to the east of the subject property, 892 & 870 Meadow Wood Road, also contain two – storey single detached dwellings.

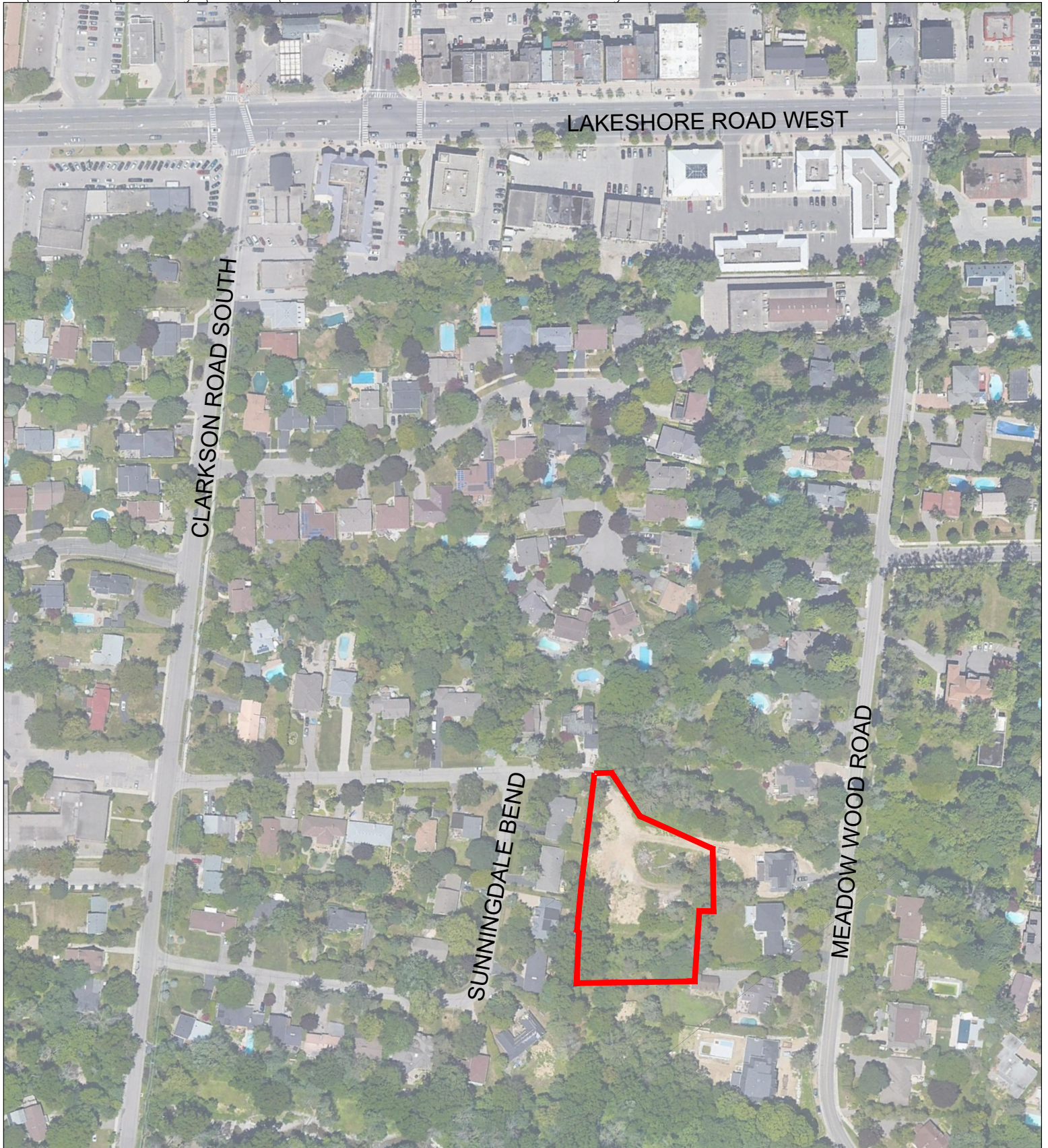
South: The properties immediately to the south of the subject property, 854 & 844 Meadow Wood Road, also contain two – storey single detached dwellings. The Sheridan Creek runs east/west through the 844 Meadow Wood Road property.

West: The properties immediately to the west of the subject property, 891, 883, and 867 Sunningdale Bend, also contain one and two – storey single detached dwellings.

## **2.3 Transit / Community Services**

The subject property is situated approximately 330 metres southeast of a fully accessible City of Mississauga *miway* bus route located at Lakeshore Road West and Clarkson Road (Route 23 East and Westbound). The number 23 bus route offers frequent busses along Lakeshore Road which connects to other routes in the city, providing access to the Clarkson, Port Credit, and Long Branch GO stations. The Clarkson GO station is approximately 1.7 kilometres west of the subject property, just north of the intersection of Southdown Road and Lakeshore Road West. The GO Station network provides efficient connections to the larger regional public transit system.


The subject property is located within the vicinity of several schools, parks, community services, and commercial retail/restaurants. *Figure 2 – Surrounding Context Plan* identifies the various nearby amenities services the subject property.



# FIGURE 1 AERIAL CONTEXT MAP

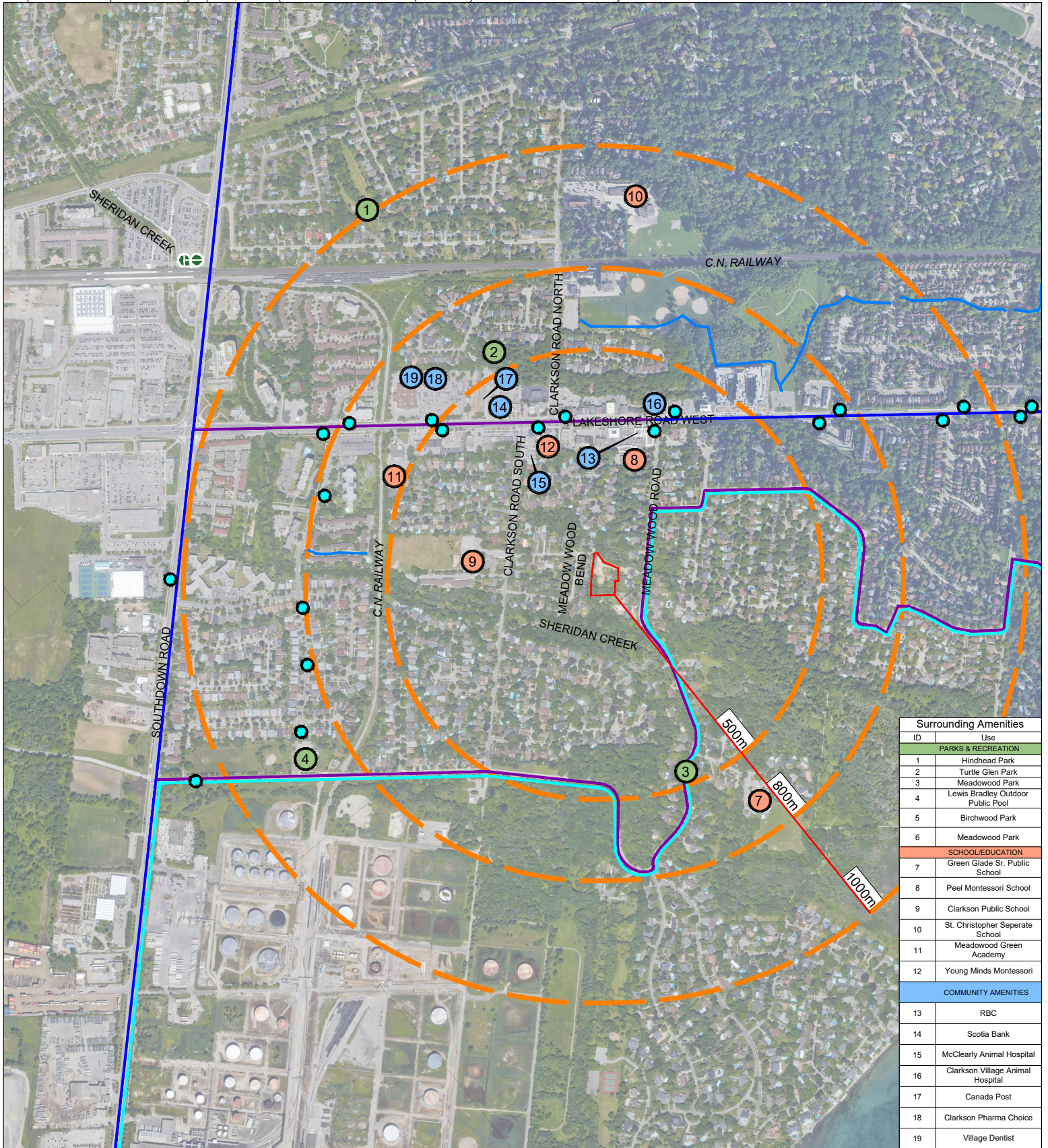
1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

## LEGEND

 Subject Property



Scale NTS  
October 12, 2021



Surrounding Amenities	
ID	Use
<b>PARKS &amp; RECREATION</b>	
1	Hindhead Park
2	Turtle Glen Park
3	Meadowood Park
4	Lewis Bradley Outdoor Public Pool
5	Birchwood Park
6	Meadowood Park
<b>SCHOOL/EDUCATION</b>	
7	Green Glade Sr. Public School
8	Peel Montessori School
9	Clarkson Public School
10	St. Christopher Separate School
11	Meadowood Green Academy
12	Young Minds Montessori
<b>COMMUNITY AMENITIES</b>	
13	RBC
14	Scotia Bank
15	McClearly Animal Hospital
16	Clarkson Village Animal Hospital
17	Canada Post
18	Clarkson Pharma Choice
19	Village Dentist

# FIGURE 2 SURROUNDING CONTEXT PLAN

1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

## LEGEND

- Subject Property
- Bus Stops
- Multi-Use Trails
- Signed Bike Routes
- Waterfront Trail
- Park Trails

⊕ Clarkson GO Station



Scale NTS  
October 12, 2021

## 2.4 Conservation Authority

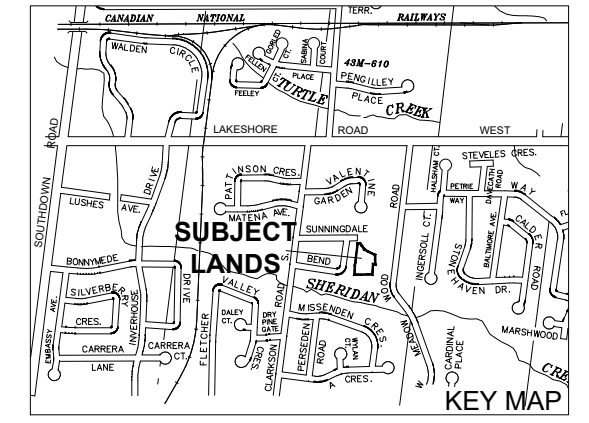
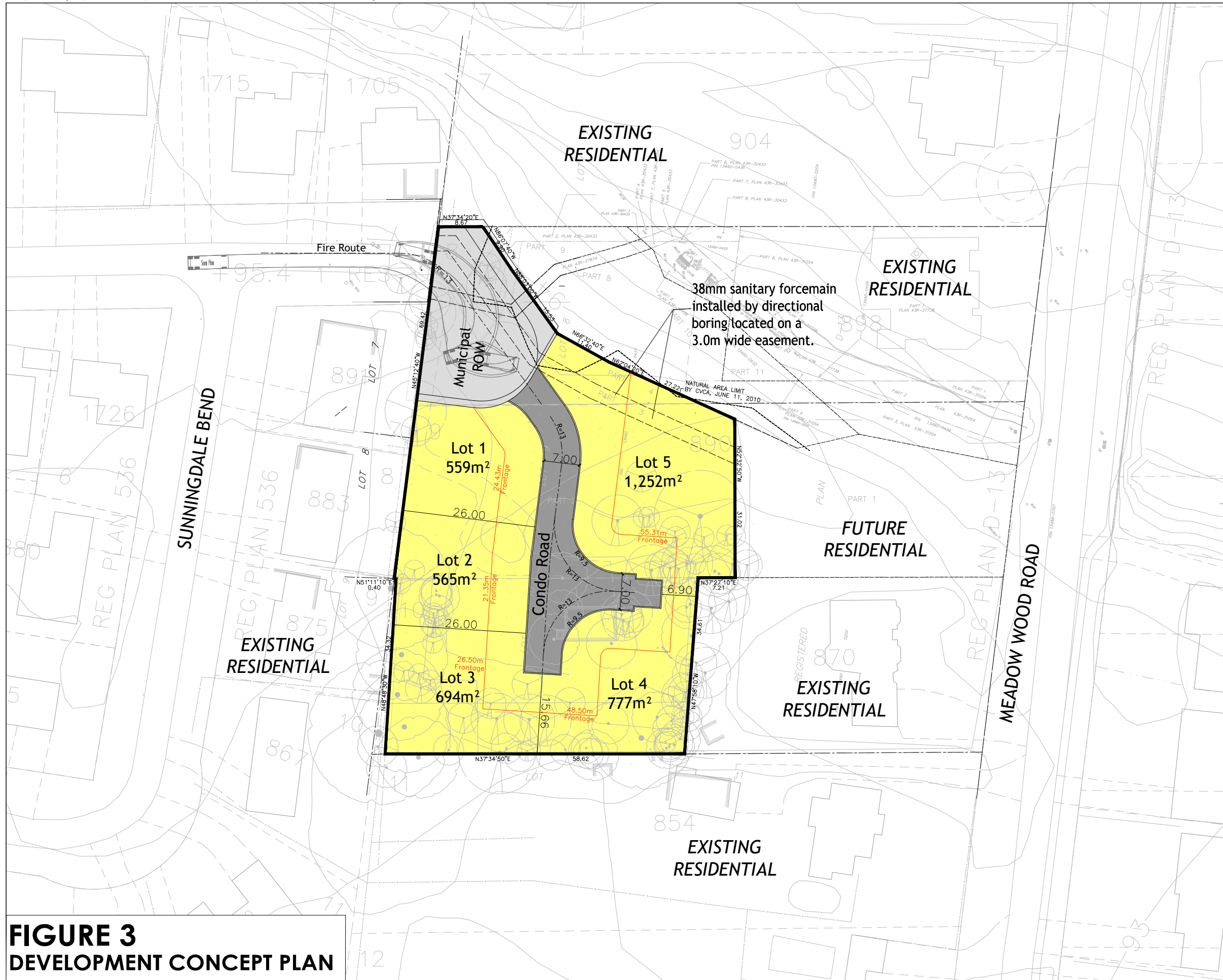
The subject property is located within the Lake Ontario Shoreline West subwatershed area which is regulated by the Credit Valley Conservation Authority. A tributary of the Sheridan Creek is located approximately 13 metres north of the property. The Top of Bank associated with the valley slopes towards the tributary and is located along the north edge of the site. The Sheridan Creek tributary will remain an integral part of the proposed residential development and is described more in depth in the Environmental Impact Study (EIS) included in the submission package.

## 3.0 DEVELOPMENT PROPOSAL

Our client is proposing to redevelop the subject property to include five (5) detached dwelling units. The dwelling units are to be developed as part of a common element plan of condominium. Each dwelling unit will be contained within a Parcel of Tied Land (“POTL) with each POTL having exclusive use areas. The common elements to be managed in the future by a condominium corporation would include the internal private road (hammerhead turnaround), and accessible parking areas. Access to the development will be provided off Sunningdale Bend, which is an existing municipal road. The proposal is contemplating extending a modified cul-de-sac bulb, eastward off the dead end of Sunningdale Bend which is intended to be dedicated as a municipal right of way through a holding provision. A proposed condominium road will extend from the cul-de-sac to provide access and frontage to the five (5) dwelling units being proposed. Each unit will be designed to accommodate three private parking spaces for each unit (two (2) resident parking spaces and one (1) visitor parking space), one space being located within the garage and two spaces in each driveway. An accessible parking space will be provided between lots 4 and 5 shown on the Concept Plan. Private amenity spaces will be provided in the front and rear yards of each POTL. Refer to *Figure 3 - Development Concept Plan* for reference.

Statistics for the proposed residential units are as follows:

Unit	Area (m <sup>2</sup> )	Area (acres)	Frontage (metres)	Frontage (feet)
Lot 1	559 m <sup>2</sup>	0.14 ac	24.43 m	80.15 ft
Lot 2	565 m <sup>2</sup>	0.14 ac	21.35 m	70.05 ft
Lot 3	694 m <sup>2</sup>	0.17 ac	26.50 m	86.94 ft
Lot 4	777 m <sup>2</sup>	0.19 ac	48.50 m	159.12 ft
Lot 5	1252 m <sup>2</sup>	0.31 ac	55.31 m	181.46 ft



**DEVELOPMENT CONCEPT PLAN**

1667 SUNNINGDALE BEND  
 PART OF LOTS 8, 9, & 10  
 REGISTERED PLAN D-13  
 CITY OF MISSISSAUGA  
 REGION OF PEEL

**DEVELOPMENT STATISTICS**

SITE AREA: 0.51ha (1.26ac)  
 TOTAL UNITS: 5 UNITS

**FIGURE 3**  
**DEVELOPMENT CONCEPT PLAN**



SCALE 1:750  
 JULY 19, 2021





## 4.0 POLICY AND REGULATORY CONTEXT

### 4.1 Provincial Policy Statement, 2020

The current Provincial Policy Statement (PPS) came into 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. Section 1 of the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns.

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

Section 1.1.1 of the PPS provides policy guidance on managing and directing land use to support an efficient and resilient development. The following policies are relevant to the proposed development application:

- 1.1.1 *Healthy, liveable 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;*
  - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - 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;*
  - h) *promoting development and land use patterns that conserve biodiversity; and*

The subject property represents an appropriate opportunity for the scale of infill intensification proposed, as the proposal seeks to add additional single detached housing to an undeveloped lot, while maintaining compatibility with the character of the existing surrounding community. The proposed development is an efficient development of land as it can be accommodated by existing municipal infrastructure. The property is also located within proximity to various existing municipal transportation services. The City bus route is located approximately 330 metres north of the subject property which provides residents access to various city amenities. The city bus route also connects to the Clarkson GO Station which provides further inter regional connections. The proposal is intended to conserve biodiversity by providing various compensation measures for encroaching into the 5-metre Top of Bank and Natural Area Limit (woodland) buffer features. Refer to Urban Design Concept and EIS included as part of the submission for compensation

details. For these reasons, we are of the opinion the proposed development conforms to Sections 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 that 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 on densities and a mix of land uses which:*
- a) efficiently 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;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed; and are freight-supportive.*

*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.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

- 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 subject property represents an appropriate opportunity for the scale of infill intensification proposed, as the proposal seeks to add additional single detached housing to an undeveloped lot, which will be compatible with the character of the existing surrounding community. By minimizing the extent of the extended municipal cul-de-sac and creation of a new private condominium road, the proposal only slightly encroaches into the buffer of the identified Top of Bank and woodland features associated with the valley of the adjacent tributary. This layout allows for infill development of buildings appropriate for the area, but without the traditional rights-of-way requirements applied to the site which are unnecessary for site development. In order to mitigate risks to public health and for compensation on impacted buffer, preservation and enhancement measures have been provided in the form of additional landscaping and compensation lands have been proposed. Moreover, the proposed development is an efficient development of land in a location in which existing infrastructure and services can accommodate the proposed development.

The proposed development supports the efficient use of public investment in infrastructure such as existing roads, municipal water and sewage infrastructure. The proposed residential development is compact in form yet compatible with the surrounding neighbourhood. There are no anticipated negative impacts to public health and safety and the subject property can accommodate the proposal from a technical standpoint as outlined in the Functional Servicing Report prepared by Trafalgar Engineering, the existing infrastructure and services can support the proposal. Transit and active transportation opportunities exist in the immediate area which further supports the suitability of intensification in this area. In aggregate, infill development of this kind will help the City and Region adapt to a changing climate, as it allows for additional population while minimizing land consumption and automobile use.

Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed amendments 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;*

- 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;*
  - e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
  - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development, consisting of five single-detached condominium units, represents an appropriate form of low-rise intensification within an existing neighbourhood. The proposed development is of a compact form which efficiently uses land while maintaining the character of the existing surrounding neighbourhood predominantly through the use of a detached dwelling built form. The proposal effectively utilizes existing infrastructure and public service facilities and contributes to the range and mix of market housing options available to the community while maintaining compatibility with the surrounding neighbourhood. The proposed development therefore conforms to Section 1.4 of the PPS 2020.

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

- 1.6.6.2 *Municipal sewage 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.*

As outlined in the Functional Servicing Report from Trafalgar Engineering, the proposed development will be serviced from the existing 250 mm diameter sanitary sewer and the existing 150mm watermain located adjacent to the site along Sunningdale Bend. These services will be extended as municipal services to the proposed development area. Within the proposed development area, sanitary sewers and a domestic watermain will be provided to service the 5 lot development. As such, the proposed development will utilize existing public service facilities in

an efficient and cost-effective manner to minimize increased public costs and help address climate change concerns. 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 policy 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:

- 1.6.7.4 *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.*

The proposal seeks to intensify the residential use of lands that are well-serviced by local public transit and has access to various amenities such as schools, parks, recreation, and other various employment options (refer to *Figure 2 – Surrounding Context Plan* for details). The location and density of the proposed development will help to minimize the number of vehicle trips required as the proposal is well serviced by public transit and due to its proximity to the various surrounding amenities. It is for these reasons that we are of the opinion that the proposal demonstrates consistency with the PPS policies and further will continue to uphold the intended function of the area.

## 4.2 A Place to Grow: 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 Plans (2017, 2019) and the initial Growth Plan (2006) and responds to the key challenges that the region will face over the coming decades with enhanced policy directions.

Section 2.2.1 of the Growth Plan contains policies on Managing Growth as it relates to both population and employment growth. Of note:

- 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;*
    - ii. *strategic growth areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*

iv. *areas with existing or planned public service facilities;*

The subject property is located within a Built-up Area as identified by the Region of Peel Schedule D4 – The Growth Plan Policy Areas in Peel which is in line with the direction of the above noted policy of providing growth within a settlement area. The subject property is also serviced by various regional and municipal public transit systems. The subject property is located within proximity to the Clarkson GO station, which is a higher order transit station and the number 23 city *miway* route which offers frequent busses along Lakeshore Road. Public service facilities (in particular, a number of schools, parks, and other community amenities) are also within walking distance of proposed development (refer to *Figure 2 – Surrounding Context Plan* for details). Due to the various transportation and amenity options in close proximity to the subject property, the proposal will support the achievement of complete communities. For these reasons, we are of the opinion that the proposal is in line with the above noted policies.

With respect to the establishment of complete communities, Section 2.2.1.4 states:

- 2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
  - c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*
    - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
    - iv. *healthy, local, and affordable food options, including through urban agriculture;*
  - g) *integrate green infrastructure and appropriate low impact development.*

The proposed development contributes to the mix of housing options in the area, as it contributes new forms and tenures of housing stock to an already established residential neighbourhood by providing options for freehold condominium detached dwellings units in an area primarily occupied by subdivided privately owned residential lots. Expanding the housing opportunities offers both a different home choice for existing residents wishing to remain in the neighbourhood but looking for this alternative, or for new residents to the area. As noted previously, the subject property is well serviced by regional and local transportation options, and active transportation

options including biking and walking routes along existing streets. Moreover, there are various other amenities such as schools, parks, recreation, and other various employment options all within walking distance to the subject property (refer to *Figure 2 – Surrounding Context Plan* for details). The proposed development will also include Low Impact Development (LID) features in the form of infiltration tanks to infiltrate stormwater flows from the site. Refer to Storm Water Management Report prepared by Traflagar Engineering for stormwater management details. For these reasons, we are of the opinion the proposal conforms to the complete communities’ policies noted in Section 2.2.1.4.

Section 2.2.2 of the Growth Plan contains policies guiding development in *Delineated Built-up Areas*. The following policies are pertinent to the subject proposal:

- 2.2.2.1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
  - a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and [...]*
  
- 2.2.2.3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - c) *encourage intensification generally throughout the delineated built-up area;*
  - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*

The proposed development represents an appropriate and compatible form of intensification in an ideal location to accommodate growth, and helps the City and Region to achieve their intensification targets. Section 2.2.2 (3) c) indicates that municipalities are to “*encourage intensification generally throughout the delineated built-up area.*” This policy framework suggests that intensification should be also encouraged outside of urban growth centres and strategic growth areas. The intent of this policy is not to preclude growth outside of defined growth areas. In our opinion, the proposed development provides an example of modest infilling outside of a defined growth area on underutilized lands that is compatible with the low-rise character of the surrounding neighbourhood. The proposed development therefore contributes to the achievement of the City’s minimum intensification targets within the built-up area and conforms to the policy encouraging intensification generally throughout that area.

Section 2.2.6 of the Growth Plan provides policy guidance related to *Housing*, including Policy 2.2.6.2 which builds on the objective of previous sections, emphasizing the importance of achieving complete communities:

- 2.2.6.2. *Notwithstanding policy 1.4.1 of the PPS, 2020, 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 this 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.*

The proposed development contemplates the development of an underutilized parcel of land suitable for growth and infill style redevelopment which will help the city achieve its intensification targets. The proposed development fulfills the intensification target while still maintaining the compatibility of the surrounding neighborhood through a gentle increase in density. The housing tenure proposed, in the form of freehold condominium dwellings, diversifies the range and mix of available residential units in the area. As such, the proposal is in line Section 2.2.6.2.

It is our opinion that the proposed development promotes and adheres to the policies of the Growth Plan as it represents residential infill development in the identified Built-up Area where infrastructure and public service facilities can accommodate modest infill. For the reasons outlined in this section of the report, we are of the opinion that the proposal demonstrates conformity with the policies of the Growth Plan for the Greater Golden Horseshoe and further will continue to uphold the intended function of the area.

#### **4.3 Region of Peel Official Plan (Office Consolidation December 2018)**

The Regional 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.

Chapter 4 of the ROP is focused on *Regional Forecasts*, and establishes policies and expected population and employment growth numbers for the Region, the City of Mississauga, and other lower-tier municipalities:



- 4.2.2.5 *Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.*
- 4.2.2.7 *Monitor, in cooperation with the area municipalities, residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in this Plan are met.*

*Table 3: Population, Household and Employment Forecasts for Peel*

Municipality	2021			2031		
	Population	Households	Employment	Population	Households	Employment
Mississauga	768,000	253,000	500,000	805,000	270,000	510,000
Peel	1,490,000	465,000	820,000	1,640,000	518,000	870,000

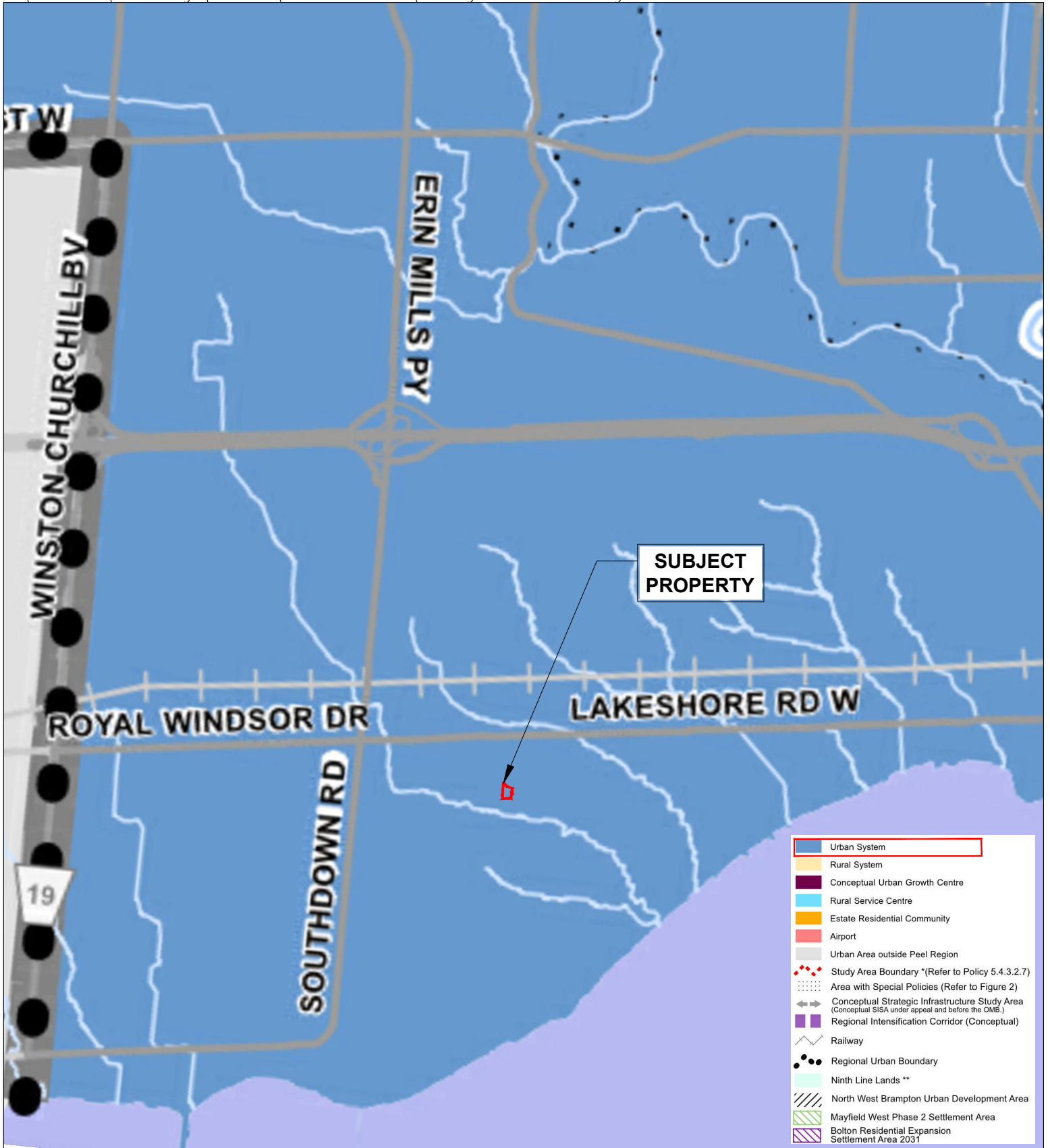
The ROP outlines a growth strategy for Peel and its local municipalities, and these targets reflect the projected population to the year 2031. Mississauga is anticipated to absorb approximately 25% of the Region’s population growth to 2031, with an expected increase of approximately 37,000 residents between 2021 and 2031. Though the subject proposal represents a very minor increase in population, infill developments of this sort, in aggregate, will assist the City and Region in meeting population targets while reducing land consumption and environmental impact.

Chapter 5 of the ROP regards the *Regional Structure*, the goal for which is summarized by policy 5.1.2:

- 5.1.2 *To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide and efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel.*

As shown in *Figure 4 – Region of Peel Official Plan Schedule ‘D’ Regional Structure*, the subject property is located within the Region of Peel’s “Urban System”. Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*



**FIGURE 4  
REGION OF PEEL OFFICIAL  
PLAN SCHEDULE 'D' REGIONAL  
STRUCTURE**

1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

**LEGEND**

 Subject Property



Scale NTS  
October 12, 2021

- 5.3.1.4 *To achieve intensified and compact 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.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans;*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
- a) support the Urban System objectives and policies in this Plan;*
  - b) support pedestrian-friendly and transit-supportive urban development;*
  - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*

The proposed development conforms to the Region of Peel Official Plan as it provides for living opportunities and contributes to the mix of land uses in the Urban System which make efficient use of land, thereby having respect for the natural environment and resources. The proposed development contributes to the development of a healthy community by providing compact residential use on an underutilized parcel of land that is in close proximity to a variety of commercial, recreational, service and other uses. It is located within proximity of existing transit routes along Lakeshore Road West and provides additional opportunities for residents to use, and therefore support, existing transit and future transit/active transportation initiatives to reduce dependency on the private automobile.

The proposed density and housing typology are compatible with the surrounding neighbourhood context. The proposed single detached dwellings are permitted housing forms as per the Mississauga Official Plan and are a desirable form of intensification for the area, particularly given its location to the public transportation and amenities along Lakeshore Road West. With regards to transition to the adjacent residential properties, the proposed development provides a rear yard setback of 7.5 metres as well as preserves the existing trees along the rear yards (refer to the Tree

Inventory and Preservation Plan prepared by BTI for details). These measures provide for an appropriate separation, continuation of the tree canopy for skyviews and overall aesthetics, as well as visual screening to prevent concerns of overlook.

*Section 5.5: Growth Management* makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities.

Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel. Specifically, Section 5.5.1 includes the following relevant *General Objectives*:

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.3 *To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan.*
- 5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 *To protect and promote human health.*

The proposed development conforms to the growth policies of the ROP. It directs growth to the built-up area and optimizes the use of existing infrastructure and services through intensification of currently underutilized land. Through intensification, the proposed development also achieves a transit-supportive density. The proposed development also contributes to a complete community as it is transit-supportive, will improve the availability and mix of unit types and provide convenient access to transit, retail, services, parks and other community amenities.

The Region's *General Policies* for growth management relevant to the proposed development, contained in Section 5.5.2, include the following:

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of*

*housing, a good range of jobs, high quality public open space and easy access to retail and services.*

5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

5.5.2.4 *Prohibit the establishment of new settlement areas.*

The proposal conforms to Section 5.5.2 of the Region of Peel Official Plan by providing for new growth within an already built up area through intensification and further does not require the establishment of a new settlement area. An appropriate form of compact housing, as supported by the City of Mississauga Official Plan is provided in an area with convenient access to retail, services and public parks among other uses.

*Section 5.5.3: Intensification* indicates that a significant portion of new growth should be directed to built-up areas, incorporate a compact urban form and promote intensification. The general intensification objectives relevant to the proposed development include the following:

5.5.3.1.1 *To achieve compact and efficient forms.*

5.5.3.1.2 *To optimize the use of existing infrastructure and services.*

5.5.3.1.3 *To revitalize and/or enhance developed areas.*

5.5.3.1.4 *To intensify development on underutilized lands.*

5.5.3.1.6 *To optimize all intensification opportunities across the region.*

The Region's general policies for intensification relevant to the proposed development include the following:

5.5.3.2 *It is the policy of Regional Council to:*

5.5.3.2.2 *Facilitate and promote intensification.*

5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually will be within the built-up area.*

- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region’s residential development occurring annually will be within the built-up area.*

*To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:*

*City of Mississauga: 52,000 units.*

The proposed development conforms to the policies contained within Section 5.5 of the Region of Peel Official Plan. The subject property is located within the Urban System, wherein the Region’s policies direct growth to the built-up area through intensification. Though the subject property is not within a node or corridor, Policy 5.5.3.2.3 allows for intensification to also take place in “*any other appropriate areas*”. The proposal seeks to develop an underutilized parcel of land and will utilize existing infrastructure and services. It seeks to provide residential intensification in an area suitable for this type of development, at a scale that is appropriate for and compatible to the existing community. The location of the subject property along existing public transit routes provides an opportunity to realize the lands’ planned function for intensification in accordance with the growth management and intensification policies of the ROP.

Section 5.8 of the ROP sets out the objectives and policies related to *Housing* in Peel. The following *General Objectives*, as outlined by Section 5.8.1, are of importance:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*

Section 5.8.2 sets out *General Policies* for housing in Peel, with those below being pertinent to the subject proposal:

- 5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*
- a) *residential development in appropriate areas that have sufficient existing or planned infrastructure; and*
  - b) *cost-effective development standards for new residential development, redevelopment, and intensification.*

The proposed development will facilitate grade-level residential infill development on underutilized lands in a mature residential area. The existing servicing and transportation infrastructure can support the proposed development, and it as at a scale that is compatible with the surrounding community. Moreover, the proposal will be a costeffective form of intensification

as it will provide a private condominium road connecting to existing municipal services, and not need additional municipal services and roads beyond the Sunningdale Bend terminus on the subject lands..

Based on the above, the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan as it provides for living opportunities, contributes to the mix of residential land tenure in the Urban System, and makes efficient use of land, thereby having respect for the natural environment and resources. The proposed development is transit supportive as it is in close proximity an existing bus routes and the GO Station.

As per the rationale provided in this Section, it has been demonstrated that the proposed development in its current configuration is in conformity with the intent and applicable policies of the Region of Peel Official Plan.

#### **4.4 City of Mississauga Official Plan (Office Consolidation November 22, 2019)**

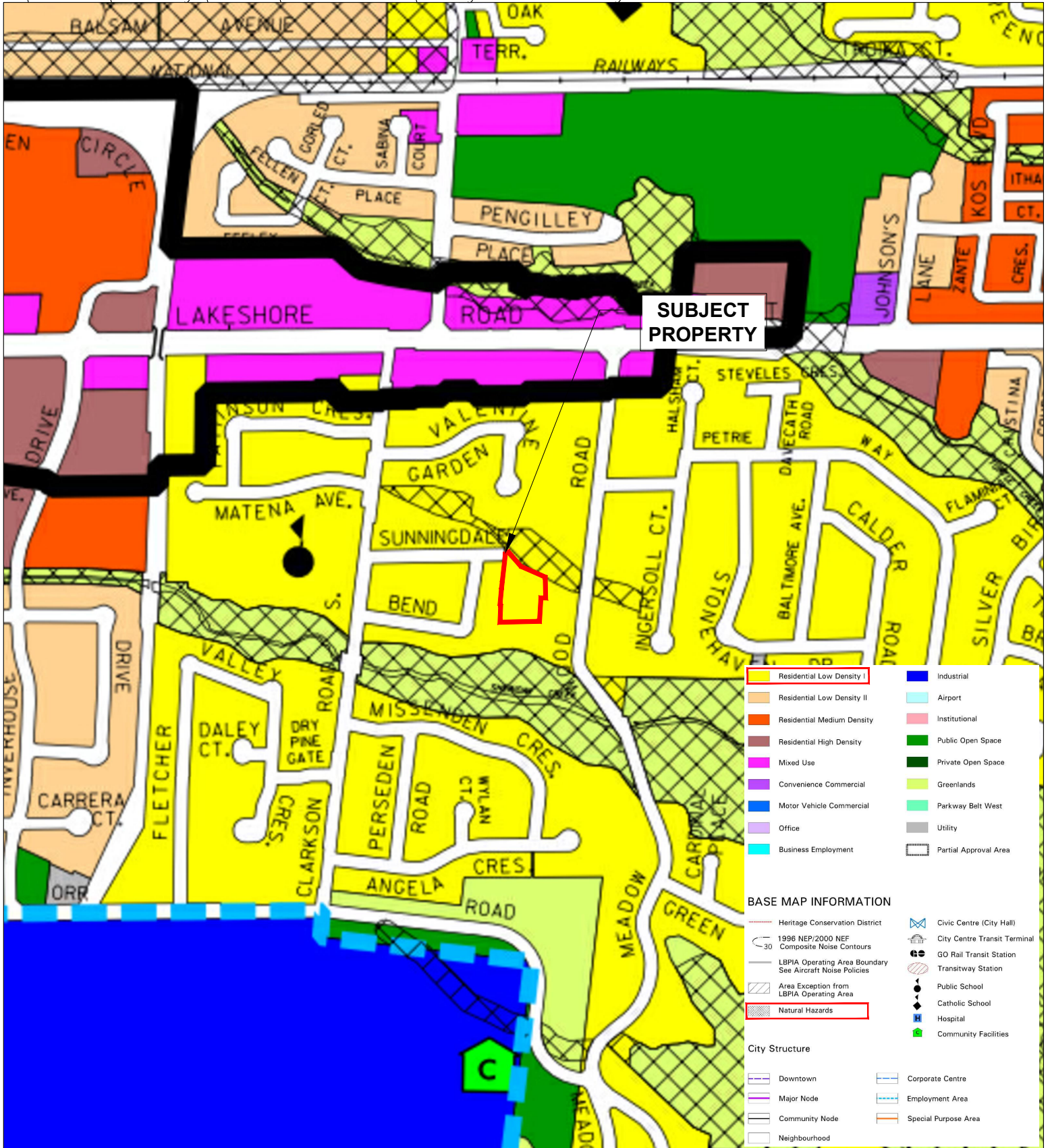
The City of Mississauga Official Plan (the “MOP”) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. MOP provides planning policies to guide the city’s development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

The following sections demonstrate how the proposed Zoning By-law Amendment application aligns with the overall objectives and policies of the City of Mississauga Official Plan. The City’s Official Plan identifies the subject property as being located within the *Neighbourhood* designation of the City Structure, and more specifically within the *Clarkson-Lorne Park Neighbourhood*. The property’s land use designation is *Residential Low Density 1*. Applicable policies related to *Neighbourhoods*, the *Clarkson-Lorne Park Neighbourhood*, and the *Residential Low Density 1* designation are all addressed in the following sections.

#### **Growth:**

Chapter 5 of the MOP sets out policies as to how the City will *Direct Growth*. Conforming to the ROP (as discussed in the previous section of this report), Section 5.1 establishes population growth forecasts and sets out policies on achieving and managing said growth:

5.1.1            *The population and employment forecasts for Mississauga are shown in Table 5-1.*



**FIGURE 5  
CITY OF MISSISSAUGA OFFICIAL  
PLAN, SCHEDULE 10 - LAND USE  
DESIGNATIONS**

1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

**LEGEND**

Subject Property



Scale NTS  
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Table 5-1: Population and Employment Forecasts

<i>Year</i>	<i>Population</i>	<i>Employment</i>
2009	730 000	453 000
2011	738 000	455 000
2021	768 000	500 000
2031	805 000	510 000

- 5.1.2 *Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.*
- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- a. protect ecological functions, public health and safety;*
  - b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
  - c. minimize environmental and social impacts;*
  - d. meet long term needs;*
  - e. build strong, livable, universally accessible communities; and*
  - f. promote economic prosperity.*
- 5.1.5 *Mississauga will ensure that the City’s natural, environmental, and cultural resources are maintained for present and future generations*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*
- 5.1.7 *Mississauga will protect and conserve the character of stable residential Neighbourhoods.*

Conforming to the ROP, Mississauga is planning to accommodate growth to a population of 805,000 by 2031. The proposed development will play a minor role in assisting the City in reaching its population target. The proposed development conforms to the section 5 policies of the MOP as it will achieve a desirable compact form and density on an underutilized site that will utilize existing servicing and infrastructure including transit as well as existing businesses and community services in the local area. The proposal further supports long term housing needs, transit viability and the diverse mix of land uses that benefit from a larger user base through appropriate density and mix of housing typologies all while minimising environmental impacts.

**Green System:**

As shown on Figure 6, the subject property is located adjacent to the *Green System* by *Schedule 1a: Urban System – Green System* to the City’s Official Plan. As such, the following policies from Section 5.2 have been considered:

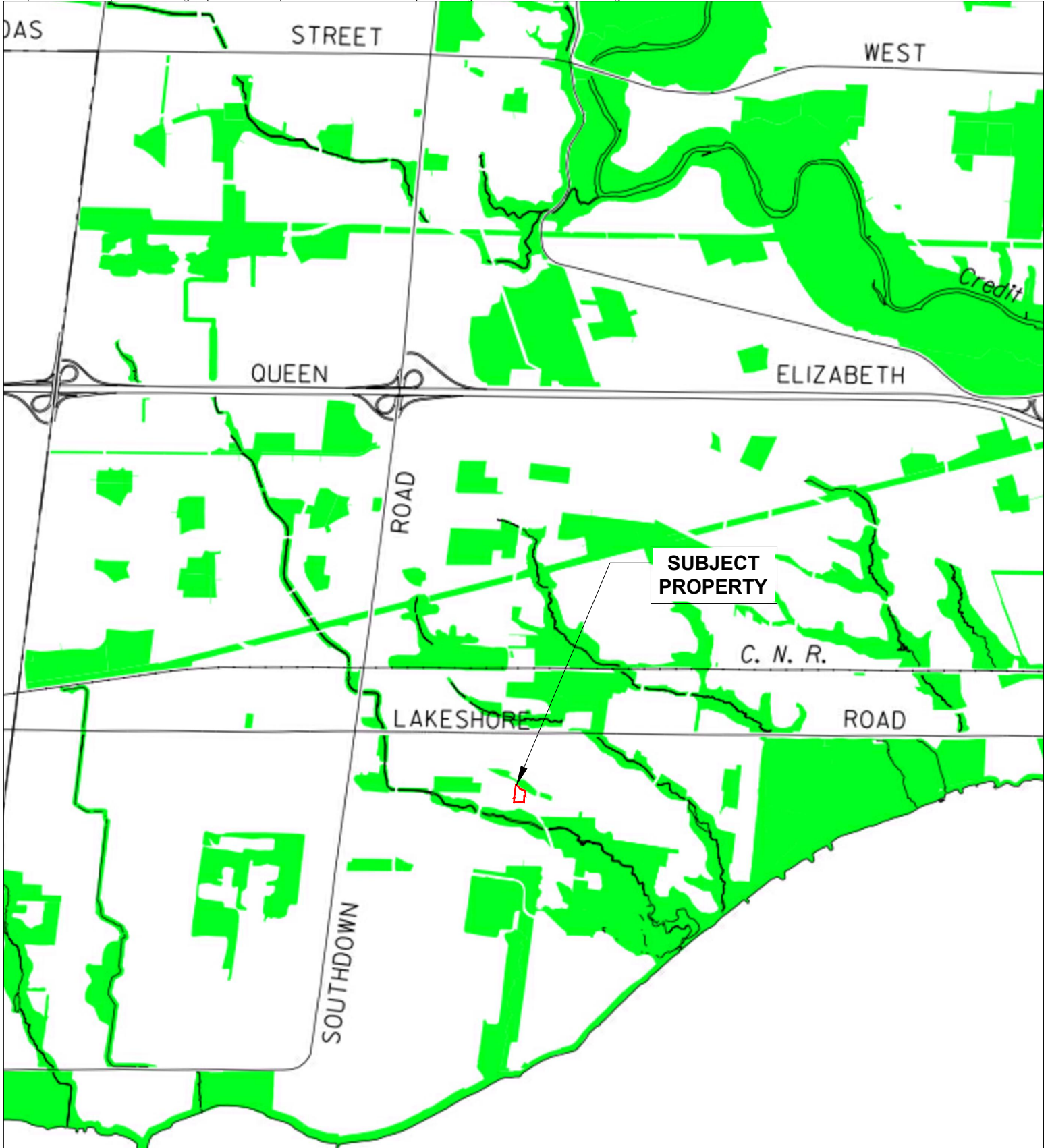
- 5.2.1 *Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. The City’s strategy for protecting, enhancing and restoring the Green System consists of initiatives in the following areas:*
  - c. *regulation and compliance;*
  - e. *stewardship;*
  - g. *naturalization/restoration; and*
  - h. *management of natural areas.*
- 5.2.2 *Mississauga will promote and encourage the restoration of natural forms, functions and linkages.*
- 5.2.3 *Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.*

As shown on Figure 6 – Urban System – Green System, the subject property is located adjacent to a green system designation. The proposed development conforms to the above noted policies as the partial removal and encroachment into the woodland area will be addressed through on-site landscape treatments and compensation measures. Additionally, an Environmental Site Assessment prepared by Dillon Consulting has been provided as part of the submission package which documents existing conditions of the natural environment; determines the potential limits of development; evaluates the potential for environmental impacts associated with the proposed development; and recommends mitigation, restoration, and enhancement measures to preserve and/or restore natural features on site. Based on this, we believe the above noted policies have been adequately considered and addressed.

**City Structure:**

The Official Plan’s policies on Neighbourhoods (Section 5.3.5 in Chapter 5) outline that, although Neighbourhoods are intended to remain physically stable and protected, new development is permitted and does not have to mimic previous development patterns. Instead, it is noted that new development should be sensitive to the existing and planned character of Neighbourhoods. Relevant policies include:


- 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.*



# FIGURE 6 CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE '1A' URBAN SYSTEM-GREEN SYSTEM

1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

## LEGEND

 Subject Property



Scale NTS  
October 12, 2021

- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale*

The proposed development conforms to the above-noted policies, as it is proposed to be similar in-built form and scale with the existing surrounding residential development. Section 1.1.4.r of the City's Official Plan defines compatible as "...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area". The proposed development is similar in-built form and scale with the existing surrounding residential neighbourhood which represents a suitable transition to existing uses in the immediate area. The proposed height of the development contemplates a maximum of 2 storeys which is generally compatible with existing surrounding residential houses of one to two storeys. The proposed freehold condominium detached dwellings units represents a form of infill intensification that is appropriate for the neighbourhood, maintains the existing neighbourhood character, and is consistent with the Official Plan.

### **Complete Communities and Housing:**

One of the key principles of good planning is the principle of creating and encouraging complete communities. Complete communities are addressed in Chapter 7 of the Mississauga Official Plan and are based on the notion that communities should be self-sustaining by providing opportunities for living, working, playing, and learning. Complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

Relevant policies relating to the creation of complete communities include:

- 7.1.3 *In order to create a complete community and develop a built environment supportive of public health, the City will:*
  - a. *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
  - d. *encourage land use planning practices conducive to good public health.*

- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.1.10 *When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.*

The proposed development meets the criteria for creating complete communities. In proposing the addition of five freehold condominium detached dwellings in a neighbourhood which is primarily characterized by subdivided residential lots, the proposal contributes to the variety of housing types in the neighbourhood while maintaining the community's character. Additionally, future residents, which may be either current neighbourhood residents wishing to stay in the broader community or future new area residents, will be well served by existing and future services and amenities accessible by foot, bicycle or transit. The proximity of the subject property to a mix of uses will provide convenient access to services, shopping, housing and recreation choices for people living and working in the area and will assist in ensuring that the needs of residents can be met within the local community. In addition, the proposal adds housing to an existing neighbourhood, making use of community infrastructure and services that are available to service the proposed development.

Building on the policies above, Section 7.2 includes policies for the City's current and future housing stock:

- 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.*
- 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;*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*

The development proposes to infill a vacant portion of land in an existing community, gently intensifying the area and contributing to the mix and types of residential housing available in the area. Furthermore, providing home ownership opportunities in the form of freehold condominium detached dwellings increases the diversity and type of grade-related dwellings available to families, area or new to the area empty-nesters, and first-time homebuyers in the City. This aligns with the City's housing policy framework to provide a variety of dwelling types for different life

cycles and income levels. As discussed above, the proposal conforms to the applicable Complete Community and Housing policies in the City of Mississauga Official Plan.

**Urban Form:**

Chapter 9 of Mississauga’s Official Plan sets out a policy framework which speaks to principles associated with building a desirable urban form. Section 9 provides the following general policies:

“9.1.3            *Infill and redevelopment within Neighbourhoods will respect the existing and planned character.*

9.1.9            *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

The proposed development conforms to the general policies of Section 9. The proposed housing typologies are compatible with the character of the surrounding area and will achieve an appropriate transition to adjacent land uses through appropriate massing, setbacks, and landscaping. Moreover, the proposal achieves an urban form and density that will support the creation of an efficient multimodal transportation system by encouraging greater utilization of existing transit and active transportation infrastructure.

Section 9.2 goes on to provide policy direction for Non-Intensification Areas, which include Neighbourhoods. The subject property is identified within a Neighbourhood and as such the following demonstrates how the proposal achieves the criteria in Policy 9.2.2.3:

The proposed freehold condominium dwelling units are a permitted housing form within the MOP. The proposed development provides an appropriate form and scale of residential intensification for this location. The subject property is located at an existing dead-end road located off Sunningdale Bend. Considering the proposed development is internalized to the community and proposed off a private condominium road, the development is expected to have limited exposure to the broader community, and thus limited impact on the existing neighborhood, and existing streetscape.

9.2.2.3            *While new development need not mirror existing development, new development in Neighbourhoods will:*  
*a.            respect existing lotting patterns:*

- As shown on Figure 1 – Aerial Context Plan, the lots to the west of the subject property which front onto Sunningdale Bend are slightly smaller than the lots to the east which front onto Meadow Wood Road. The proposed development’s lotting pattern has been purposefully designed to include three (3) smaller lots along the western portion of the property and two (2) large lots in order to better respect the existing lotting fabric of the

immediate surroundings. The site design therefore will respect the exiting lotting patterns through an appropriate transition of lotting patterns.

*b. respect the continuity of front, rear and side yard setbacks;*

- As noted above, the proposal will be accessed and serviced through a private condominium road which will branch off the proposed cul-de-sac bulb which will be connected to the existing dead end of Sunningdale Bend. As a result, design emphasis has been given to the rear yard setbacks which are abutting the existing adjacent lots, rather than internal to the site. The proposed lots will maintain a rear yard setback of 7.5 metres which is consistent with the R2 zoning regulations applicable to the existing housing in the community. The proposed units provide a minimum front yard setback of 4.5 metres which is less than what is typically applied in the surrounding community, however, as previously mentioned these reductions will be internal to the development and are expected to have limited impacts and exposure to the broader community.

*c. respect the scale and character of the surrounding area;*

- The community surrounding the subject property includes a mix of one (1) and two (2) storey single detached dwelling units which generally provide a maximum lot coverage consistent with the 30% maximum which is permitted in the applicable R2 zones. The proposal includes lot coverages which vary from 16% - 43%. While the maximum lot coverage being proposed offers a slight increase to what is provided in the surrounding community, our client is proposing a maximum building height of two storeys which is consistent with the maximum permitted height in the area. Moreover, the subject property is located at a dead end of a municipal road and will be entirely contained within a private condominium, therefore, any impacts the increased lot coverage are expected to be limited.

The lots within the surrounding community generally provide a minimum lot area consistent with the 695 square meters permitted in the applicable R2 zones. The proposal includes lot areas which range from 559 – 1,252 square meters. The slight reduction in the proposed minimum lot area will provide an appropriate level of gentle intensification within the existing community.

*d. minimize overshadowing and overlook on adjacent neighbours;*

- As noted above, the proposed development will include a maximum building height of two (2) storeys for each dwelling units. The building heights being proposed are consistent with buildings heights provided in the surrounding community so overshadowing and overlook is not anticipated to be a concern. In order to ensure that the overshadowing or overlook to the adjacent neighbors are mitigated, the site has provided special attention to providing appropriate rear yard setbacks which are consistent with the surrounding community. The site has also been purposefully designed to maintain and preserve the existing mature trees

which are located along the property lines adjacent to the neighbours. Fencing along these property lines will also be included to further minimize any impact on adjacent lots.

*e. incorporate stormwater best management practices;*

- As outlined in the stormwater management report prepared by Trafalgar Engineering, the proposed development will include an underground stormwater storage tank system to manage the post development water flows. Moreover, the outlet sewer being proposed will be installed using directional drilling or other trench technologies in order to preserve trees and minimize the impacts on the adjacent valley lands. The report concludes that the proposal is feasible from a stormwater management perspective.

*f. preserve mature high quality trees and ensure replacement of the tree canopy; and*

- As noted above the units included in the proposed development has been purposefully situated in order to preserve the existing mature trees along the property lines adjacent to the existing lots. Where feasible, the mature trees that have been identified on the subject property will be preserved through protective tree hoarding to ensure protection during construction activities. While a total of 37 healthy trees on the subject property are to be removed due to grading servicing and construction activities, replacement trees will be provided. The conceptual landscape and restoration plan enclosed with this submission illustrates the addition of various new trees, naturalized seeding areas, and shrub planting provided throughout the site. It should be noted that specific landscape details of each lot will be confirmed through the Site Plan Application process.

Moreover, as outlined in the EIS, though discussions with the CVC the Top of Bank and woodland limits have been established. The CVC has agreed to respect the 5 meter buffer that applied to the Top of Bank at the time of the original severance application on the subject property in 2010. As such, a 5-metre buffer has been applied to the Top of Bank and woodland area. The City's request to include a municipally-acceptable turnaround facility to accommodate garbage and fire truck movements resulted in the proposal to include a municipal cul-de-sac which encroaches 387 squares metres into the existing woodland and Top of Bank buffer areas on the subject property. As a result, CVC staff agreed that any development encroachment into these limits could be accommodated through a woodland area compensation ratio 1:1. The Urban Design Concept Plan and EIS included in the submission package outline the proposed compensation measures.

*g. be designed to respect the existing scale, massing, character and grades of the surrounding area."*

- The proposed development has been designed in order to respect the existing communities built form and character. The proposed development respects the character of the surrounding areas as it maintains the predominant land use in the area – detached dwellings



– while facilitating an appropriate form of infill on underutilized land in an area well supported by existing servicing and transportation infrastructure. The proposal respects the exiting scale and massing of the surrounding areas as outlined above, appropriate setbacks, built form, tree preservation, landscaping, compensation measures, and the use of fencing is being proposed to respect the interface between the proposed development and the adjacent properties. These measures will aid in providing an appropriate transition to the surrounding community. Moreover, the proposed site grading slopes downward from the municipal cul-de-sac bulb south towards the Sheridan Creek. In order to compensate for the grade differential and accommodate a gravity sanitary sewer, a 1.3 metre retaining wall is being proposed at the southern portion of the property between lots 3 and 4. The retaining wall being proposed is located along the southern portion of the subject property where there are no dwelling units adjacent to the property. The location of the retaining wall and the grading treatments provided throughout the site will provide for minimal impact on the adjacent properties and trees identified for preservation.

As demonstrated in this Section, the proposed development conforms to the applicable policies in section 9.2.2.3 of the MOP.

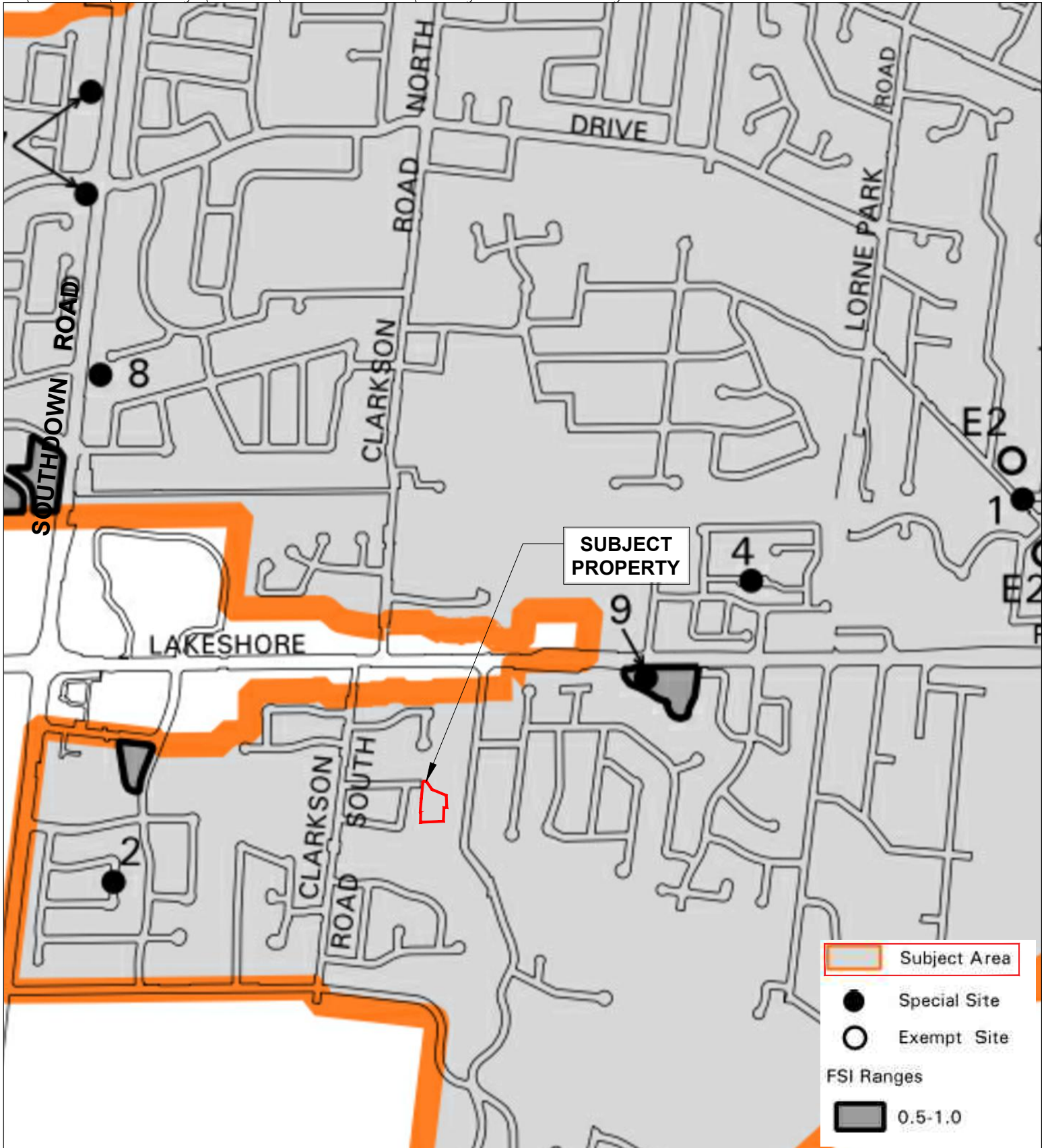
#### **Land Use Designation and Clarkson-Lorne Park Neighbourhood:**

Chapter 11 of the MOP outlines general policies which are applicable city wide for all land use designations. Additionally, this chapter outlines policies for specific land use designations shown on Schedule 10 – Land Use Designations. The subject property is currently designated Residential Low Density I which permits detached residential dwellings (among a small handful of other uses). As the subject proposal seeks to permit the development of five single detached homes, the proposed Zoning By-law Amendment application is in conformity with Chapter 11 of Mississauga’s Official Plan.

Building on Chapter 11, Chapter 16 established goals and policies for areas designated as *Neighbourhoods*. Section 16.1.2 of the Mississauga Official Plan provides policy direction for lands designated Residential Low Density 1 and the creation of new lots within this designation. Specific to the proposed development, Section 16.1.2 states:

*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 is consistent with the above policy, as it is proposing to create two-storey detached condominium dwellings units that, while having slightly smaller lots sizes than the majority of the surrounding community, the proposed lots are similar enough in size and shape so as to maintain the community’s general character. The R2 zoning is applied to the surrounding neighborhood which permits a minimum lot area of 695 square metres. The five units will range in sizes from 559 – 999 square metres, which is generally compatible with a number of lots in the







**FIGURE 7**  
**CITY OF MISSISSAUGA OFFICIAL**  
**PLAN, MAP 16-5-CLARKSON-LORNE**  
**PARK NEIGHBORHOOD CHARACTER**

1667 Sunningdale Bend,  
City of Mississauga, Regional Municipality of Peel

**LEGEND**

 Subject Property

-  Subject Area
-  Special Site
-  Exempt Site
- FSI Ranges
-  0.5-1.0



Scale NTS  
October 12, 2021

immediate surrounding neighbourhood. The applicable R2 zone also permits a maximum lot coverage of 30%. The proposal includes lot coverages which vary from 20% - 43%. While a slight reduction in the minimum lot area and a slight increase in the maximum lot coverage is being proposed, the development strives to achieve a gentle increase intensity in the community which will be internalized off a private condominium road in order to have less of an impact of the existing communities character.

Moreover, the lots to the east of the subject property are regulated by the R2-5 zoning which required a minimum frontage of 30 metres, whereas the lots to the west are regulated by the R2-4 zoning which required a minimum frontage of 22.5 metres. The lots included in the proposal provide frontages that range from 21.35 - 50.01 metres, which are also generally comparable to existing lots in the community. The proposed developments lotting pattern has been purposefully designed to include three (3) small lots along the western portion of the property and two (2) large lots in order to better respect the existing lotting fabric of the immediate surroundings. For these reasons, it is our opinion the proposal is in line with the above noted policy.

Section 16.5 specifically regards the *Clarkson-Lorne Park* Neighbourhood. Policy 16.5.1.1, which regards *Urban Design Policies* in this Neighbourhood, has been taken into consideration:

*16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.*

As has been explained at length throughout this report, the proposed development is a compatible and logical infill development, in that the proposed residential dwellings will be compatible in form to the surrounding area within Clarkson-Lorne Park, thus integrating easily and without any unacceptable adverse impacts with the neighbourhood.

Policy 16.5.1.4, which regards *Infill Housing*, is also relevant to the subject proposal, albeit formulated for singular lot development or replacement projects on public streets. While it may not contextually be applicable, this report does review policy 16.5.1.4 to assess the project within this policy framework. The policy indicates the following:

*16.5.1.4 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:*

- a. Preserve and enhance the generous front, rear, and side yard setbacks;*
- As noted previously in this report, the proposed lots provide a minimum front yard setback of 4.5 metres which is less than what is typically applied in the surrounding community, however these reductions, appropriate for a condominium development, will be internal to the development and are expected to have limited impacts and exposure to the broader community. Design emphasis has been given to the rear yard setbacks which are abutting

the adjacent communities lots. The proposed lots will maintain a rear yard setback of 7.5 metres which is consistent with the R2 zoning regulations applicable to the existing housing in the area, therefore the proposed setbacks will limit the impacts and exposure to the broader community.

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

- As outlined above, the proposed site grading slopes downward from the municipal cul-de-sac bulb south towards the Sheridan Creek and grading measures have been taken to provide for no impact on the adjacent properties. The proposed development will include an underground stormwater storage tank system to manage the post development water flows. The outlet sewer being proposed will be installed using directional drilling or other trench technologies in order to preserve exiting conditions on the adjacent valley lands. Moreover, as shown on the Tree Inventory Plan prepared by BTI, the trees and grades located outside of the hoarding limits will be preserved.

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

- As noted above, the proposed development strives to achieve a gentle increase intensity in the community through the addition of five (5) single detached dwelling units on a private condominium road. The proposal will include two (2) storey units that, while having slightly smaller lots sizes than the majority of the surrounding community, the proposed lots are similar enough in size and shape so as to maintain the surrounding areas general scale and character. Moreover, the proposal will be internalized off a private condominium road so the increase in density will limit the impact of the broader community. As noted previously, grading and landscape preservation measures have been taken to limit the impact the proposed development has on the adjacent properties.

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

- Garages included in the proposed development will be required to be setback 1.5 meters farther than the main house, ensuring garages are recessed and that the street line is defined by the more attractive main facades of homes. Each lot will also include a generous amount of landscaped area in the front yard to provide an aesthetically pleasing presence internal to the condominium development.

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

As noted previously in the report, the proposed development will include a maximum building height of two (2) storeys for each dwelling units. The building heights being proposed are consistent with buildings heights provided in the surrounding community so overshadowing and overlook is not anticipated to be a concern. In order to ensure that the overshadowing or overlook to the adjacent neighbors are mitigated, the site has provided special attention to providing appropriate rear yard setbacks which are consistent with the surrounding community. The site has also been purposefully designed to maintain and preserve the mature trees which are located along the property lines adjacent to the neighbours. Fencing along these property lines will also be included to minimize any impact on adjacent lots.

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

- The proposed development will include a maximum building height of two (2) storeys for each dwelling units. Specific architectural details of each lot will be confirmed through the Site Plan Application process.

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

- The proposed development will meet the minimum landscape soft area requirements outlined in the R2 zone. Specific landscaping details of each lot will be confirmed through the Site Plan Application process.

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

- The proposed development has been purposefully situated/orientated to preserve the existing mature trees along the property lines adjacent to the existing lots. Where feasible, the mature trees that have been identified on the subject property will be preserved through protective tree hoarding to ensure protection during construction activities. While a total of 37 healthy trees on the subject property are to be removed due to grading servicing and construction activities, replacement trees will be provided. Landscape details of each lot will be confirmed through the Site Plan Application process.

*i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and*

- Considering each lot is slightly different in size and shape, each house will include a unique/individual design. It should be noted that specific architectural details of each lot will be confirmed through the Site Plan Application process. At the Site Plan Approval

stage, efforts will be made to ensure the design of each house is in fitting with the existing scale and character of the local area. Repeat dwelling unit designs will also be discouraged.

- j. *the building mass, side yards and rear yards should respect and relate to those of adjacent lots.*
- As noted throughout this report, the proposal respects the exiting yards and massing of the surrounding areas as outlined above, appropriate setbacks, built form, tree preservation, landscaping, compensation measures, and the use of fencing is being proposed to respect the interface between the proposed development and the adjacent properties.

As outlined above, the proposed development conforms to the applicable Infill Housing policies of the MOP.

Policy 16.5.2.1, which regards *Land Use* in the *Clarkson-Lorne Park* Neighbourhood, states that only detached dwellings are permitted within the Residential Low Density I designation. The proposed development of freehold condominium detached dwellings units conforms to this policy.

Finally, Policy 16.5.3.1 addresses treatment of mature trees within this Neighbourhood:

*16.5.3.1 Notwithstanding the Natural Heritage System policies of this Plan concerning residential woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.*

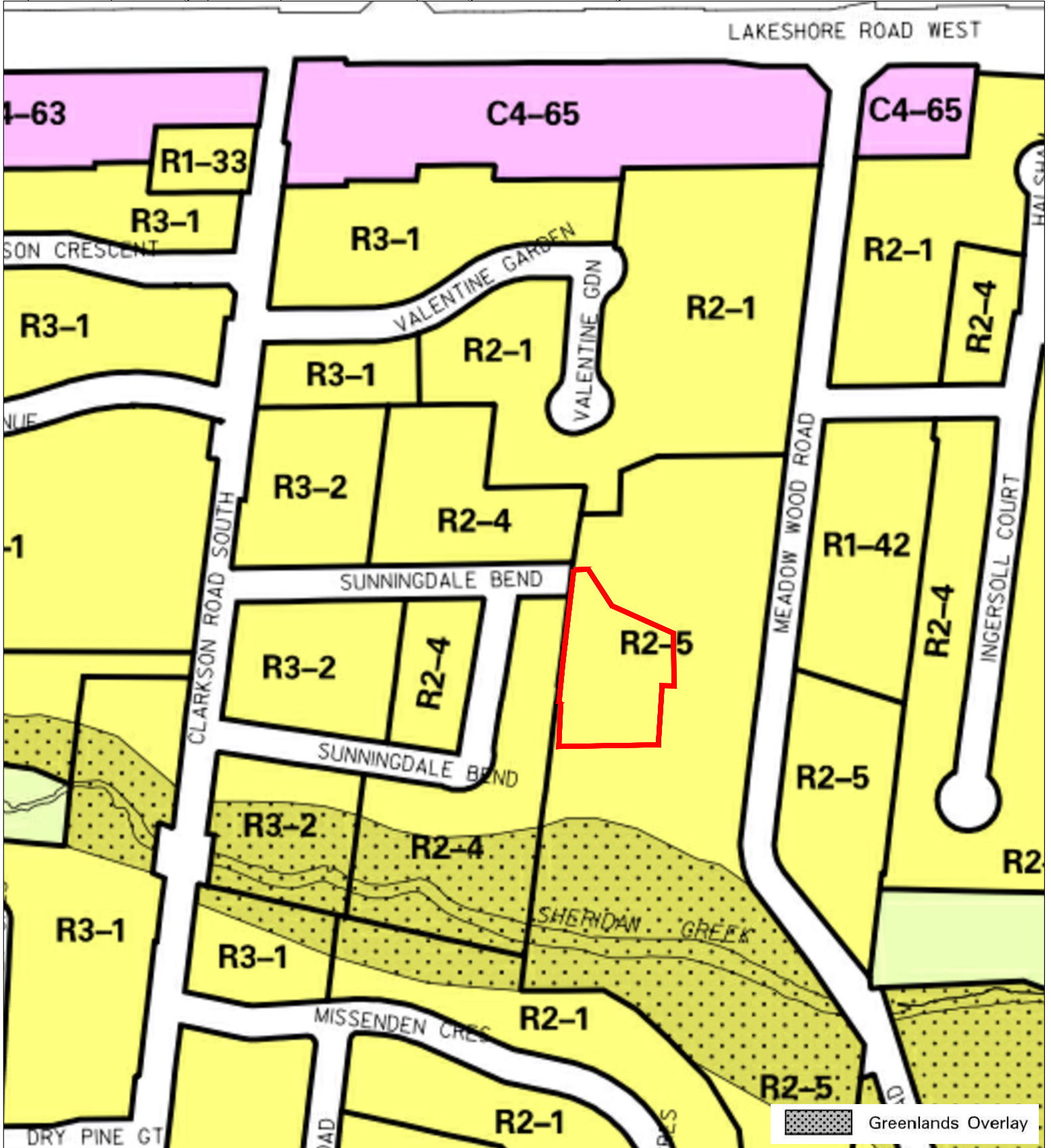
As outlined in the Tree Preservation Plan and Arborist Report prepared by BTI, efforts have been made, where possible to preserve mature trees on the subject property. Special consideration has been given to the existing trees located on the perimeter of the property in order to not only preserve the natural heritage of the site but to also to maintain the aesthetic qualities of the site as well as to provide some screening to the adjacent properties. Moreover, a 5-metre buffer has been applied to the Top of Bank and woodland features located on/adjacent to the subject property. Areas where the proposal encroaches into the exiting woodland and Top of Bank buffer areas a woodland area compensation ratio 1:1 is being proposed.

The proposed development will enhance the existing established community while coexisting with the surrounding neighbourhood. The proposed development is appropriate in scale, built form, density and design and is therefore compatible with the existing neighbourhood. Based on the above analysis, it is our opinion that the proposed development implements the objectives and policies of the City of Mississauga's Official Plan.

#### **4.5 City of Mississauga Zoning By-law 0225-2007**

The subject property is zoned R2-5 (Detached Dwellings – Exception 5) in the City of Mississauga Zoning By-Law 0225-2007 which permits residential detached dwellings units. A site-specific Zoning By-law Amendment is required to permit the redevelopment of the subject property.


The proposed Zoning By-law Amendment seeks to re-zone the subject property from R2-5 to R16-XX (Detached Dwelling on a CEC-road – Exception XX) and H-R16-XX (Hold - Detached Dwelling on a CEC-road – Exception XX). The Holding provision provided is intended to allow our client to dedicate the proposed municipal right of way to the City of Mississauga. We will work with City and CVC staff to resolve any residential zoning issues associated with the proposed buffer from the Top of Bank and woodland features. A draft of the Zoning By-law Amendment is appended to this report as Appendix I.



**FIGURE 8**  
**CITY OF MISSISSAUGA**  
**ZONING BY-LAW No. 0225-**  
**2007, SCHEDULE "B" - MAP**  
**03**

1667 Sunningdale Bend,  
 City of Mississauga, Regional Municipality of Peel

**LEGEND**

 Subject Property



Scale NTS  
 October 12, 2021



## **5.0 SUPPORTING STUDIES AND REPORTS**

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

### **5.1 Archaeological Assessments**

The Archaeologists Inc. was retained to conduct a Stage 1 & 2 Archaeological Assessment for the proposed development. The Stage 1 & 2 Archaeological Assessment, dated October 22, 2020, included with this submission, states that a background study of the subject property was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land condition in order to evaluate and document in detail the property's archaeological potential and to recommend appropriate strategies for Stage 2 survey. The Stage 1 background study found that the subject property exhibits potential for the recovery of archaeological resources of cultural heritage value and concluded that the property requires a Stage 2 assessment. The Stage 2 property assessment, which consisted of a systematic test pit survey, did not result in the identification of archaeological resources. The report recommends that no further archaeological assessment of the property is required.

### **5.2 Arborist Report and Tree Preservation Plan**

Baker Turner Inc. was retained to conduct an Arborist Report for the proposed development. The Arborist Report, dated July 14, 2021, included with this submission, completed an inventory of the site/public trees. Trees were measured for approximate canopy width and trunk diameter and described in terms of species and have been assessed in terms of their general health. An important consideration for this development is the presence of butternut trees on the subject property and in the adjacent ravine. A butternut assessment has been undertaken which indicated that all the butternut species identified on and adjacent to the property were identified as hybrid species, therefore no compensation measure will be required. The Arborist Report assessed 126 trees and concluded that a total of 37 healthy trees for removal are over 15 cm in trunk diameter, a total of 13 trees are in poor condition or that are dead for removal, and a total of 56 trees are to be preserved. The Arborist Report concludes with details regarding tree preservation guidelines prior to, during and after construction is complete.

### **5.3 Functional Servicing Report**

Trafalgar Engineering was retained to conduct a Functional Servicing Report ("FSR") for the proposed development. The FSR, dated June 10, 2021, included with this submission, contends that the existing sanitary sewer will be extended (approximately 44m) into the proposed development lands and will be of sufficient depth to provide a gravity sewage connection for each of the proposed single-family dwellings. The sewer constructed within the proposed cul-de-sac will be per the Regional of Peel requirements. The onsite sanitary sewer will be designed per the requirement of the Ontario Building Code. Regarding water distribution, A 50mm diameter domestic water connection will be extended into the site to provide domestic water for the 5 lot

development. Based on flow testing by Aquacom Contraction on May 18, 2021, the existing static pressure in the existing water distribution system on Sunningdale Bend is approximately 66 psi. Calculations show that the required fire flow of 4007 l/min will be delivered to the hydrant at an approximate pressure of 46 psi, and well above the minimum requirement of 20 psi. In summation, the report states the availability of water and sanitary services in support of the proposed development.

#### **5.4 Stormwater Management Report**

Trafalgar Engineering was retained to conduct a Stormwater Management Report (“SWM”) for the proposed development. The SWM Report, dated June 10, 2021, included with this submission, addresses the subject property’s stormwater management and grading. To service the proposed development, an irregular cul-du-sac bulb will be constructed between the existing roadway and the adjacent valley lands. The face of the east curb line of the cul-de-sac will be located 5.2m from the surveyed top-of-bank for the adjacent valley. The subject property is in the Sheridan Creek tributary and as such, to control the 100-year post-development flows to the existing 2-year predevelopment rate, an underground storage tank with 90.1m<sup>3</sup> of storage is required. Regarding the drainage system for the proposed development, To maximize the capture of site flows, it is proposed that the rear downspouts form Lots 2, 3, 4 and 5 be directly connected to the site’s storm sewer system. The SWM Report concludes that the proposed development is supportable from a Stormwater Management perspective.

#### **5.6 Acoustical Feasibility Study**

Jade Acoustics was retained to conduct an Acoustical Feasibility Study (“Noise Report”) for the proposed development. The Noise Report, dated July 20, 2021 included with this submission states the analysis was conducted based on a few key sources: impacts of surrounding environment on the proposed development, the impact of the proposed development on the surrounding environment and the impact of the proposed development on itself. The Noise Report concludes that volumes from surrounding traffic sources (vehicle traffic from nearby roads, two existing rail lines approximately 525m and 745m from the subject property and aircraft traffic) are considered acoustically insignificant, based on separation distances and low traffic volumes. As for the impact of the proposed development on the surrounding environment, the Noise Report states installation of air conditioning condenser units, should they be installed, are recommending the maximum permissible AHRI sound rating for the units be 7.6 bels. Therefore, the proposed development is expected to experience sound levels that comply with the sound level limits of the MOE.

#### **5.7 Phase 1 Environmental Site Assessment**

Soil Engineers Ltd. was retained to conduct a Phase 1 Environmental Site Assessment (“Phase 1 ESA”) for the proposed development. The Phase 1 ESA, dated May 29, 2020, included with this submission asserts that the purpose is to identify any potential environmental concern associated with the subject property. Research was conducted pertaining to the property itself, interviews with persons knowledgeable of the subject property, and an environmental site reconnaissance. The

subject property has been primarily used for residential purposes, including adjacent properties. The Phase 1 ESA revealed that an item of concern was an above ground storage tank (AST) found, located in the basement of the former residential building. It is recommended a Phase 2 ESA be conducted to address the environmental concerns.

## **5.8 Geotechnical and Slope Stability Report**

Peto MacCallum Ltd. was retained to conduct a Geotechnical Investigation and Slope Stability Assessment for the proposed development. The report dated April 30<sup>th</sup>, 2021 concluded that the ground typically comprised sand, over silt, underlain by probable shale bedrock and it would be considered feasible to commence foundation construction using shallow foundations (strip/spread) on native undisturbed sand or adequately prepared engineered fill. Moreover, the slope on the subject property is considered stable with the long-term stable top of slope coincident with the existing physical top of slope. Recommendations are outlined in further detail in the report.

## **5.9 Traffic Operations and Safety Assessment**

Crozier Consulting Engineers was retained to conduct a Traffic Operations & Safety Assessment for the proposed development. The Assessment, dated July 23rd, 2020, included with this submission states that, through their analysis they did not identify any safety, vehicle maneuverability or traffic operations issues. The proposed development is expected to generate 4 and 5 total two-way trips during the weekday a.m. and p.m. peak period, respectively. These trip generation forecasts are negligible from a traffic operations perspective and are typically not associated with traffic operational issues nor external roadway improvements. To assess the internal site circulation, vehicle turning analysis was conducted for passenger cars, waste collection trucks and pumper firetrucks. Swept paths were analyzed for vehicles within the site on the condo roadway. Vehicle turning analysis indicates that there are generally no expected maneuverability constraints within the site. Therefore, the proposed development can be supported from a traffic operations and safety perspective.

## **6.0 CONCLUSIONS**


It is our opinion that the proposed Zoning By-law Amendment is justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan.
2. The proposed development contributes to the Region's intensification target for the City of Mississauga by proposing increased density on the subject property.
3. The proposal directs intensification to Mississauga's built-up area and maintains the intent of the functional and land use policies in the Mississauga Official Plan.

4. The proposed uses are compatible with the surrounding land uses and built form and are desirable in under the current land use designation in the MOP.
5. The proximity of the proposed development to community amenities such as parks, schools, shopping, and transit contributes to the reduction in reliance on automobile use, encourages active transportation, and contributes to the development of complete communities.
6. The proposed development contributes to an availability and mix of housing choices, providing options for freehold condominium detached dwellings units in an area primarily occupied by characterized by subdivided privately owned residential lots.
7. The proposal conforms to the MOP policies through the use of appropriate setbacks and landscaping, and it is generally compatible in terms of scale, height and massing with adjacent and nearby land uses.
8. The proposal is intended to conserve biodiversity by providing various compensation measures for encroaching into the recommended 5-metre woodland buffer.
9. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.
10. The proposed development is supported by technical studies that confirm that the proposal will function and operate in a reasonable manor, required sounds levels can be achieved without mitigation measures, and there is adequate water, wastewater, and stormwater infrastructure available.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



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Patrick Pearson, MCIP, RPP  
Planner



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Glen Broll, MCIP, RPP  
Partner

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2272061 Ontario Ltd.  
Zoning By-law Amendment  
401-005

**Appendix I**  
**Draft Zoning By-law Amendment**

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.7.2.XX	Exception: R16-XX	Map # 03	By-law:
In a R16-XX zone the permitted <b>uses</b> and applicable regulations shall be as specified for a R16 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.7.2.XX.1	The regulations of Lines 11.5 and 11.6 contained in Table 4.7.1 of this By-law shall not apply		
4.7.2.XX.2	The regulations of Lines 11.1, 11.2, 11.3, 11.4 and 14.0 contained in Table 4.7.1 of this By-law shall apply		
4.7.2.XX.3	Maximum number of <b>dwelling units</b> on all lands zoned R16-XX		5
4.7.2.XX.4	Maximum <b>lot coverage</b>		45 %
4.7.2.XX.5	Minimum <b>lot area CEC – corner lot</b>		550 m <sup>2</sup>
4.7.2.XX.6	Minimum required <b>parking spaces</b>		3 spaces per <b>dwelling unit</b>
4.7.2.XX.7	All site development shall comply with Schedule R16-XX of this Exception		
<b>Holding Provision</b>			

4.7.2.XX	Exception: R16-XX	Map # 03	By-law:
<p>In a R16-XX zone the permitted <b>uses</b> and applicable regulations shall be as specified for a R16 zone except that the following <b>uses/regulations</b> shall apply:</p>			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-R16XX by further amendment to Map 3 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <p>(1) the owner shall have executed and delivered the required Development Agreement on terms satisfactory to the City which shall include appropriate provisions to the satisfaction of the Commissioner of Transportation and Works and the Commissioner of Planning and Building to provide for and ensure that the municipal cul-de-sac outlined on Schedule R16XX is constructed prior to or concurrently with Buildable Area outlined on Schedule R16XX;</p>			

2. Map Number 3 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R2-5” to “R16-XX” and “H-R16-XX” PROVIDED HOWEVER THAT the “R16-XX” and “H-R16-XX” zonings shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “R16-XX” and “H-R16-XX” zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2021

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MAYOR

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CLERK



SUNNINGDALE  
BEND

**H-R16XX**

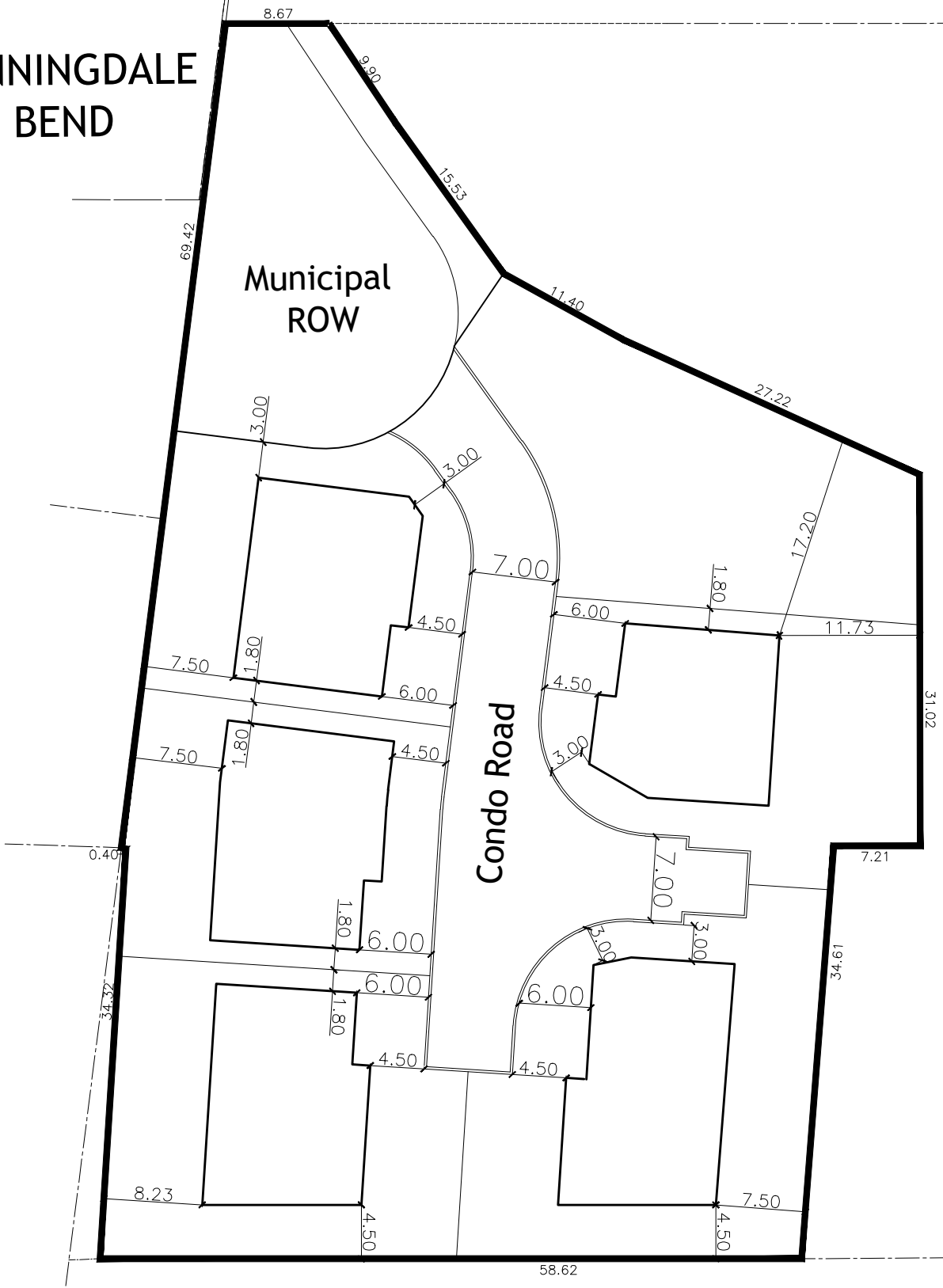
**R16-XX**



PART OF LOTS 8, 9, & 10  
REGISTERED PLAN D-13  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

# SUNNINGDALE BEND



**NOTE:**

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.

**LEGEND**

 BUILDABLE AREA

## **APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**

### Explanation of the Purpose and Effect of the By-law:

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R2-5" to "R16-XX" and "H-R16-XX"

"R2-5" permits detached dwellings on 30 meter (98 foot) wide lots with a 10.7 meter (25 foot) height restriction and 20 meter (65 foot) dwelling unit depth restriction.

"R16-XX" permits detached dwellings on a Common Element Condominium private road.

"H-R16-XX" reserves land for a municipal right of way

### Location of Lands Affected

West of Meadow Wood Road, east of Sunningdale Bend on the south side of Lakeshore Road West, approximately 130 meters north of the Sheridan Creek, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from XXXX of the City Planning and Building Department at 905-615-3200 ext. XXXX.