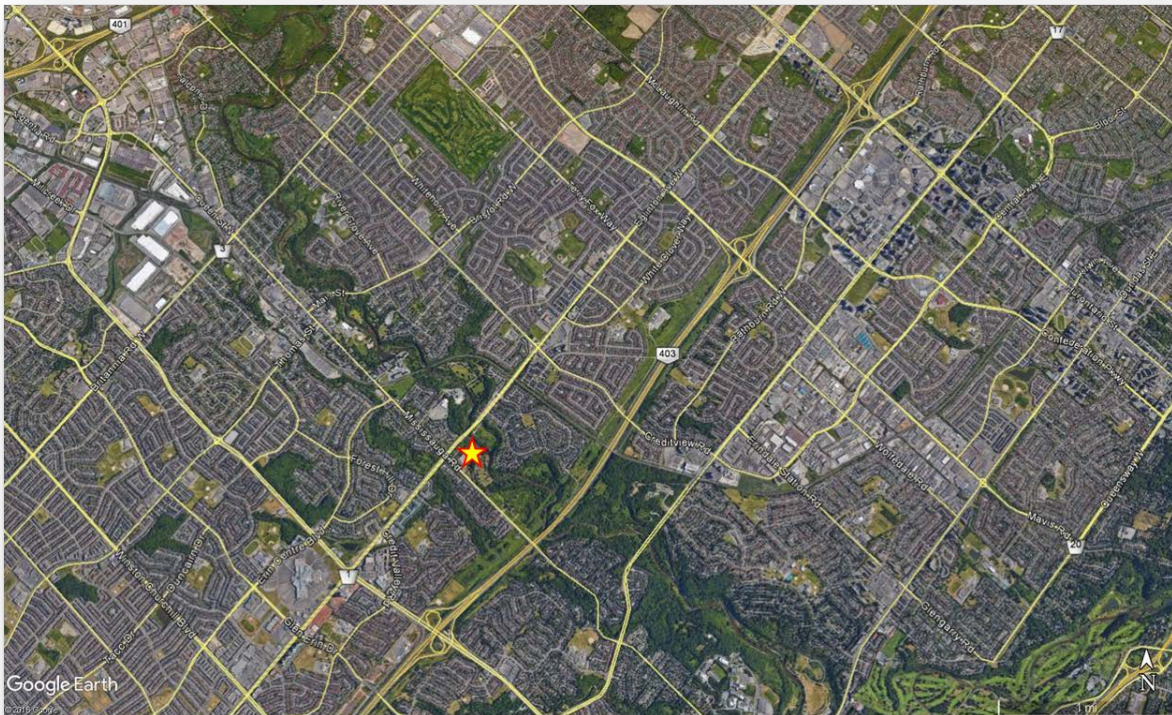


# armstrong

planning | project management

## UPDATE TO PLANNING RATIONALE REPORT

Thorny Brae Place  
Mississauga



Prepared For:  
2462357 Ontario Inc.  
Second Submission; April 1, 2019

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## 1.0 INTRODUCTION

On behalf of our client, 2462357 Ontario Inc. (Pace Development), we are pleased to make the second submission in support of applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision. The first submission was submitted in December 2017 and after meetings with City of Mississauga (“City”) and the Credit Valley Conservation Authority (“CVC”) staff, the development has been modified to address concerns raised regarding the appropriate limits of development. The applications are intended to facilitate the development of a single two-storey Single Detached Dwelling facing Mississauga Road and seven (7) blocks of three-storey freehold Street Townhouses internal to the site. The subject site is currently designated as “Residential Low Density I”, “Greenlands”, and “Natural Hazards” under the Mississauga Official Plan and zoned “Residential (Detached Dwellings) (R1)”, “Greenlands-Natural Hazards (G1)”, and “Greenlands-Natural Features (G2)” under Zoning By-law 0225-2007, as amended.

The proposed development as modified consists of one single detached home and seven (7) street townhouse blocks with a total of 38 units. The blocks on Eglinton Avenue West are dual-frontage street townhouses, with frontages both on Eglinton Avenue West and on Thorny Brae Place. Vehicular access to all homes will be from Thorny Brae Place which will be extended to accommodate the development.

The purpose of this Planning Justification Report is to provide an analysis in support of the revised development proposal in response to the City and other agencies’ comments received on the first submission made on December 7, 2017.

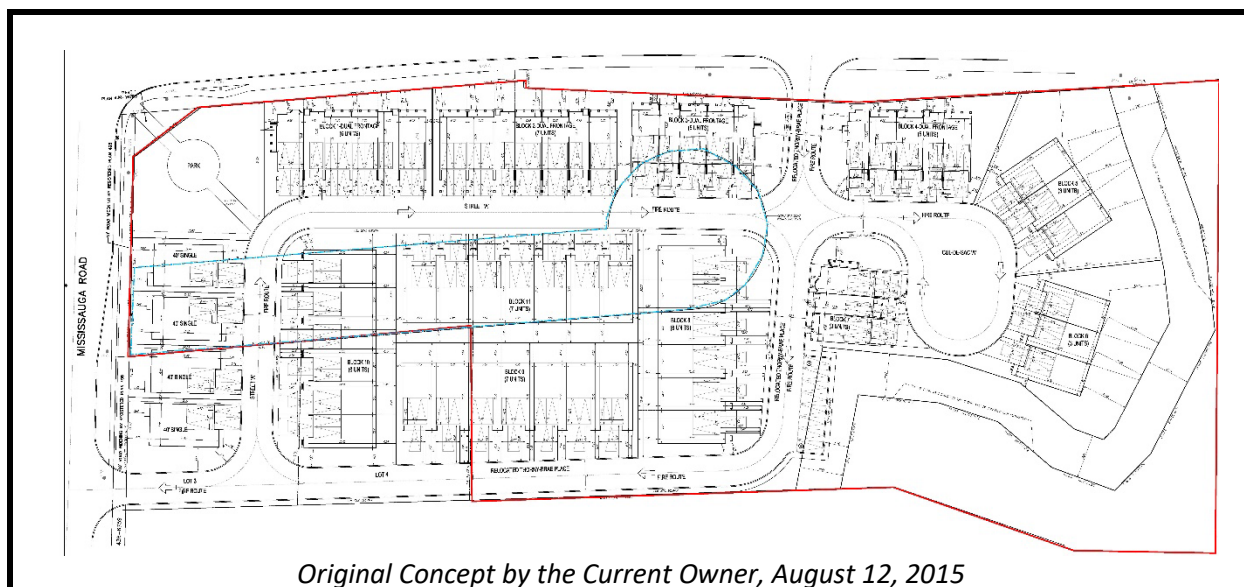
## 2.0 BACKGROUND

### 2.1 Planning History

The site has some considerable planning history, with re-development originally contemplated from the mid-2000s by previous owners. As part of that process, a number of technical studies and points of agency contact were undertaken and comments received.

On **August 18, 2015**, on behalf of the current owner, we requested a pre-application meeting with the City to discuss the original concept plan and the requirements in order for an application submission. The proposed development at that time consisted of a mix of dual frontage and conventional townhouses on a common element condominium (CEC) road as well as four detached homes (dual frontage) fronting Mississauga Road with vehicular access to the detached homes to be provided via the proposed CEC road. The proposed development for the subject site contemplated two new connections from the site to existing streets including one to Mississauga Road and one to Eglinton Avenue West. For your reference a copy of the development concept originally discussed in 2015 has been reproduced below.





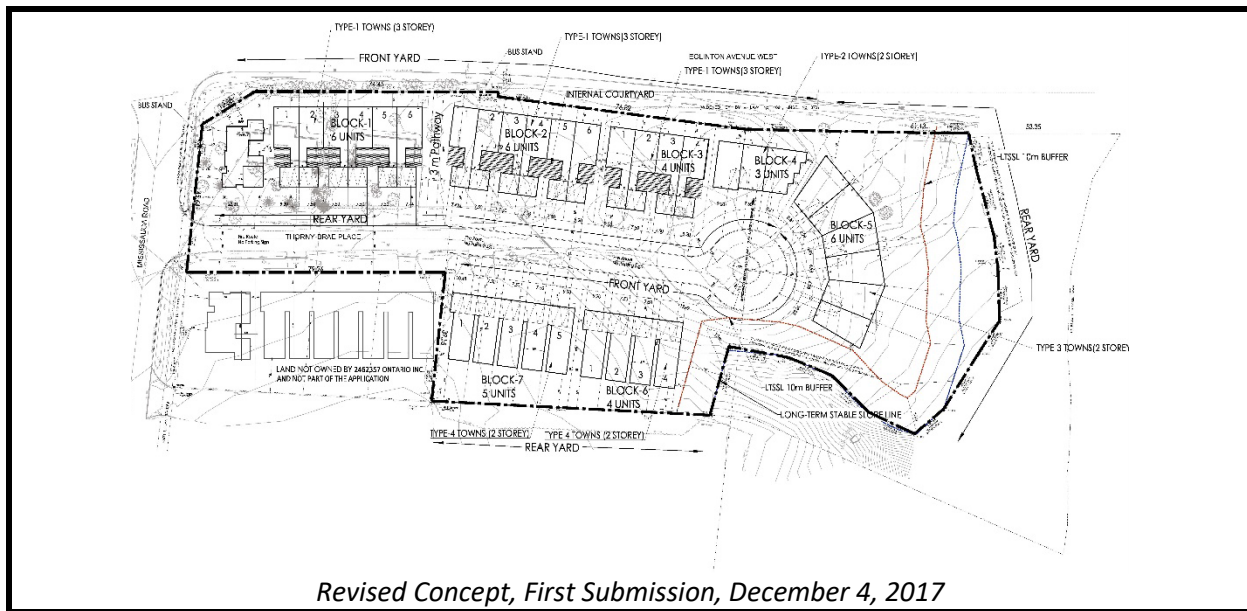
Following a Development Application Review Committee (“DARC”) meeting, the original concept plan as described above was updated in response to comments received from staff and other agencies, including the Region of Peel and the CVC. Additional reports and studies were also provided as requested as a result of this meeting and by the pre-consultation checklist. It was City staff’s request that the road servicing the development be maintained as a 20.0m wide local road ending in a cul-de-sac and that points of access to Mississauga Road and Eglington Avenue be limited. In response to staff requests, a revised concept plan was developed based on extending Thorny Brae Place by approximately 45m with a new cul-de-sac at its terminus. The revised proposal identified one single detached house and seven (7) freehold street townhouse blocks for a total of 35 units. As noted, direct vehicular access to the townhomes is proposed from Thorny Brae Place and there will be no direct vehicular access to the units from either Mississauga Road or Eglington Avenue.

In response to the staff comments and concerns raised, a servicing solution was also developed to accommodate new flows from 4601 Mississauga Road and the development site. This servicing solution was requested by the City in order to address pre-existing servicing concerns that existed in the area. The adjacent land at 4605 Mississauga Road is also dependent on this servicing solution and the owner of those lands have approved the design and have entered into the necessary access agreements needed to facilitate the rehabilitation of the existing channel located on both properties (1745 Thorny Brae Place and 4605 Mississauga Road). In 2018, a new storm sewer was approved and constructed on Thorny Brae Place with an outfall to the Credit River as part of the approved subdivision agreement under file number T-09002M (4601 Mississauga Road). This storm sewer has been sized to also capture storm flows from the proposed development as well as flow from 1766 and 1776 Thorny Brae Place, owned by others. The location of the approved and constructed storm sewer has been designed in conjunction with the future Thorny Brae Place extension to the east.

Before the first submission of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications, the City requested an electronic pre-submission as it had been two years since

the DARC meeting. Therefore, we submitted a copy of the updated Concept Plan, a revised Draft Plan of Subdivision and a full list of prepared materials in support of the development applications to the City on **November 15, 2017**. Following the second pre-consultation circulation we received additional comments and a submission requirements checklist in the City's new format on November 24, 2017. We were advised that submission requirements for the Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications remain unchanged from the initial DARC Meeting. Staff was generally supportive of townhouses as a form of development, internal to the site, but requested a single detached home fronting Mississauga Road to respond to the Mississauga Scenic Route Guidelines (and now OPA 64). Staff confirmed that the detached home should be a minimum of two-storeys to reflect the common built form along Mississauga Road but three-storey townhouses would be appropriate.

The first submission was subsequently made on **December 7, 2017** and with comments to follow on January 31, 2018.



Throughout the application process, identifying how best to integrate the development into its surrounding physical and natural environment has been a key consideration. Perth CVC comments on the Scoped EIS dated **June 8, 2018**, the limits of the woodland on the subject lands was staked in the field and confirmed by the CVC and the City staff on July 17, 2018. That approved limit was surveyed and has been plotted on all updated base plans included in the current submission. Following the confirmation of the woodland limit, a draft “Woodland Enhancement Strategy” was prepared by WSP and submitted for review in **October 2018**. The Woodland Enhancement Strategy considered the existing condition of the woodland and recommended removal of some woodland habitat south of Thorny Brae Place/ SWM easement and enhancement of the woodland contiguous with the valleyland on the north/ east side of the property, using a compensation ratio of 1:1 (**Refer to Figure 3**). This strategy was discussed in the November 15, 2018 meeting with City and CVC staff and the approach was supported in principle subject to final review and confirmation of the land area. Based on the comments received at and following the

November 15, 2018 meeting, the Woodland Enhancement Strategy has been revised (March 2019). Based on the updated proposal, the development limit has shifted westerly from the original proposed limit which was previously right at the 10m buffer of the Long-Term Stable Slope Line (“LTSSL”). This shift provides for a greater natural heritage area in the northeast section of the subject lands that is better connected to the valley.

With the current proposal, the development area is now approximately 0.9 hectares (2.2 acres) whereas originally it was 1.8 hectares (4.5 acres). The proposed development now consists of one single detached house fronting onto Mississauga Road and seven (7) freehold street townhouse blocks (37 units) with a total of 38 units. As a result of the change in the limits of development and increased setbacks from the natural areas, Thorny Brae Place is now proposed to be extended by only approximately 20m as compared to the previous 45m extension given the increased natural boundary. In doing so, part of the bulb from the existing right of way will be closed and a new cul-de-sac will be built at the new terminus of Thorny Brae Place. A draft R-Plan has been prepared and is included in the second submission for this purpose.

## 2.2 Site Description

The subject site is within the City of Mississauga, Region of Peel and is municipally known as 1745, 1765, and 1775 Thorny Brae Place. The site is located at the south-east corner of Eglinton Avenue West and Mississauga Road and contains an area of approximately 2.1 hectares (5.19 acres). The site has approximately 26m of frontage on Mississauga Road and approximately 271m of frontage on Eglinton Avenue West (**Refer to Figure 1 and 2**).

The Site is bounded by the following uses

- North: two and three-storey single detached houses across Eglinton Avenue West;
- East: Greenland and the Credit River;
- South: two one-storey single detached houses immediately to the south and a Church further to the south; and
- West: two-storey single detached houses across Mississauga Road.

The City has identified the surrounding context of the site including the Credit River Corridor and Mississauga Road Scenic Route as part of the City’s Cultural Heritage Landscapes. In 2005, the City developed a Cultural Landscape Inventory.

Currently there are 2 single detached houses on the subject lands (1765 and 1775 Thorny Brae Place) that are proposed for demolition to facilitate the proposed development (demo permit numbers: 16-1048, and 18-949). Historically, a building was located on site (1745 Thorny Brae Place) and was demolished sometime before the land was owned by our client. As per the City’s Property Information website the following is applicable for each address (**Refer to Figure 12**):

- 1745 Thorny Brae Place is listed as part of the Credit River Corridor on the Heritage Register but is not designated;
- 1765 Thorny Brae Place is not listed on the Heritage Register; and

- 1775 Thorny Brae Place is listed as part of the Mississauga Road Scenic Route and Credit River Corridor on the Heritage Register but not designated.

A Heritage Assessment was submitted as part of the first submission of the application (December 7, 2017) to address these heritage feature of the site. The comments received from the Community Services/Heritage Planner on February 1, 2018 confirmed that the “Heritage and archaeological concerns have been addressed.”

HERITAGE PLANNER		Contact: Paula Wubbenhorst Tel. (905) 615-3200 x5385
No	Milestone	Condition
1	NOTE:	The property is listed on the City's Heritage Register as it forms part of the Mississauga Road and Credit River Corridor cultural landscapes. It also has archaeological potential. Heritage and archaeological concerns have been addressed. Created : 2018-02-01 11:23:08      Last Modified :
<hr/> Date Printed: January 28, 2019      6      OZ/OPA 17 18		
Heritage Clearance, January 28, 2019		

### 2.3 Development Proposal

As we have noted, the proposed development boundary was determined through the supporting studies filed with the first submission and updated including the Environmental Impact Study and the Slope Stability Study. These studies considered the natural feature limits including but not limited to the LTSSL and Significant Natural Area. As described in detail in the EIS study, the recommended development constraint limit is the greater of the recommended setbacks for the existing natural features on site. However, the development limit extends well beyond the constraint limit, to include the lands to be restored/enhanced as described herein and per the “Woodland Enhancement Strategy” (Refer to Appendix M of the revised EIS, March 2019).

The proposed development consists of one single detached house and seven (7) street townhouse blocks (37 units) with a total of 38 units. The blocks on Eglinton Avenue West are dual-frontage street townhouses, with frontages both on Eglinton Avenue West and on Thorny Brae Place. Vehicular access to all homes is from Thorny Brae Place. **Table 1 (1-1 to 1-6)** outlines the proposed development statistics (Refer to Figure 4 for the Concept Plan).

**Table 1-1- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Lot 1 and Block 1)**

No.		Lot 1 *	Block 1					
			Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6
1	Lot Area (sm)	607.43	235.93	176.05	176.05	176.04	176.03	225.30
2	Lot Frontage (m)	27.95	6.70	5.00	5.00	5.00	5.00	6.40
3	Front Yard (m)**	7.57	6.26	6.26	6.26	6.26	6.26	6.26
4	Side Yard (m)	Int: 1.44 Ext: 4.55	Int: 1.55	N/A	N/A	N/A	N/A	Int: 1.25
5	Rear Yard (m)**	6.05	6.05	6.05	6.05	6.05	6.05	6.05
6	Height (m & Storey)	11m & 2 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	332.60	95.78	39.65	39.64	39.63	39.62	85.15
8	Landscape Area (% of lot area)	55%	41%	23%	23%	23%	23%	38%
9	Floor Area (Incl. garage) (sm)	202.68	112.95	109.96	109.96	109.96	109.96	112.95
10	GFA (not incl. garage) (sm)	365.88	279.61	271.40	271.40	271.40	271.40	279.61
11	GFA (times the lot area)	0.60	1.19	1.54	1.54	1.54	1.54	1.24
12	Parking Spaces	4	3	3	3	3	3	3
13	Driveway Width (m)	6	3	3	3	3	3	3

\* For the single lot (1):

- The front yard is considered the lot line abutting Mississauga Road, the exterior side yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.
- For the purpose of determining Front Lot Line, Exterior Side Lot Line, and Rear Lot Line abutting a street, a daylight triangle is deemed not to exist provided that the minimum distance of the prescribed setbacks, in the By-law is maintained.

\*\* For the dual frontage towns (Blocks 1 to 5), front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.

**Table 1-2- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Block 2)**

No.		Block 2					
		Unit 7	Unit 8	Unit 9	Unit 10	Unit 11	Unit 12
1	Lot Area (sm)	225.29	176.00	175.99	176.00	176.73	241.25
2	Lot Frontage (m)	6.40	5.00	5.00	5.00	5.00	6.46
3	Front Yard (m)*	6.24	6.24	6.24	6.24	6.24	6.24
4	Side Yard (m)	Int: 1.25	NA	NA	NA	NA	Int: 1.25
5	Rear Yard (m)*	6.05	6.05	6.05	6.05	6.05	6.05
6	Height (m & Storey)	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	85.14	39.59	39.52	39.65	39.65	99.75
8	Landscape Area (% of lot area)	38%	22%	22%	23%	22%	41%
9	Floor Area (Incl. garage) (sm)	112.95	109.96	109.96	109.96	109.96	112.95
10	GFA (not incl. garage) (sm)	279.61	271.40	271.40	271.40	271.40	279.61
11	GFA (times the lot area)	1.24	1.54	1.54	1.54	1.54	1.16
12	Parking Spaces	3	3	3	3	3	3
13	Driveway Width (m)	3	3	3	3	3	3

**Table 1-3- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Block 3)**

No.		Block 3					
		Unit 13	Unit 14	Unit 15	Unit 16	Unit 17	Unit 18
1	Lot Area (sm)	267.24	175.00	175.00	175.00	175.00	232.75
2	Lot Frontage (m)	9.15	5.00	5.00	5.00	5.00	6.65
3	Front Yard (m)*	6.05	6.05	6.05	6.05	6.05	6.05
4	Side Yard (m)	Int: 1.25	NA	NA	NA	NA	Int: 1.5
5	Rear Yard (m)*	6.05	6.05	6.05	6.05	6.05	6.05
6	Height (m & Storey)	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	127.10	38.59	38.59	38.59	38.59	89.43
8	Landscape Area (% of lot area)	48%	22%	22%	22%	22%	38%
9	Floor Area (Incl. garage) (sm)	112.95	109.96	109.96	109.96	109.96	112.95
10	GFA (not incl. garage) (sm)	279.61	271.40	271.40	271.40	271.40	279.61
11	GFA (times the lot area)	1.05	1.55	1.55	1.55	1.55	1.20
12	Parking Spaces	3	3	3	3	3	3
13	Driveway Width (m)	3	3	3	3	3	3

\* For the dual frontage towns (Blocks 1 to 5), front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.



**Table 1-4- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Block 4)**

No.		Block 4			
		Unit 19	Unit 20	Unit 21	Unit 22
1	Lot Area (sm)	239.58	152.65	134.58	166.89
2	Lot Frontage (m)	6.95	5.30	5.30	6.95
3	Front Yard (m)*	4.55	4.55	4.55	4.55
4	Side Yard (m)	Int: 1.5	NA	NA	Int: 1.5
5	Rear Yard (m)*	9.72	5.57	4.68	4.54
6	Height (m & Storey)	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	102.08	31.10	31.38	64.86
8	Landscape Area (% of lot area)	43%	20%	23%	39%
9	Floor Area (Incl. garage) (sm)	89.73	83.15	76.00	76.10
10	GFA (not incl. garage) (sm)	258.50	238.75	217.33	217.63
11	GFA (times the lot area)	1.08	1.56	1.61	1.30
12	Parking Spaces	2	2	2	2
13	Driveway Width (m)	3	3	3	3

**Table 1-5- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Blocks 5 & 6)**

No.		Block 5				Block 6		
		Unit 23	Unit 24	Unit 25	Unit 26	Unit 27	Unit 28	Unit 29
1	Lot Area (sm)	173.35	150.27	185.71	362.43	368.46	222.20	315.62
2	Lot Frontage (m)	6.95	5.30	5.30	8.83	13.32	7.50	9.16
3	Front Yard (m)*	4.55	4.55	4.55	4.65	4.55	4.62	6.88
4	Side Yard (m)	Int: 1.5	NA	NA	int: 3.08	int: 3.87	NA	Int: 1.5
5	Rear Yard (m)*	4.84	6.62	9.81	16.87	7.05	7.67	8.26
6	Height (m & Storey)	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	66.89	39.66	42.95	200.79	225.77	78.44	164.32
8	Landscape Area (% of lot area)	39%	26%	23%	55%	61%	35%	52%
9	Floor Area (Incl. garage) (sm)	76.10	76.00	83.15	89.73	113.64	111.41	113.64
10	GFA (not incl. garage) (sm)	217.63	217.33	238.75	258.50	296.73	296.73	296.73
11	GFA (times the lot area)	1.26	1.45	1.29	0.71	0.81	1.34	0.94
12	Parking Spaces	2	2	2	2	3	3	3
13	Driveway Width (m)	3	3	3	3	3	3	3

\* For the dual frontage towns (Blocks 1 to 5), front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.

**Table 1-6- Proposed Site Statistics per Concept Plan dated March 20, 2019 (Block 7)**

No.		Block 7							
		Unit 30	Unit 31	Unit 32	Unit 33	Unit 34	Unit 35	Unit 36	Unit 37
1	Lot Area (sm)	259.71	202.57	204.99	207.42	209.84	212.27	214.70	312.42
2	Lot Frontage (m)	7.15	5.50	5.50	5.50	5.50	5.50	5.50	8.21
3	Front Yard (m)	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
4	Side Yard (m)	Int: 1.5	NA	NA	NA	NA	NA	NA	int: 2.05
5	Rear Yard (m)	7.41	7.89	8.33	8.77	9.21	9.65	10.10	10.39
6	Height (m & Storey)	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey
7	Landscape Area (sm)	109.50	55.98	58.41	60.83	63.26	65.69	68.11	161.77
8	Landscape Area (% of lot area)	42%	28%	28%	29%	30%	31%	32%	52%
9	Floor Area (Incl. garage) (sm)	128.09	124.68	124.68	124.68	124.68	124.68	124.68	128.09
10	GFA (not incl. garage) (sm)	335.45	335.45	335.45	335.45	335.45	335.45	335.45	335.45
11	GFA (times the lot area)	1.29	1.66	1.64	1.62	1.60	1.58	1.56	1.07
12	Parking Spaces	3	3	3	3	3	3	3	3
13	Driveway Width (m)	3	3	3	3	3	3	3	3

As part of this application, the location of Greenlands boundary has also been readjusted to reflect the existing condition more accurately as per the CVC's comments and the revised EIS study. Blocks 9, 10 and 11 shown on the draft plan as "Open Space" and "10m Buffer" (March 14, 2019) will be conveyed to the City as part of the subdivision registration in addition to the daylight triangle blocks on lot 1 (Blocks 12 and 13) and the walkway Block (Block 8). Through this application part of the existing Thorny Brae Place right of way will be closed and a new cul-de-sac will be built at the new terminus of Thorny Brae Place (Refer to Figure 5 and Appendix D).

As noted, a new storm sewer was constructed in 2018 on Thorny Brae Place with an outfall to the Credit River as part of the approved subdivision agreement under file number T-09002M (4601 Mississauga Road, south of the Church). This storm sewer was sized to also capture storm flows from the proposed development. The location of the approved and constructed storm sewer has been designed in conjunction with the future Thorny Brae Place extension to the east.

## 2.4 Required Planning Approvals

The proposed development will require the following approvals:

- Official Plan Amendment;
- Zoning By-law Amendment; and
- Draft Plan of Subdivision.

## 3.0 PLANNING POLICIES, ZONING AND GUIDELINES

### 3.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) was issued under section 3 of the Planning Act and came into effect on April 30th, 2014. This coincides with the effective date of Section 2 of the Strong Communities (Planning Amendment) Act 2004, which states that planning decisions on applications that are subject to the new PPS “shall be consistent with” the new policies.

The following PPS policies are relevant to the proposal.

#### **Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns”**

*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;*

One of the principle objectives of this policy of the PPS seeks to ensure that new development be located in areas where the extension of costly infrastructure can be avoided or minimized. The extension of development and land use patterns that do not appropriately use existing infrastructure and urban lands do not represent efficient land use decisions under the 2014 PPS and are not consistent with the 2014 PPS. The present development represents an appropriate form of infill development that has been designed to accommodate not only planned but also existing infrastructure in a location that is well serviced by engineered services; transportation, including transit; and community services. The development of the lands in the manner proposed results in an efficient use of the developable portion of the subject site that will not require the costly or inefficient extension of services but rather results in a land use pattern that helps sustain the financial well-being of both the Province and the City.

*b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposal represents a mix of residential dwellings including a single detached dwelling fronting onto Mississauga Road and a mix of smaller street townhouse units internal to the site which will provide for

different housing options for residents in different life cycles and income levels within the City. Rather than extend the townhouses to Mississauga Road, the use of the 26m frontage along Mississauga Road for a single detached home allows for a form of development that is consistent with the balance of the properties along Mississauga Road in the area while taking into consideration the limited frontage.

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The proposed development not only incorporates a 10m-buffer from the Long-Term Stable Slope Line (LTSSL) that has been approved by the CVC, but also provides for additional buffer and setbacks to increase the environmental linkages with the surrounding area. In addition to the buffer, a new woodland is proposed to be created on the north-east side of the property that will represent an environmental benefit over the existing condition. The buffer lands and the woodlands are proposed to be zoned “Greenbelt-Natural Hazard” and will be connected to the current natural heritage system and dedicated to the City. The site has been designed to take advantage of a new storm sewer constructed in 2018 to address previous issue of storm water concerns that previously existed, resulting in improved public safety for the subject site and surrounding lands. The limits of development have been specifically identified and designed to ensure that environmental and/or public health safety concerns have been avoided and further that development will result in environmental improvements as well as improvements to the City’s natural heritage system.

*e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

The proposal represents a form of redevelopment in a relatively compact built form and consequently promotes cost-effective development by optimizing land, infrastructure and public service facilities which is one of the principle objectives of the 2014 PPS. As noted, in planning for the new storm sewer on Mississauga Road and Thorny Brae Place as part of the development of Archways to the south, the post-development conditions of the subject site were taken into consideration to calculate the peak flows, meaning this newly installed infrastructure will capture the storm flows from the proposed development on the subject site thereby making use of existing infrastructure that was designed to accommodate development on the subject lands.

Transit supportive development is another key principle in the PPS 2014 and the development of complete communities. The proposed development is in a well-serviced transit supportive neighborhood with bus stops located approximately 190 meters from the subject site being within a comfortable walking distance (i.e. 2-minute walk). The site is located on the several MiWay and GO bus routes along Mississauga Road and Eglinton Avenue West (i.e. 44, 9, 34, 35, 305, and 21D Milton) which provide the opportunity for higher-order transit connections including the Streetville GO station which is situated within 6 minute transit ride. There are already two existing transit stops located on Mississauga Road and Eglinton Avenue West just to the north and west of the subject property. These bus stops are easily accessible through Thorny Brae Place and the proposed pedestrian through-block connection between Blocks 2 and 3 (**Refer to Figure 6**).

*f) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs;*

As noted, the proposal is an infill development within the City's urban area which optimizes land, infrastructure and public service facilities. The infrastructure, including generation facilities, transmission, distribution and public service facilities are currently available and that no expansion to these services will be required in order to accommodate this development.

*1.1.2: Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.... Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas...*

The subject site is located within settlement area and has been designated for urban uses. While the policy speaks to ensuring that sufficient land shall be made available to meet projected needs for a time horizon of 20 years, the policy also requires that municipalities ensure that within the settlement areas that sites such as this one which can accommodate future growth through intensification and redevelopment be identified. The proposed development provides for an opportunity for an appropriate level of intensification on the subject lands within a settlement area as required by the PPS 2014.

*1.1.3 - Settlement Areas: The vitality of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.*

The 2014 PPS directs that Settlement Areas shall be the focus for growth and for intensification. The proposal represents a wise use of land by bringing an appropriate for intensification to an area where full municipal services are available. The efficient utilization of these services via an increased form of residential use (38 units instead of existing two) clearly responds to the direction of the PPS and does so in manner that respects the surrounding area and enhances the natural environment.

*1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The proposed development utilizes and optimizes the existing municipal infrastructure currently in place to service the subject lands. The subject lands are an underutilized parcel of land within the settlement area and the proposed compact residential development will provide for the completion of the surrounding neighbourhood through the efficient use of land and resources. The proposed development respects the City's scenic route corridor for Mississauga Road by limiting the form for development on that frontage to a single detached home, while still providing for a higher form of development internal

to the site. The townhouse form has been established in the area especially along Eglinton Avenue West (**Refer to Figure 7**) and provides for a form of development that appropriately uses the existing and planned infrastructure for the area.

#### **Section 1.4 “Housing”**

*1.4.3: Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

*b) permitting and facilitating:*

*2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

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

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

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

As previously noted, the subject proposal is consistent with the housing policies of the 2014 PPS in that it provides for a mix of new housing that, and in particular provides for a different housing option, on underutilized land within an area where existing infrastructure and public service facilities are available.

While the proposal does not seek to introduce a high density form it supports the use of transit in an area well served by local and higher order transit. There are two existing nearside transit stops located on Mississauga Road and Eglinton Avenue West just to the north and west of the property lines. These bus stops are easily accessible through Thorny Brae Place and the proposed pedestrian through-block connection between Blocks 2 and 3.

#### **Section 1.6 “Infrastructure and Public Service Facilities”**

*1.6.3: Before consideration is given to developing new infrastructure and public service facilities:*

*a) the use of existing infrastructure and public service facilities should be optimized; and*

*b) opportunities for adaptive re-use should be considered, wherever feasible.*

*1.6.6.2: Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*



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

The proposed development contemplates an urban form that is consistent with the vision established within the 2014 PPS. The redevelopment of the subject site will intensify the use of land located in an urban, serviced area that is currently underutilized and as such represents an ideal opportunity to advance the principles in the 2014 PPS. The 2014 PPS clearly indicates that development on full municipal services is the preferred option by which urban development is to be accommodated and the utilization of said services must be optimized. As mentioned above, in planning for the new storm sewer on Mississauga Road and Thorny Brae Place as part of the development of Archways to the south, the post-development conditions of the subject site were taken into consideration to calculate the peak flows, meaning this newly installed infrastructure has the capacity to capture the storm flows from the proposed development on the subject site without the need for additional infrastructure to be added. Also, based on a review of municipal services considered in the Functional Servicing Report by Cole Engineering, it is concluded that it is feasible to provide municipal servicing to the proposed development without any expansion of municipal system. The efficient utilization of these services by a more intense form of residential use clearly responds to the direction of servicing policies of the PPS and should be advanced.

Given the above policies, the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the policies of the 2014 PPS.

### **3.2 Growth Plan for the Greater Golden Horseshoe, May 2017**

The Growth Plan for the Greater Golden Horseshoe, May 2017 (“the Growth Plan”) was prepared and approved under the Places to Grow Act, 2005, to take effect on July 1, 2017.

The Growth Plan supports the policies of the PPS by directing growth to settlement areas, and establishing density and intensification targets. The Growth Plan identifies this site as part of City’s Built-Up Area. The proposed development would add some additional density to an existing settlement area within the built-up area in an appropriate manner while at the same time protecting the adjacent valley land and adding to the creation of a complete community.

The Growth Plan policies relevant to the proposed development include Policies 2.2.1 ‘Managing Growth’ and 2.2.2 ‘Delineated Built-up Areas’ which state:

#### **2.2.1 Managing Growth**

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;

The proposed development is a redevelopment of a site located in delineated built-up area with existing municipal water and wastewater systems. Additionally, the subject development will benefit from other existing services within the area including transit, as well as other community such as the hospital, schools, parks, churches, and community centre that combined with the development help to create a complete community.

*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 proposed development is located within a delineated built-up area and is also in close proximity to local public transit which provides the opportunity for higher-order transit connections as well (Streetville GO station) within 6 minutes. The subject lands have also been designed to allow for access to Mississauga Road as a "Major Collector (Scenic Route)" road which encourages active transportation facilities and is designed to accommodate moderate traffic volumes.

*3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

Development of this site consists of demolition of two vacant homes and constructing 37 townhouse units in seven blocks and one single detached dwelling. This conforms to the policies of the Growth Plan by optimizing infrastructure through a more compact built form in an area where transit and transportation corridors have been planned to accommodate future growth.

*4. Applying the policies of this Plan will support the achievement of complete communities that:*

- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

While principally the development will consist of townhouses, the subject applications represent the introduction of a diverse mix of housing options in the form of single detached and freehold street townhouses which will offer more housing options to a range of household size and at all stages of life in the community. The Growth Plan does not limit intensification to an existing form within an area but rather in many policies speaks to providing for a greater diversity of housing options. With regards to the proposed development, while townhouses may not be the predominate form of development along Mississauga Road, the transition offered in this development proposal by locating the townhomes internal to the site and providing for the single family home along the available 26m frontage on Mississauga Road

allows for intensification to proceed while still respecting the surrounding area and the City's visions for Mississauga Road within the direction provided in the Growth Plan.

*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;*

The accessibility to existing public service facilities including public transit, hospital, school, park, church, community centre and etc. is provided on the subject site and contributes to the completion of the community.

### **2.2.2 Delineated Built-up Areas**

- 1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*

As per the Growth Plan until the next municipal comprehensive review is approved, the annual minimum intensification target in the Region of Peel Official Plan will continue to apply. Referring to this Plan (2016), a significant portion of new growth in the Region is to be directed to built-up areas. This Plan promotes compact urban form, intensification and redevelopment in different forms including the reuse of brownfield sites, the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. It is the policy of the Plan 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. Therefore by 2031, the minimum amount of residential development allocated within the built-up area of City of Mississauga shall be 52000 units. While the proposal represents a moderate form of intensification with net increase of 36 units, redevelopment of sites such as the subject lands will be key to the City's ability to achieve this direction of 52000 units at a minimum.

Overall, the subject applications conform to the Growth Plan as it is a redevelopment of a site located within a delineated built-up area with existing municipal water and wastewater systems and public services; and it proposes intensification to promote complete communities through a more compact built form.

### 3.3 Peel Region Official Plan, 2016 Office Consolidation

The Peel Region Official Plan is Regional Council's long-term policy framework for decision making. It sets the Regional context for detailed planning by protecting the environment, managing resources, directing growth and setting the basis for providing Regional services in an efficient and effective manner. The Official Plan provides direction for future planning activities and for public and private initiatives aimed at improving the existing physical environment.

The subject lands are within the Urban System and the eastern most piece of land, the valley lands, lie within a Special Policy Area (River Valley Connection- Outside Greenbelt) as per Schedule D- Regional Structure of Peel Region's Official Plan and Figure 2- Selected Areas of Provincial Interest (**Refer to Figures 8 and 9**). The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities

#### **Section 5.3 The Urban System**

*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.*

The proposed development addresses the intent of this policy as it will provide more compact built form of housing while considering the characteristics of the surrounding community. The single lot on Mississauga Road will respect the characteristics of this road and the street townhouses along Eglinton Avenue West are dual-frontage to create vibrant, lively and active streetscape on this Corridor. Overall, the townhouse dwellings represent a compact form which has been supported and approved in the area; specifically, along Eglinton Avenue West (**Refer to Figure 7**). The proposal will intensify the use of land located in an urban, serviced area while at the same time will be compatible with the existing neighborhood.

*5.3.1.5: To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

The proposal supports and optimizes the public transit as the City of Mississauga Transit (MiWay) and GO already operates bus routes around the subject site which also provide the opportunity for higher-order transit connections. There are two existing nearside transit stops located on Mississauga Road and Eglinton Avenue West just outside of the north and west of property lines. There is a 3m walkway between blocks 2 and 3 as a pedestrian linkage between the site and transit service to encourage and support transit use.

In addition, the Mississauga Official Plan identifies Mississauga Road as a "Major Collector (Scenic Route)" road which encourages active transportation facilities and is designed to accommodate moderate traffic volumes.

*5.3.1.7: To recognize the integrity and physical characteristics of existing communities in Peel.*

Policies that speak to respecting characteristics do not limit redevelopment to a single form but rather require consideration of the area and the community as a whole. The proposed development is consistent with this policy. The single lot on Mississauga Road will respect the characteristics of this road and the street townhouses at the back and along Thorny Brea Place/ Eglinton Avenue West represent a compact built form which has been supported and approved in the area.

*5.3.1.8: To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*

The subject applications provide an excellent opportunity for housing mix (type and unit size) in the form of single detached and street townhouses which will offer more options to people at all stages of life. The smaller dwelling units, will provide an opportunity for residents who want to continue live in their own neighborhood as they age in a more compact urban form.

*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.*

The proposed development is a redevelopment of a site located in the Urban System.

*5.3.2.3: Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure and encourage a pattern of compact forms of urban development and redevelopment.*

The redevelopment of the site will intensify the use of land located in an urban, serviced area with existing municipal water and wastewater systems. No additional infrastructure beyond that already existing or planned will be required to accommodate the development proposal.

## **5.5 Growth Management**

*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.*

The proposed development is a redevelopment of a site located in delineated built-up area with existing municipal water and wastewater systems. While not within a major transit service area, the Streetsville GO Station is easily accessible from the site through a variety of means including local transit and alternative means of transportation, including cycling,

*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.*

The proposed development represents a well-designed and transit-oriented compact built form and provides an excellent opportunity for a diverse housing mix which will offer more options to people at all stages of life and with a range of household sizes in locations that can provide access to transit and other amenities.

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

*5.5.3.2.2: Facilitate and promote intensification.*

The proposal is an intensified redevelopment of a site located in the built-up, serviced area of the City of Mississauga with existing infrastructure and facilities including but not limited to water and wastewater systems, public transit, hospital, school, park, church, community centre and etc.

## **5.8 Housing**

*5.8.2.1: Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel Region in accordance with projected requirements and available land resources.*

*a) maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and lands which are designated and available for residential development.*

The proposed residential development is a compatible and an intensified redevelopment of a site located in the Urban System. The intensification of sites such as the subject land, help to limit to the need for urban expansions elsewhere in the region or for the costly extension of infrastructure.

*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 redevelopment in appropriate areas that have sufficient existing or planned infrastructure.*

The proposal is residential redevelopment of a site with sufficient existing infrastructure and facilities including but not limited to water and wastewater systems, public transit, hospital, school, park, church, community centre and etc. While the City has identified several areas for intensification, the policy does not seek to limit opportunities for intensification only those specific areas but rather to promote same through the Region and the City in an appropriate manner such as that envisioned by this development.

*5.8.2.3: Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*



The subject applications provide an excellent opportunity for housing mix/ densities which will offer more options to people at all stages of life. The smaller dwelling units will be a great opportunity for people who want to live in this community with more moderate incomes or as they age.

*5.8.2.6: Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

*5.8.3.2.3: Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.*

This policy will support the proposed draft Zoning By-law Amendment which will result in a residential redevelopment incorporating a diverse mix of housing that could offer more housing options to a range of household size in the community and also could allow opportunities for residents to live in their own communities as they age. The use of townhouses with dual frontages are an innovative means of incorporating this site being situated at the intersection of two major corridors in the City.

#### **5.9 The Transportation System in Peel**

*5.9.2.5: Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

The proposed development is in conformity with this policy as it represents a compact built form in close proximity to two local public transit stops, one on Mississauga Road and another on Eglinton Avenue, which provides the opportunity for higher-order transit connections as well (Streetville GO station) within 6 minutes.

Overall, the proposed development addresses the general intent of the policies of the Peel Region Official Plan by encouraging housing options and compact built form of housing types that can accommodate a range of household sizes in locations that can provide access to transit and other amenities. The proposed development would allow intensification of an existing urban area while protecting the valley and identified by the Region as a Special Policy Area (through proposed amendments to the zoning by-law and City of Mississauga Official Plan).

### 3.4 City of Mississauga Official Plan, 2017 Office Consolidation

The Mississauga Official Plan is meant to guide the City's growth and development to the year 2031, strengthen its communities and protect the natural environment.

#### **Land Use Designations**

The subject lands are located within a "Neighbourhood" area at the intersection of Eglinton Avenue West (identified as "Corridor") and Mississauga Road, as identified on Schedule 1- Urban System (**Refer to Figure 10**) and are designated "Residential Low Density I", "Greenlands", and "Natural Hazards" as per Schedule 10- Land Use Designations in the Official Plan. Map 16-1 and 16-3 identifies the subject property within the Central Erin Mills Neighbourhood Character Area (**Refer to Figure 11**).

The subject proposal is at the intersection of an "Arterial" (Eglinton Avenue West) and a "Major Collector" (Mississauga Road) as identified on Schedule 5, Long Term Road Network (**Refer to Figure 10**).

Section 11.2.5 of the Mississauga Official Plan establish policies for the Residential land uses. The proposed townhouse units would not be permitted uses for the current "Residential Low Density I" as per policy 11.2.5.3.

Through this application, in support of the proposed development, an official plan amendment is being requested to change the land use designation for those parts of the site that are proposed to be developed for townhouses from "Residential Low Density I" to "Residential Medium Density" which does allow all forms of townhouse dwellings (policy #11.2.5.5) and to refine the greenlands boundary to more accurately reflect the existing condition as described in the scoped Environmental Impact Assessment prepared by WSP (as per policy #6.3.11) (**Refer to Figure 14**). The proposed development does not intent to change the designation of the site fronting onto Mississauga Road.

Chapter 16 of the Mississauga Official Plan outlines policies and objectives for all City's identified "Neighbourhood" areas. Relevant policies of this chapter are as follows:

*16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*

The maximum proposed building height is 3 (three) storeys and no amendment is sought.

*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 created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:*

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

*b. the requirements of the Zoning By-law.*

This policy speaks to preservation of the character of low-density residential areas and in particular the streetscape that may be presented, however, the site is located at the intersection of an arterial road and a major collector (Eglinton Avenue West and Mississauga Road) and is bounded by Greenland and the Credit River to the east where the Eglinton Avenue West's overpass is. To the south the church lands have been located between this site and the residential lots. Eglinton Avenue West has a right of way of 45 metres and is an Arterial Road with very few residential units fronting onto same. Most residential development in and around the subject site on Eglinton Avenue West are serviced by internal public roads such as the proposed development. Across Eglinton Avenue West are two and three- storey single detached dwellings that have their rear yards and fencing along this street. Mississauga Road's right of way is 26 meters. Across Mississauga Road are two and three-storey detached houses that are concealed by fences and trees' canopies.

The proposed lot frontage for the single detached home on Mississauga Road takes advantage of the limited frontage available, namely the entire 26m frontage that the subject site currently has on Mississauga Road has been designed to accommodate a single detached home to be consistent with the character of other homes along this portion of the road. Although the proposed lot frontages and areas for the townhomes are less than the homes on Mississauga Road, they will not adversely impact the visual character of the area as they are internal to the site and do not have frontage onto Mississauga Road. The general intent of this policy is maintained as the existing public road network remains the same and the proposed single detached unit at the north-west of the site, reinforces the lotting pattern respecting the characteristics of Mississauga Scenic Route (**Section 3.5 of this report**). The proposed dual-frontage townhouses are also appropriate for this site as this form of development has already been established in the neighborhood especially along Eglinton Avenue West (**Refer to Figure 7**) and allows for the integration of both corners into a complete development rather than a design which would result in the development presenting as rear facing onto Eglinton Avenue West which occurs presently.

### **Complete Community Policies**

Complete communities are addressed in Chapter 7 of the Mississauga Official Plan and are based on the notion that communities should be self-sustaining in providing opportunities for living, working, playing, and learning. Overall complete communities should provide a high quality of life and provide for the day-to-day needs of residents. Relevant Official Plan policies on creating 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;*

The subject lands are designated "Residential" and by proposing a compact residential development in different forms of dwelling units i.e. dual-frontage and standard street townhouse dwellings in an area that is well serviced by commercial, employment, community and recreational land uses, the proposal encourages a complete community as set out in the Official Plan policies.

*d. encourage land use planning practices conducive to good public health.*

The proposed residential development's compact form along a Corridor on an Arterial Road (Eglinton Avenue West) and Major Collector (Mississauga Road Scenic Route), where transit infrastructure exist within comfortable walking distance, encourages the use of public transit and reduces reliance on travel by private car and thus results in improvements 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*

The subject proposal accommodates different housing preferences by providing different types of dwelling units and various unit sizes which offer more housing options to people of all ages and income groups, as well as to those individuals who while wishing to remain within the immediate neighbourhood may seek a more compact residential form.

*7.1.8 Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and streetscapes of historical, architectural or archaeological significance.*

With regards to cultural resources, although the property is listed on the City's Heritage Register as it forms part of the Mississauga Road and Credit River Corridor cultural landscapes, heritage and archaeological concerns have been addressed through a Heritage Assessment that was submitted to the City's Heritage department and Ministry of Culture. The comments received from the Community Services/ Heritage Planner on February 1, 2018 confirmed that the "Heritage and archaeological concerns have been addressed."

*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.*

It is the intention of the proposal to follow a strategy developed through the Environmental Impact Study by WSP to enhance the existing but degraded woodland community on the property, subject to the approval of the CVC and the City. As a result, the proposal will improve the existing condition of natural features of the area.

**Housing Policies**

Chapter 7 (Complete Communities) of the Mississauga Official Plan also includes policies regarding the City's current and future housing stock. It is the intent of the Official Plan to complete the neighbourhoods and meet the housing needs of people of all ages, abilities and income groups. The associated policies of this chapter are listed below:

*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.*

The proposed development of 38 residential units compared to the existing two dwelling units optimizes the existing municipal infrastructure currently in place. The subject lands are an underutilized parcel of land within the settlement area with existing public service facilities including public transit, hospital, school, park, church, community centre and etc.

*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;*

By adding 38 residential units to the housing stock where existing services and facilities are already provided and are underutilized in the existing condition, and also offering more options to people of all ages and income groups by providing different types of houses and unit sizes, the proposed development meets the general intent of the Mississauga Official Plan.

**Heritage Policies**

The City has identified the surrounding context of the site including the Credit River Corridor and Mississauga Road Scenic Route as part of the City's Cultural Heritage Landscapes. Cultural Heritage Landscapes are defined under the Provincial Policy Statement as areas identified as having cultural heritage value or interest. They may include parks, designed gardens, battlefields, viewsheds, or industrial complexes. In 2005 the City of Mississauga identified these types of places by developing a Cultural Landscape Inventory. With the City's growth, the Inventory is now being updated and ways to manage these landscapes are being re-examined. It is the City's target to present the Cultural Heritage Landscape report to the Council in Spring 2019.

As per the City's Property Information website the following is applicable to the subject site (**Refer to Figure 12**):

- 1745 Thorny Brae Place is listed as part of the Credit River Corridor on the Heritage Register but is not designated;
- 1775 Thorny Brae Place is listed as part of the Mississauga Road Scenic Route and Credit River Corridor on the Heritage Register but not designated.

Section 7.4 of the Mississauga Official Plan identifies the policies associated with heritage planning. Relevant policies include the following:

*7.4.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.*

*7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact*

*Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*

A Heritage Assessment was submitted as part of the first submission of the application (December 7, 2017) to address these heritage feature of the site. The comments received from the Community Services/Heritage Planner on February 1, 2018 confirmed that the “Heritage and archaeological concerns have been addressed.”

*7.4.1.3 Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.*

*7.4.1.4 Mississauga will encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of cultural heritage resources.*

In addition to the proposed residential development, it is also proposed that the existing condition of degraded woodland to be improved as per the proposed Woodland Enhancement Strategy by WSP (refer to scoped Environmental Impact Assessment by WSP, March 2019). The Woodland Enhancement Strategy includes retention of existing higher quality woodland, creation of new woodland habitat, contiguous with retained woodland via native species planting and retention of non-invasive tree species, and etc. This will enhance the character of the Credit River Corridor cultural heritage in a way that is intended to benefit not only the future residents of the proposed development but the City as a whole given that these lands are to be dedicated to the City and may be employed for community uses and trails if the City so chooses.

### **Neighbourhoods and Corridors Policies**

Schedule 1 of the Mississauga Official Plan identifies the subject property as “Neighbourhood” and Eglinton Avenue West as “Corridor”. Section 5.3.5 of Chapter 5 (Direct Growth) outlines 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. Chapter 9 (Build a Desirable Urban Form) also speaks to the sustainable urban form of Mississauga and outlines that Natural Heritage System and valuable cultural heritage resources will be protected and strengthened with infill and redevelopment and Corridors will also receive growth compatible with their planned vision. As with good planning principles “compatible” does not mean that redevelopment must be the same as the existing form (Section 1.1.4 (r) of Chapter 1). Relevant policies include the following:

*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;*

The proposal also seeks to refine the “Greenlands” boundary currently identified in Schedule 10 “Land Use Designations” of the Official Plan, based on the clearly recognizable physical features of the property



as described in the scoped Environmental Impact Assessment. By designating and conveying these lands to the City, ecological functions, public health and safety will be protected.

*b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;*

The proposal is an infill development and optimizes land, infrastructure and public service facilities and transit utilizing existing built infrastructure.

*c. minimize environmental and social impacts;*

As well as developing an underutilized site and providing a mix of smaller street townhouse units and with that more options for different life cycles and income levels, it is the intention of the proposal to follow a strategy developed through the Environmental Impact Study by WSP to enhance the existing but degraded woodland community on the property, subject to the approval of the CVC and the City. As a result, the proposal not only will not have any environmental or social adverse impacts, it will in fact improve the existing condition from both aspects.

*5.1.5 Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.*

As a result of the proposed amendment to the Official Plan, the greenlands boundary will be readjusted to more accurately reflect the existing condition of the natural features on site. It is the objective of the proposal to follow a strategy developed through the Environmental Impact Study by WSP to enhance the existing but degraded woodland community on the property.

As noted previously, with regards to cultural resources, although the property is listed on the City's Heritage Register as it forms part of the Mississauga Road and Credit River Corridor cultural landscapes, heritage and archaeological concerns have been addressed through a Heritage Assessment that was submitted to the City's Heritage department and Ministry of Culture. The comments received from the Community Services/ Heritage Planner on February 1, 2018 confirmed that the "Heritage and archaeological concerns have been addressed." (archeological clearance also received on February 29, 2008 from the Ministry of Culture).

*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.*

The relatively compact development proposed will not give rise to any adverse impact on the character of surrounding Neighborhoods. While Neighborhoods are intended to stable, intensification that is appropriate to the area is not prohibited by the Plan.

The site is located at the intersection of an arterial road and a major collector (Eglinton Avenue West and Mississauga Road) and is bounded by Greenland and the Credit River to the east where the Eglinton Avenue West's overpass is. To the south the church lands have been located between this site and the residential lots. Eglinton Avenue West has a right of way of 45 metres and is an Arterial Road with very

few residential units fronting onto same. Most residential development in and around the subject site on Eglinton Avenue West are serviced by internal public roads such as the proposed development. Across Eglinton Avenue West are two and three- storey single detached dwellings that have their rear yards and fencing along this street. Mississauga Road's right of way is 26 meters. Across Mississauga Road are two and three-storey detached houses that are concealed by fences and trees' canopies.

The general intent of this policy is maintained as the existing public road network remains the same and the proposed single detached unit at the north-west of the site, reinforces the lotting pattern respecting the characteristics of Mississauga Scenic Route (**Section 3.5 of this report**), and plays a transitional role between the Residential Low-Density neighborhood on the west and south, and the proposed Residential Medium Density development on the east of the site. The proposed dual-frontage townhouses are also appropriate for this site as this form of development has already been established in the neighborhood especially along Eglinton Avenue West (**Refer to Figure 7**) and allows for the integration of both corners into a complete development rather than a design which would result in the development presenting as rear facing onto Eglinton Avenue West which occurs presently.

In addition, similar compact forms of development have been supported by the City along Eglinton Avenue West and Mississauga Road (**Refer to Figure 7**).

*5.3.5.2: Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.*

The subject residential development moderately intensifies the area by proposing one two-storey single detached house and 7 (seven) blocks of three-storey townhouses, and is an infill development on an underutilized residential use.

*5.3.5.3: Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*

The proposed development is located along a designated "Corridor" (Eglinton Avenue West) where similar compact forms of development have been previously supported.

*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.*

As explained above, the relatively intensified development proposed will not give rise to any adverse impact on the character of surrounding Neighborhoods. While Neighborhoods are intended to stable, intensification that is appropriate to the area is not prohibited by the Plan. The proposed dual-frontage townhouses are appropriate for this site as this form of development has already been established in the neighborhood especially along Eglinton Avenue West (**Refer to Figure 7**) and allows for the integration of both corners into a complete development rather than a design which would result in the development presenting as rear facing onto Eglinton Avenue West which occurs presently.

this form of development is generally supported along main road network in the area.

*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 subject property is isolated by Mississauga Road to the west, Greenlands to the east, Eglinton Avenue West to the north, and the Croatian Martyrs Church to the south and is not immediately adjacent to existing low-density residential use.

While the built form may be different than that in the immediate area along Mississauga Road, the incorporation of a single detached home along the Mississauga Road provides for an appropriate transition in terms of use, built form, density and scale to the townhouses internal to the site. The proposed townhouses on Eglinton Corridor and Thorny Brae Place are also appropriate for the site as they are similar to the precedent compact forms of developments in the area and optimizes land, infrastructure and public service facilities.

*5.4.4: Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

The proposed development is a compact residential development consisting of a single detached house at the north-west of the site and 26 dual-frontage three-storey townhouses along Eglinton Corridor and 11 three-storey townhouses on Thorny Brae Place. These units will have access to existing bus routes from two bus stops to the north and west of the subject site. There is a 3m walkway between blocks 2 and 3 as a pedestrian linkage to provide access to the Eglinton Avenue West sidewalk and a bus stop to encourage transit use.

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

The proposed two-storey single detached dwelling located between the adjacent Low-Density Residential area and the proposed three-storey townhouses to the east, represents an appropriate transition while respecting the character of Mississauga Scenic Route.

Considering the special location and context of the subject site explained above (policy # 5.3.5.6), the proposed development does not visually impact the context and will respect the existing and planned character of the surrounding area.

*9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

As described above (policy # 5.4.4), the proposed development is appropriate in terms of consistency with the character of the neighborhood. The proposed single detached dwelling along Mississauga Scenic Route will provide an appropriate transition to the Low-Density Residential use along this road while the proposed townhouses along Eglinton Avenue West will enhance this Corridor by optimizing the use of existing services including but not limited to public transit.

### 9.2.2 Non-Intensification Areas

Section 9.2.2 of the Official Plan provides policies on ‘Non-Intensification Areas’ including Neighbourhoods and Corridors. This section restates the policy of Chapter 5 that new development in Neighbourhoods are not intended to be the focus for intensification but it is also recognized that these areas are not meant to be static and that new development need not imitate previous development patterns. Relevant policies include:

*9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:*

- a. respect existing lotting patterns;*
- b. respect the continuity of front, rear and side yard setbacks;*
- c. respect the scale and character of the surrounding area;*

The proposed single detached dwelling on Mississauga Road complies with the lotting pattern abutting this street, as per the City of Mississauga Official Plan Amendment No. 64 (Mississauga Road Scenic Route Guideline). Although the proposed dual-frontage townhouse blocks along Eglinton Avenue West are not the same as the immediate lotting pattern to the north of this Corridor, the built-form and scale of the proposed townhouses still respect the scale and character of this Corridor and conforms to the policies outlined for Non-Intensification Areas in remaining compatible with adjacent uses and in encouraging more active forms of transportation and reducing reliance on travel by private car.

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

Majority of the trees outside of the development area will be preserved. New trees will be proposed and/or cash-in-lieu will be paid to the City for the compensation of removed trees inside the development site.

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

The proposed development conforms to the policies for Non-Intensification Areas in proposing an appropriate and efficient use of land that respects the existing character and scale of the existing neighbourhood.

The new single detached dwelling is proposed to have regard for the Mississauga Road Scenic Route guideline and is compatible with the existing scale and massing across Mississauga Road and Eglinton Avenue West.

Although the proposal also includes townhouse dwellings in a predominately single detached dwelling neighbourhood, the built-form and scale of the proposed townhouses still respects the role of Eglinton Avenue West as a Corridor and it encourages more active forms of transportation and reducing reliance on travel by private car. Compact forms of development have been supported and approved along this corridor to the east (**Refer to Figure 7**).

According to the Functional Servicing Report prepared by Cole Engineering in March 2019, the design of Thorny-Brae Place will match to the existing grade of the road at Mississauga Road and blend into the east limit of the existing property to the south, in accordance to the City standards.

*9.2.2.6 Development on Corridors will be encouraged to:*

*b. face the street, except where predominate development patterns dictate otherwise;*

The proposed townhouses along Eglinton Avenue West are intended to be dual-frontage facing both Eglinton Avenue West and Thorny Brae Place in conformity with this policy objective.

*c. not locate parking between the building and the street;*

The proposed parking and garages are proposed on the Thorny Brea Place side.

#### **Central Erin Mills Neighbourhood Character Area**

Chapter 16 of the Mississauga Official Plan outlines policies and objectives for the City's identified 'Neighbourhood' areas. A maximum height of four (4) storeys is permitted for lands within Neighbourhoods (Section. 16.1.1.1). The subject property is not identified with any Special Site Policies, nor are any policies outlined yet specifically for the Central Erin Mills Neighbourhood Character Area that would apply to the subject property (**Refer to Figure 11**).

#### **Mississauga Road Scenic Route Policies (City of Mississauga Official Plan Amendment No. 64, June 7, 2017)**

The OPA 64 affects various lands fronting, flanking and/or abutting Mississauga Road between the Canadian Pacific Railway, south of Reid Drive and Lakeshore Road West within the City of Mississauga. These lands are part of a designated "scenic route" and therefore are subject to the policies of OPA 64. However, on the subject site, only Lot 1 which is at the north-east corner of Thorny Brae Place and Mississauga Road is fronting Mississauga Road and will be subject to the designated scenic route (**Refer to Figure 13**).

The OPA 64 was passed by Council on June 7, 2017; however, it was appealed to the Ontario Municipal Board by City Park (Ord Barber) Home Inc. on June 29, 2017. A hearing date has not been scheduled by the Board.

Amendment to the City of Mississauga Official Plan c/o OPA 64 consists of three parts as followings:

**1- Section 9.3., Gateways, Routes, Landmarks and Views, in Section 9.0 is amended by deleting section 9.3.3.11 and replacing with the following:**

*a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;*

The only lot abutting Mississauga Road on the subject site is Lot 1 (**Refer to Figure 4**) which has been proposed as a single detached dwelling in order to conform to this policy. This is a corner lot located on

north east side of Thorny Brae Place and Mississauga Road intersection and while its frontage is on Mississauga Road, the driveway access is provided from Thorny Brae Place.

*b. direct vehicular access to Mississauga Road will be encouraged;*

Because of the proximity to Mississauga Road and Eglinton Avenue intersection, direct access is not appropriate; vehicular access to the Lot is from Thorny Brae Place.

The distance between Lot 1 and Eglinton Avenue is less than 50 metres, its driveway is located on Thorny Brae Place rather than on Mississauga Road although the building frontage will be on Mississauga Road.

*c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;*

The principle door and fenestrations of Lot 1 are facing Mississauga Road.

*d. buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;*

This policy is not applicable as there is no buffer roads or reverse frontage on Mississauga Road as a result of this development.

*e. notwithstanding Policy 8.3.1.4, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;*

This policy is not applicable as there is no need to widening the existing Mississauga Road pavement.

*f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;*

The single dwelling unit facing Mississauga Road is consistent with neighbouring residential properties.

*g. projecting garages will be discouraged;*

Projecting garages are not included in the proposed development.

*h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;*

In the proposed development there is no driveway entrance on Mississauga Road that would result in reverse movements.

*i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;*

There are eight (8) trees on Lot 1 that are recommended for removal due to construction. Of these trees, five (5) are in low health. However, tree compensation plan will be prepared and will take into account those trees which can be replaced.

- j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged;*

This policy is not applicable as there is no landscape features to be preserved.

- k. utilities will be located to minimize the impact on existing vegetation;*

Utilities will be located to minimize the impact on existing vegetation.

- l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and,*

The proposed grading is designed to be compatible with the surrounding area's grading.

- m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.*

There is a pedestrian connection between Thorny Brae Place and the sidewalk along Eglinton Avenue through a mid-block 3m pathway. There are no trails within the Credit River Valley Corridor adjacent to this site and therefore no proposed connections.

- 2- Schedule 1, Urban System of Mississauga Official Plan is amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the Canadian Pacific Railway, as shown on Map "A" of the OPA and Figure 10 of this report.**
- 3- Schedule 1c, Urban System- Corridors, of Mississauga Official Plan is amended by removing the: "Corridor" identification of Mississauga Road between Dundas Street West and the Canadian Pacific Railway, as shown on Map "B" of the OPA and Figure 10 of this report.**

Overall, the proposed development meets these listed policies in OPA 64 in regards to Mississauga Road Scenic Route.

### **3.5 Proposed Amendment to Mississauga Official Plan**

Section 19.5 of the Official Plan sets out criteria for Site Specific Official Plan Amendments, these include that:

- a. that the proposed redesignation would not adversely impact or destabilize the following:*
- the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
  - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b. that a municipal comprehensive review of land use designations or a five-year review is not required;*
- c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*

- d. land use compatibility with the existing and future uses of surrounding lands; and*
- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application."*

As demonstrated above, the application for an Official Plan Amendment complies with the policies of Section 19.5 of the Mississauga Official Plan. It is our opinion that the amendments to the Official Plan to re-designate the subject lands from "Residential Low Density I" to "Residential Medium Density" to allow townhouses and also to refine the greenlands boundary to more accurately reflect the existing condition as per the revised EIS, prepared by WSP (March 2019) are good planning and achieve the overall intent, goals, objectives and policies of the Official Plan (**Refer to Figure 14**).

A Draft Amendment to the Mississauga Official Plan can be found in "**Appendix A**".

### **3.6 Proposed Amendment to City of Mississauga Zoning By-law NO. 0225-2007**

The property is subject to the City of Mississauga Zoning By-law No. 0225-2007; the lands are currently zoned R1 (Residential - Detached Dwelling), G1 (Greenlands - Natural Hazards) and G2 (Greenlands-Natural Features) (**Refer to Figure 15**).

Pursuant to Table 4.2.1- R1 to R5 Permitted Uses and Zone Regulations, the permitted uses include Detached Dwelling with minimum interior lot area of 750 sq.m and corner lot area of 835 sq.m.

A zoning by-law amendment application is required in order to permit the proposed development which consists of a detached dwelling with minimum corner lot area of 500 sq.m (R4-XX) and street townhouse dwellings (RM5-XX, RM5-YY and RM5-ZZ) throughout the rest of this site (**Refer to Figure 16**). Table 2 summarizes the proposed exceptions for the single detached dwelling and Table 3 summarizes the proposed exceptions for the street townhouses.

A copy of the proposed draft Zoning By-law Amendment can be found at "**Appendix B**".

Through this application we are also requesting to close part of the existing Thorny Brae Place right of way. At this time, Thorny Brae Place is a 109.8m street with a cul-de-sac at the end; it is the intent of the applicant to extend the existing Thorny Brae Place by approximately 20m. Part of the bulb from the existing right of way will be closed and a new cul-de-sac will be built at the new terminus of Thorny Brae Place (**Refer to Figure 5**). This idea was reviewed and generally supported by staff at the time of the pre-application consultant (DARC) back in August 18, 2015.



**Table 2- Required and Proposed Exception for the Single Detached Dwelling (Lot 1)**

Provisions for Lot 1		Zoning By-law 0225-2007	Zoning By-law 0225-2007	Amending Zoning By-law 0225-2007
		R1 (Current/ Required)	R4	R4-XX (Proposed)
Permitted Uses		Detached Dwelling	Detached Dwelling	Detached Dwelling
Minimum Lot Area Requirement (sm)	Corner lot	835	500	500
Minimum Lot Frontage (m) *	Corner lot	22.5	16.5	16.5
Maximum Lot Coverage (%)		25	40	40
Minimum Front Yard (m)**	Corner lot	7.5	6	6
Minimum Exterior Side Yard (m) ***		7.5	4.5	4.5
Minimum Interior Side Yard (m)	Corner lot	3.0	1.2	1.2
Minimum Rear Yard (m)****	Corner lot	3.0	7.5	6.0
Maximum Height (m)		10.7	10.7	11.5
Maximum driveway width (m)		Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m
Minimum landscaped soft area in the yard containing the driveway (%)		40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the rear yard
Minimum number of parking spaces per dwelling unit		2	2	2

\* For the purpose of determining Front Lot Line, Exterior Side Lot Line, and Rear Lot Line abutting a street, a daylight triangle is deemed not to exist provided that the minimum distance of the prescribed setbacks, in the By-law is maintained.

\*\* For the purpose of calculating setbacks, the front yard is considered the lot line abutting Mississauga Road.

\*\*\* For the purpose of calculating setbacks, the exterior side yard is considered the lot line abutting Eglinton Avenue W.

\*\*\*\* For the purpose of calculating setbacks, the rear yard is considered the lot line abutting Thorny Brae Place.

**Table 3- Proposed Exception for the Street Townhouses**

Provisions for townhouse blocks		Zoning By-law 0225-2007	Zoning By-law 0225-2007	Amending Zoning By-law 0225-2007		
		R1 (Current/ Required)	RM5	Blocks 1,2,3	Blocks 4 & 5	Blocks 6 & 7
				RM5-XX (Proposed)	RM5-YY (Proposed)	RM5-ZZ (Proposed)
Permitted Uses		Detached Dwelling	Street Townhouse Dwelling	Street Townhouse Dwelling		
Minimum Lot Area (sm)	Interior lot	750	200	170	130	200
Minimum Lot Frontage (m)	Interior lot	22.5	6.8	5	5	5.5
Minimum Front Yard (m)	-	9.0	4.5	4.5*	4.5*	4.5
	Front Garage Face	9.0	6.0	N/A	N/A	6.0
Minimum Interior Side Yard (m)	Attached side	N/A	0.0	0.0	0.0	0.0
	Unattached side	1.8 m on one side of the lot and 4.2 m on the other side	1.5	1.2	1.5	1.5
Minimum Rear Yard (m)		3.0	7.5	6.0**	4.5**	7.0
Maximum Height	m	10.7	10.7	14.0	14.0	14.0
	Storeys	N/A	3	3	3	3
Minimum Landscaped Area (% of the lot area)		40	25	20	20	25
Maximum Gross Floor Area- Residential (times the lot area)		N/A	0.75	1.60	1.70	1.70
Minimum number of parking spaces per dwelling unit		2	2	2	2	2
Maximum driveway width (m)		Width of garage door opening(s) plus 2.0 m up to a maximum of 8.5 m	5.2	5.2	5.2	5.2
Maximum encroachment of a balcony, covered or uncovered into a required rear yard or beyond the front garage face, whichever is greater (m)		1.0	1.0	1.5	3.0	N/A
Maximum encroachment of a porch or a deck, located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required front yard (m)		1.6	1.6	2.5	2.5	2.5

\* For the purpose of calculating setbacks, the front yard is considered the lot line abutting Eglinton Avenue W.

\*\* For the purpose of calculating setbacks, the rear yard is considered the lot line abutting Thorny Brae Place.

## 4.0 CONCLUSION

As evidenced this report, the proposed development is consistent with the PPS and in conformity with Growth Plan as it is a redevelopment of a site located within a delineated built-up area with existing municipal water and wastewater systems and public services. The site provides an excellent opportunity for intensification in the form of 3-storey street townhouses compatible with the existing neighborhood and supports long-term economic prosperity by optimizing land, infrastructure and public service facilities. The proposed development is also in conformity with the Peel Region Official Plan and City of Mississauga Official Plan policies by providing a more compact form of housing while considering the characteristics of the surrounding community. In addition, with respect to OPA 64 (which is under appeal as of November 2017) the proposed development meets the adopted policies in regards to the Mississauga Road Scenic Route by proposing a single detached dwelling on Mississauga Road which has principle doors and fenestration facing said road, demonstrating compatibility of character and built form within the existing neighborhood and enhancing the connection to nearby pedestrian, cycling and multi-use trails.

An official plan amendment is required to:

- change the land use designation from “Residential Low Density I” to “Residential Medium Density” to permit townhouses; and
- readjust the “Greenlands” boundary to more accurately reflect the existing condition. This requires a change in the land use from “Greenlands” to “Residential Medium Density”.

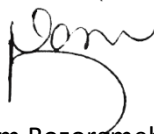
A zoning by-law amendment application is required in order to permit the proposed development which consists of a detached dwelling with minimum corner lot area of 500 sq.m (R4-XX) and street townhouse dwellings (RM5-XX, RM5-YY and RM5-ZZ) throughout the rest of this site. Table 4 summarizes the proposed OPA and ZBAs.

**Table 4- Proposed OPA and ZBA**

Official Plan Amendment	Townhouse blocks land designation from “Residential Low Density I” to “Residential Medium Density”	
	Readjusting the “Greenlands” boundary; a change in land use from “Greenlands” to “Residential Medium Density”.	
Zoning By-law Amendment	Single Lot (Lot 1)	R1 to R4-XX Zone
	Townhouse Blocks 1-3	R1 to RM5-XX Zone
	Townhouse Blocks 4, 5	R1 to RM5-YY Zone
	Townhouse Blocks 6, 7	R1 to RM5-ZZ Zone
	Greenlands Boundaries Refinement	G1

Respectfully submitted this 1 day of April, 2019.

### ARMSTRONG PLANNING & PROJECT MANAGEMENT



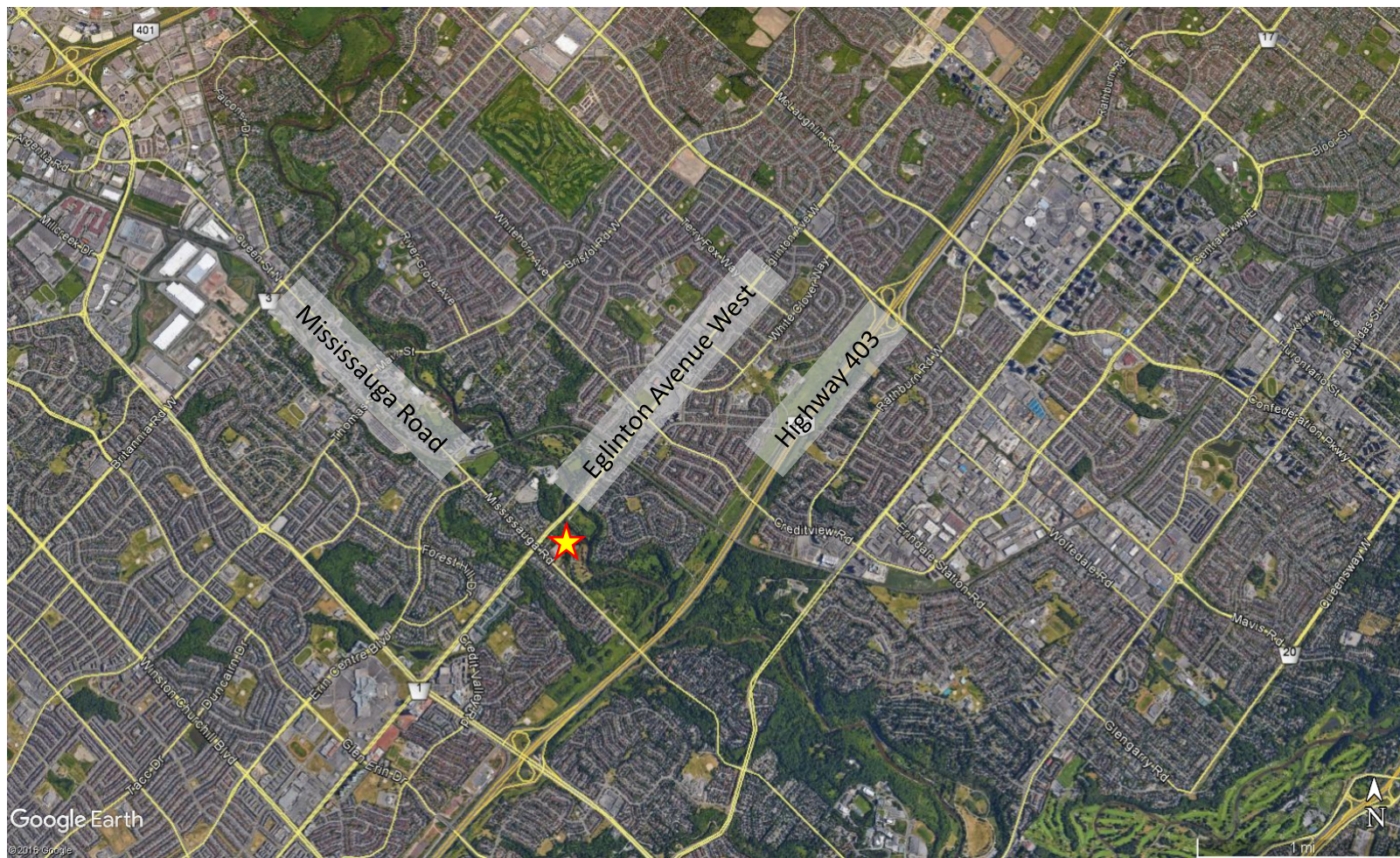
Nasim Bozorgmehr, M.Pl., RPP  
Planner, Project Manager

*I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.*

# FIGURES

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**Figure 1: Location of the Subject Site**  
Thorny Brae Place, Mississauga



General Area of  
the Subject Site




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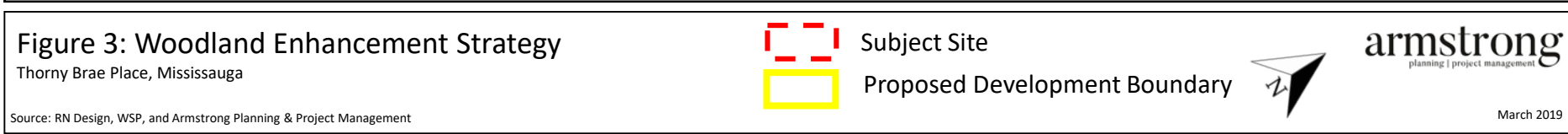
**Figure 2: Context Map**  
Thorny Brae Place, Mississauga

 Subject Site

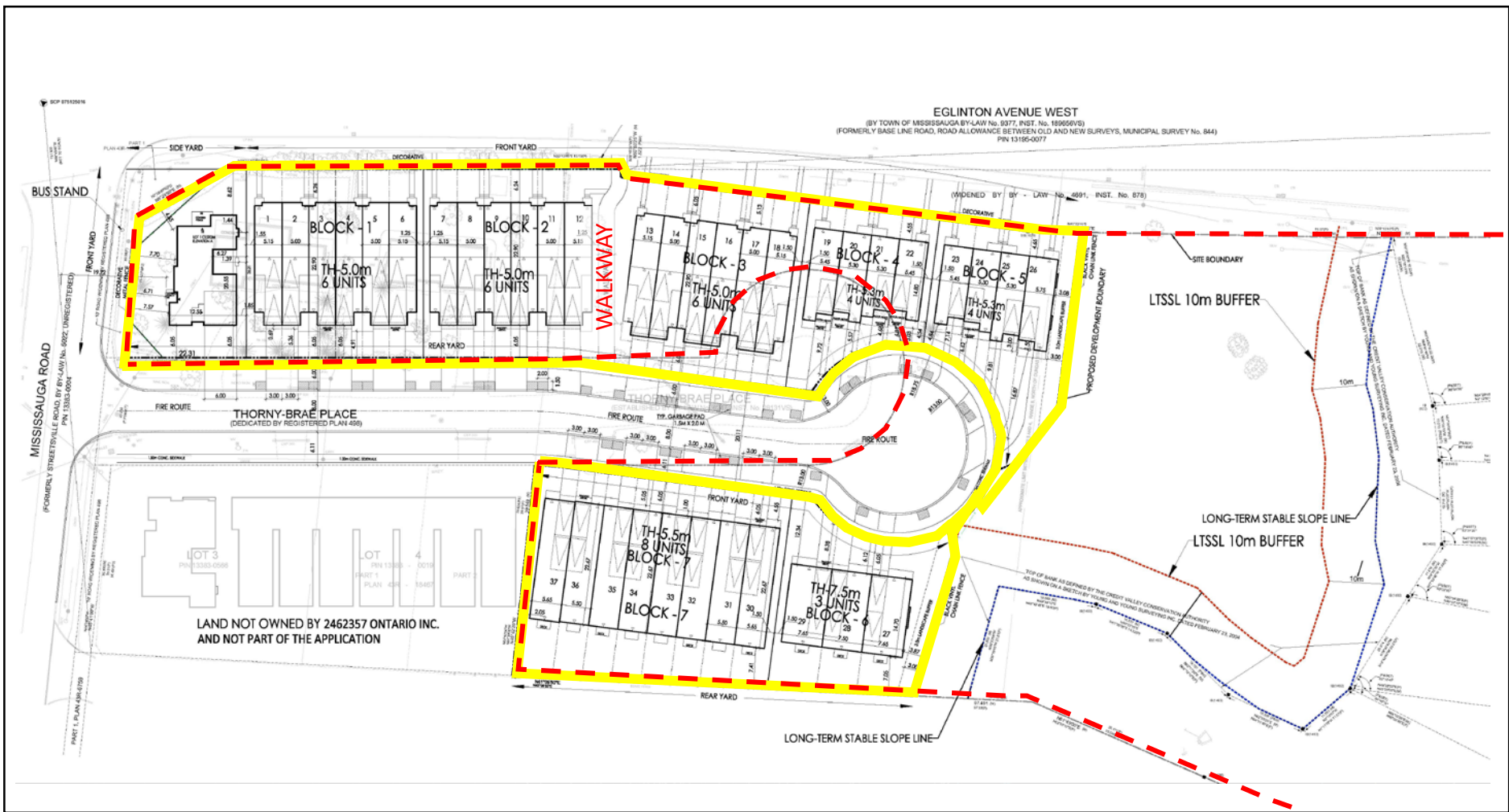


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Source: RN Design, WSP, and Armstrong Planning & Project Management



**Figure 4: Development Proposal (March 20, 2019)**  
 Thorny Brae Place, Mississauga

- Subject Site
- Proposed Development Boundary



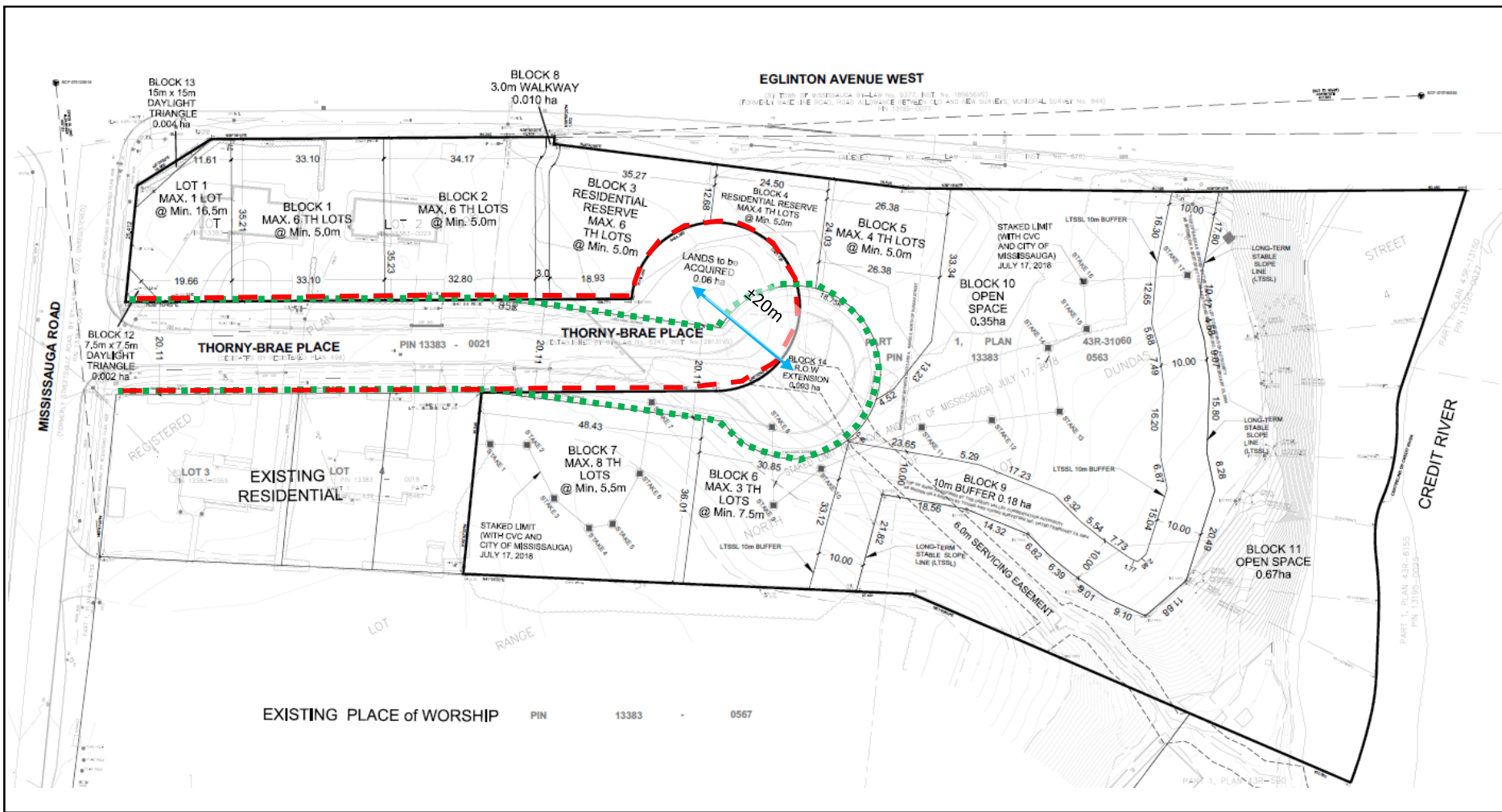
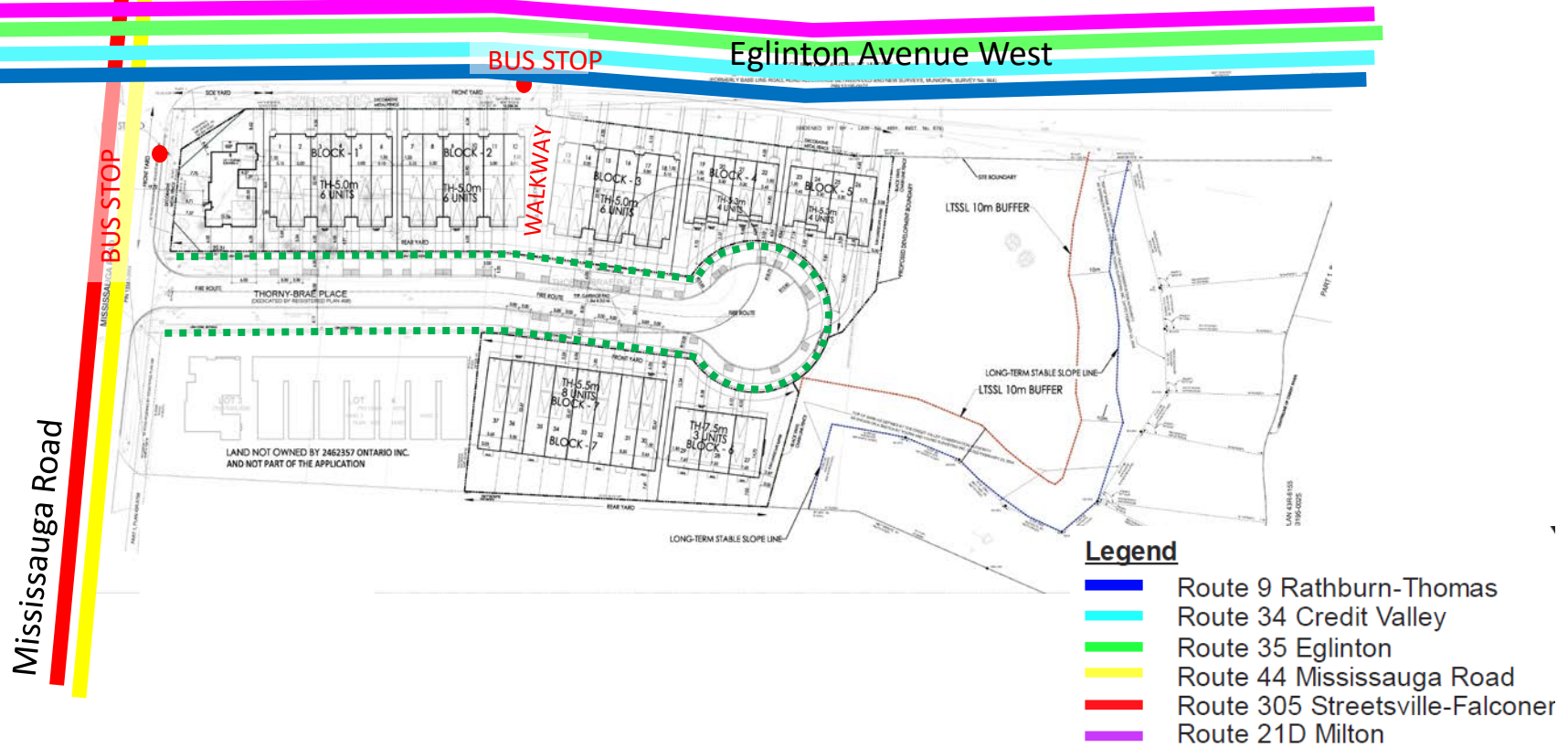


Figure 5: Proposed Draft Plan of Subdivision and Thorny Brae Place R.O.W (March 14, 2019)  
Thorny Brae Place, Mississauga





**Figure 6: Existing Transit Routes**

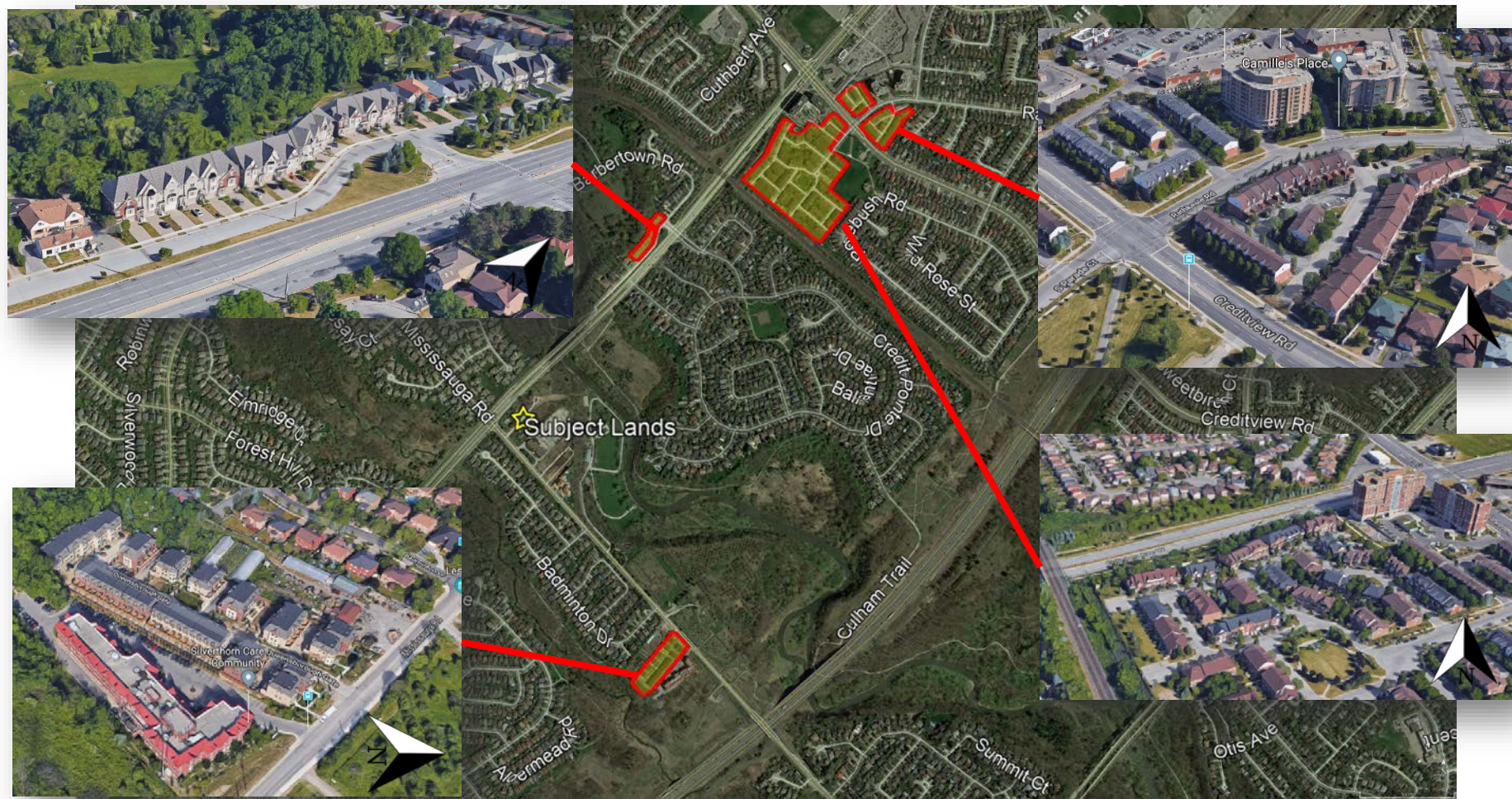
Thorny Brae Place, Mississauga

..... Proposed Public Road



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**Figure 7: Precedent Compact Form**

Thorny Brae Place, Mississauga



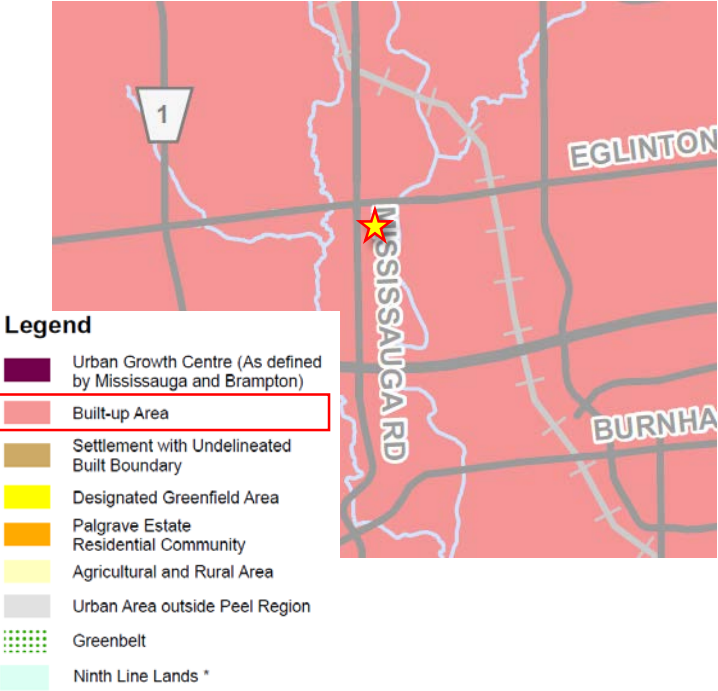
Subject Site



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# Schedule D of Regional of Peel Official Plan: The Growth Plan Policy Areas in Peel



# Schedule G of Regional of Peel Official Plan: Rapid Transit Corridors (Long Term Concept)

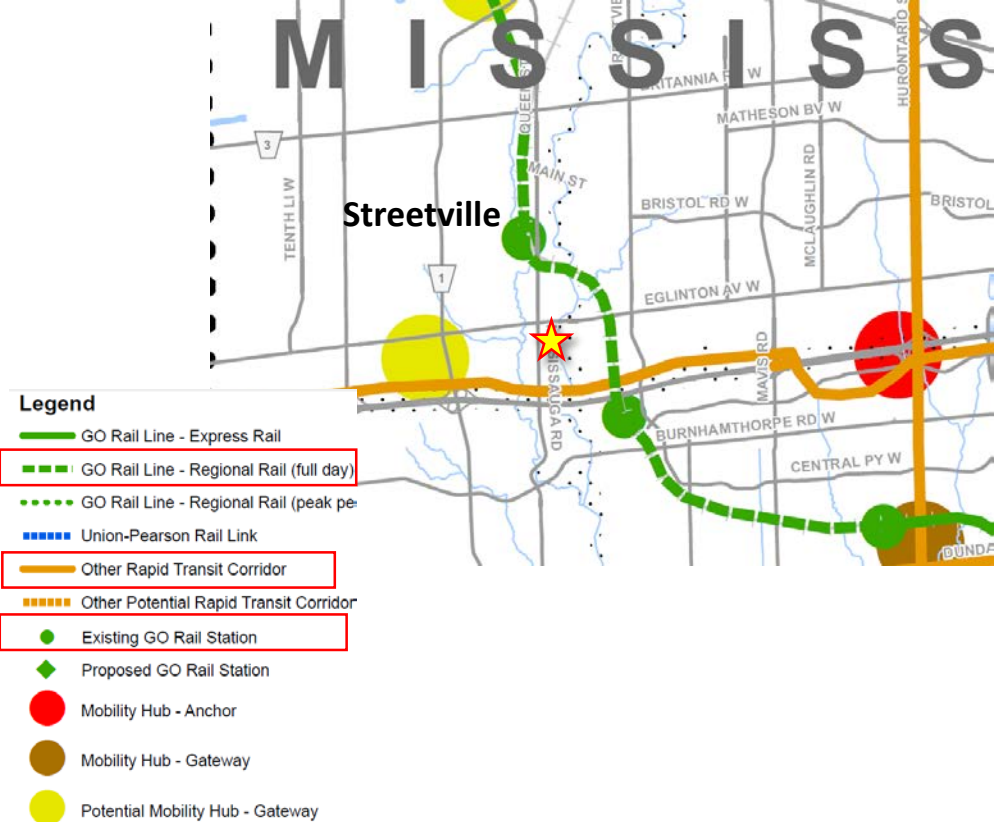


Figure 8: Peel Region Official Plan, 2016 Office Consolidation  
Thorny Brae Place, Mississauga

General Area of  
the Subject Site

Schedule D of Regional of Peel Official Plan – Regional Structure

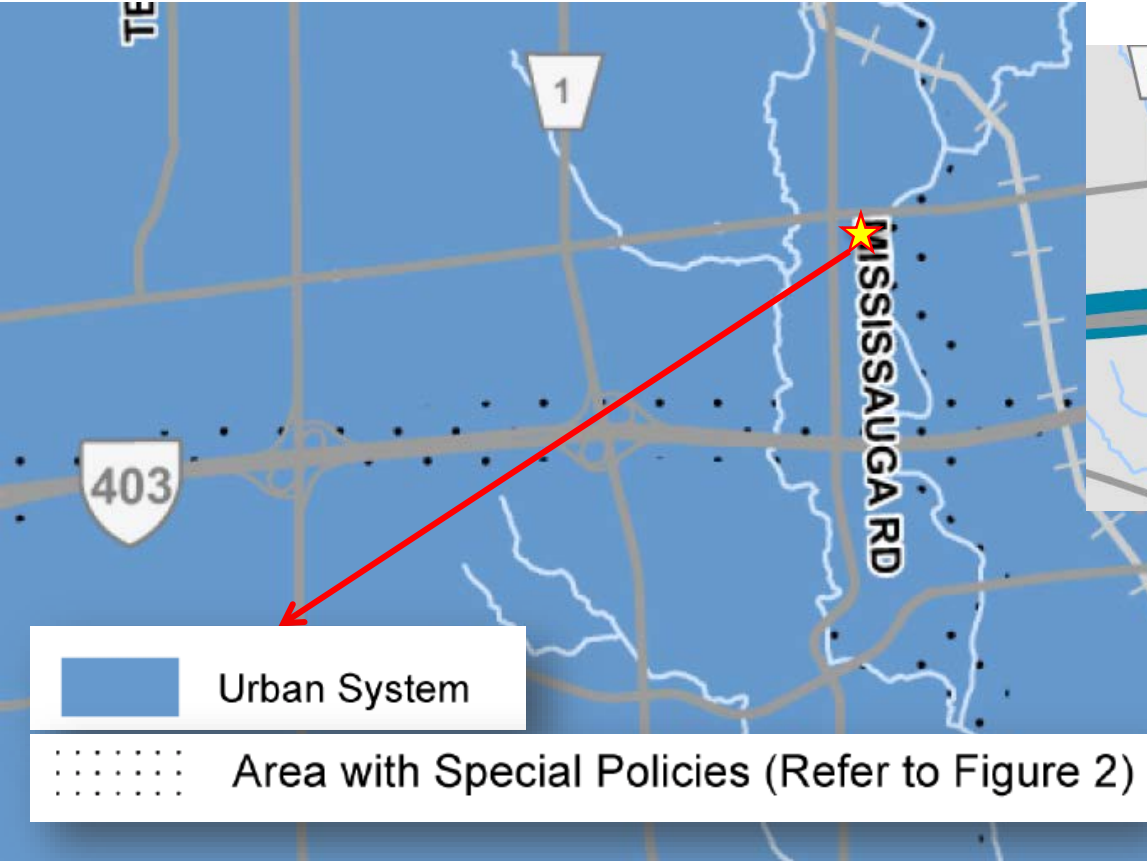


Figure 2 of Regional of Peel Official Plan – Selected Areas of Provincial Interest

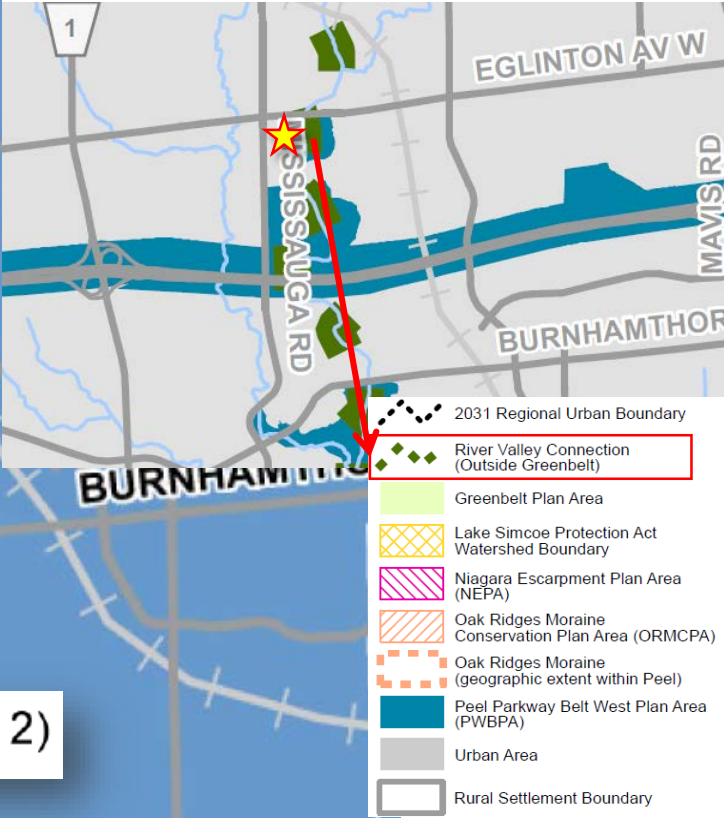


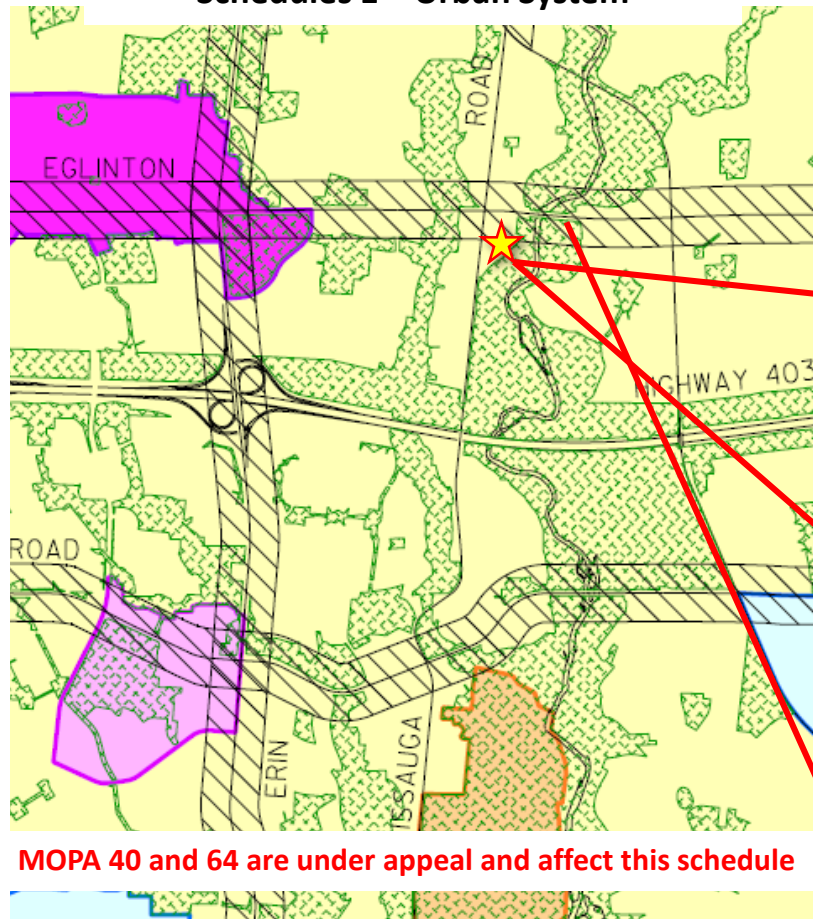
Figure 9: Regional Structure  
Thorny Brae Place, Mississauga

★ General Area of the Subject Site

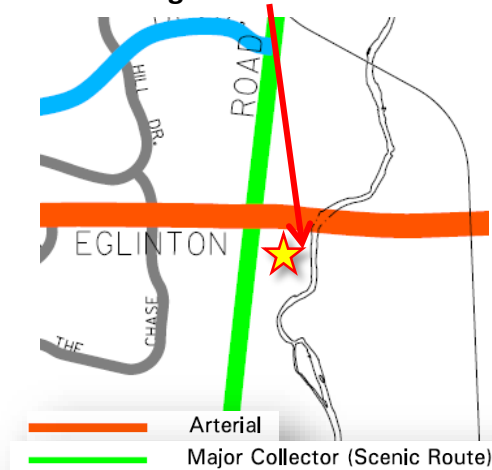


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## Schedules 1 – Urban System



## Schedules 5 – Long Term Road Network




## Schedules 8 – Designated Right-of-Way Widths



Figure 10: Mississauga Official Plan, 2017 Office Consolidation-Urban System

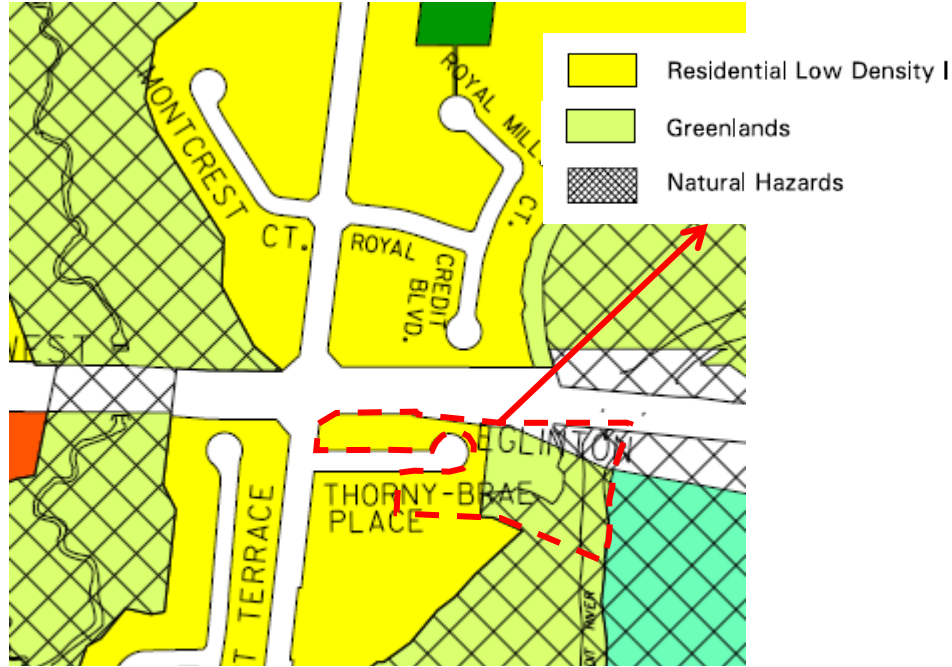
Thorny Brae Place, Mississauga

 Subject Site



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## Schedules 10 – Land Use Designations



•permitted uses in Residential Low Density I (11.2.5.3):

- detached dwelling;
- semi-detached dwelling; and
- duplex dwelling.

## Map 16-3: Central Erin Mills Neighbourhood Character Area

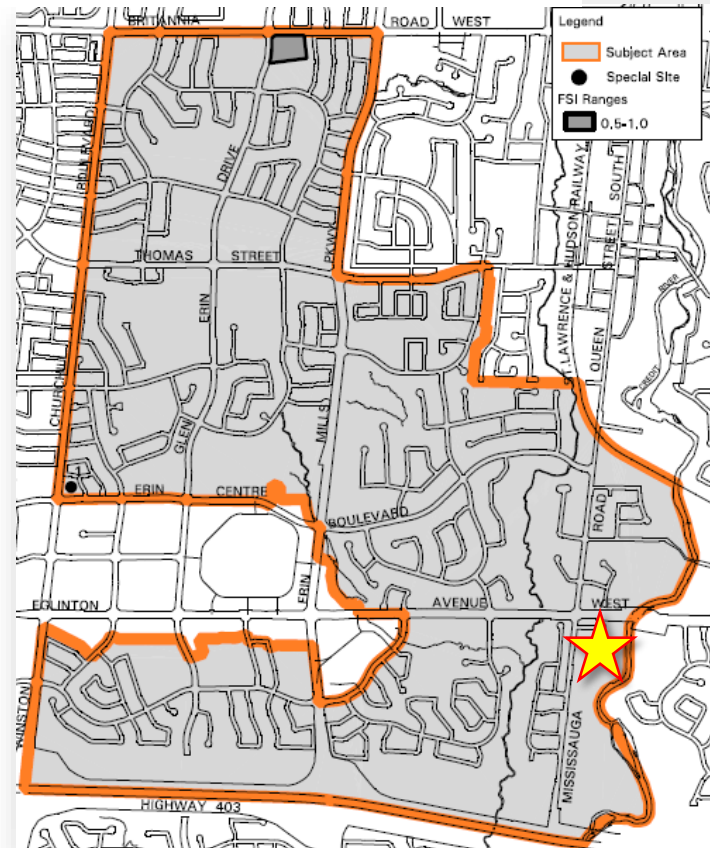


Figure 11: Mississauga Official Plan, 2017 Office Consolidation-Land Use

Thorny Brae Place, Mississauga



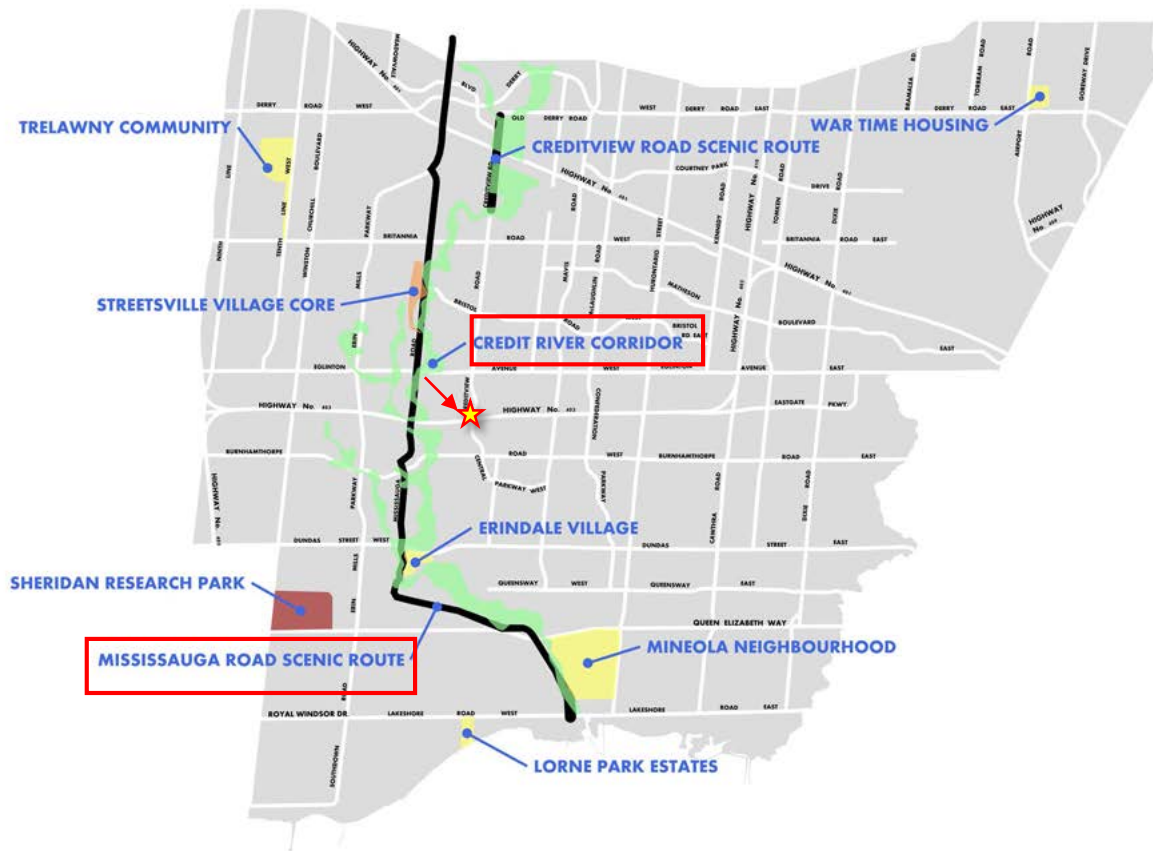
Subject Site



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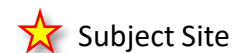


# Subject Site NOT designated as Cultural Heritage but Listed as Part of the “Mississauga Road Scenic Route” and “Credit River Corridor” on the Heritage Register



**Figure 12: Mississauga Cultural Areas Map**

Thorny Brae Place, Mississauga



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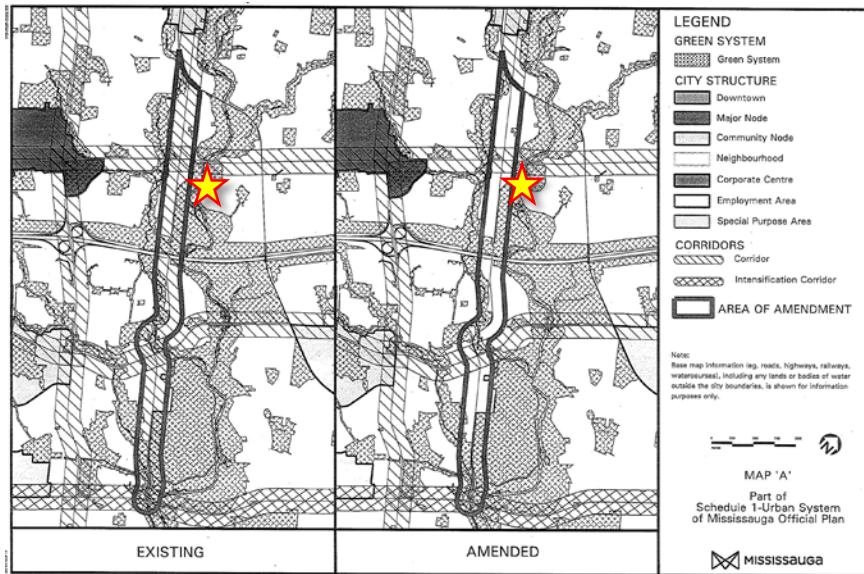


## Study Area



Schedule 1, Urban System (Map 'A') and Schedule 1c, Urban System-Corridors (Map 'B') of Mississauga Official Plan is amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the Canadian Pacific Railway.

OPA 64 Map 'A'



OPA 64 Map 'B'

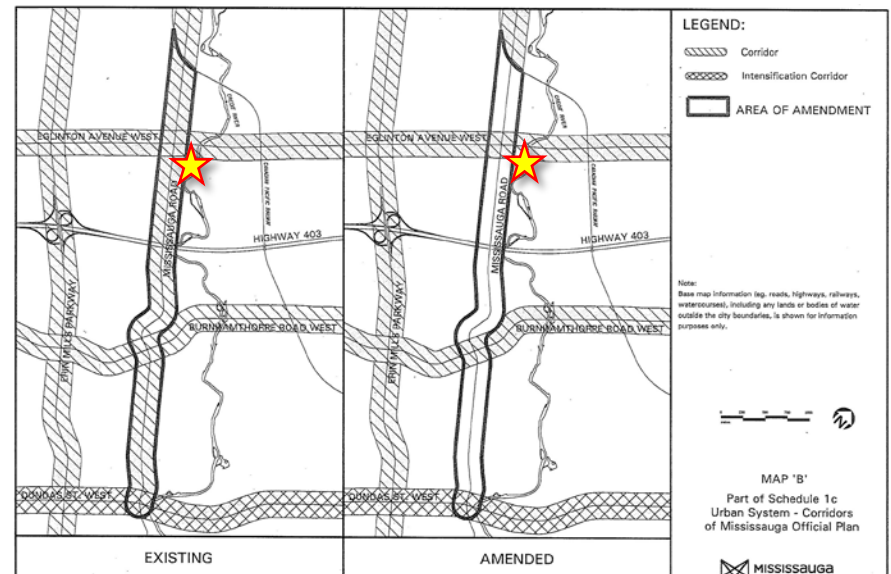



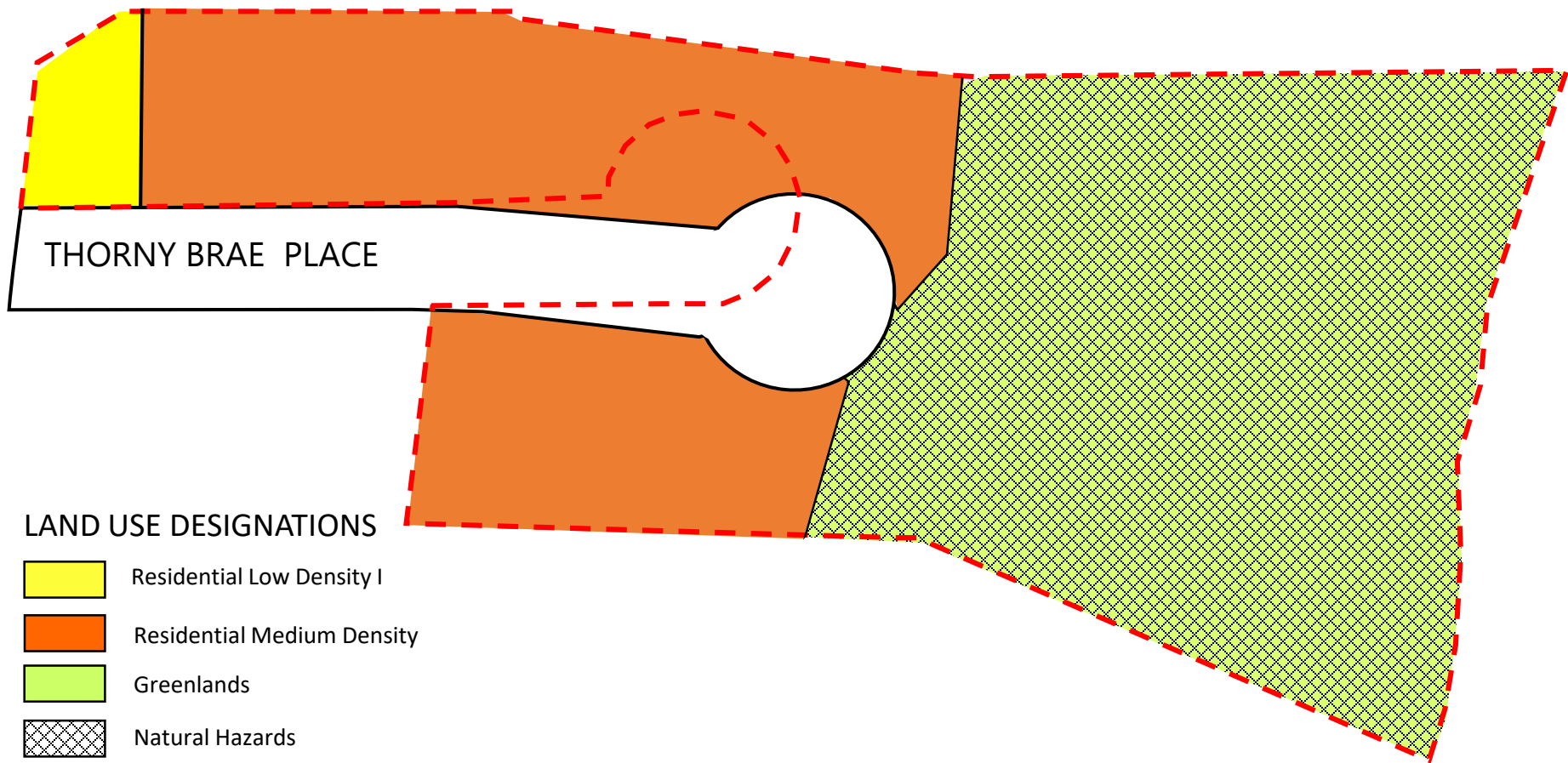
Figure 13: Mississauga Road Scenic Route (OPA No. 64), June 7, 2017

Thorny Brae Place, Mississauga

 Subject Site



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**Figure 14: Proposed Land Use Map**  
Thorny Brae Place, Mississauga

Subject Site

## Zoning Map 31- Schedule B

Site zoned R1 (DETACHED DWELLINGS), G1 (Greenlands- Natural Hazards) and G2 (Greenlands- Natural Features)

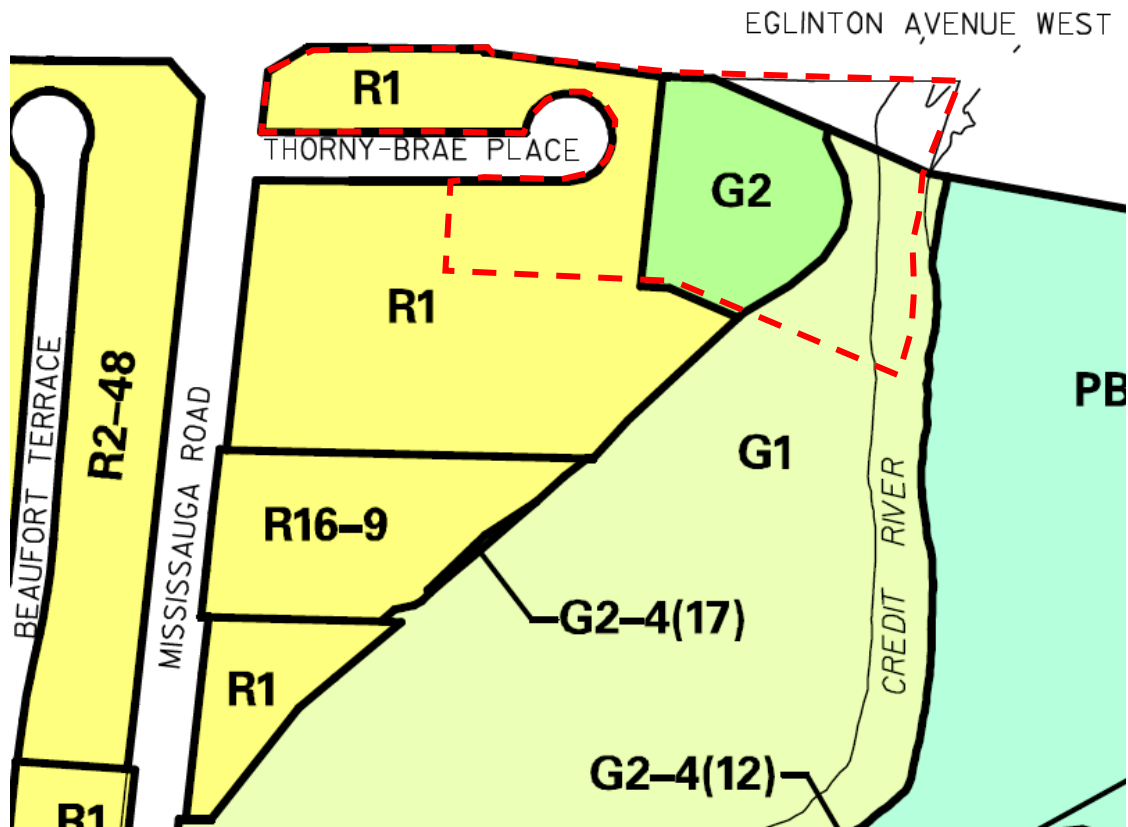



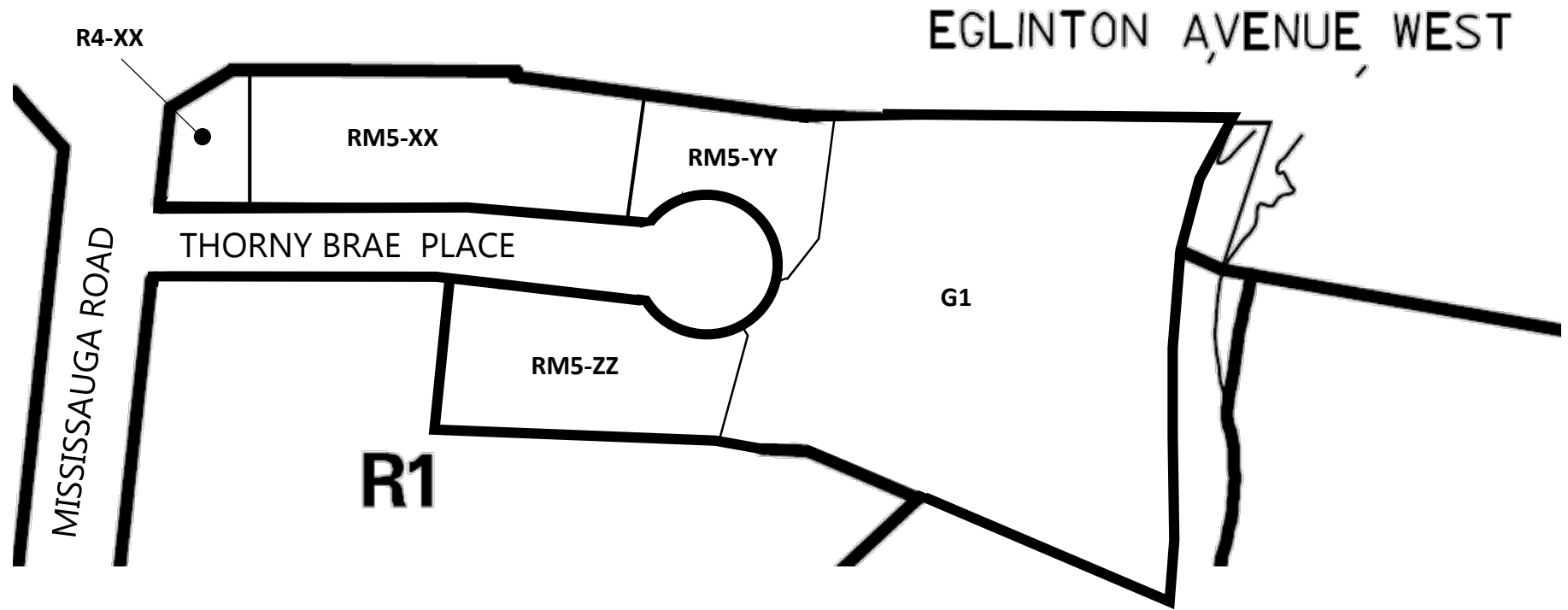
Figure 15: Mississauga Zoning By-law NO. 0225-2007, 2007

Thorny Brae Place, Mississauga

 Subject Site



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R4-XX: Detached Dwelling- Typical Lots Special Provision  
RM5-XX: Street Townhouse Dwellings Special Provision  
RM5-YY: Street Townhouse Dwellings Special Provision  
RM5-ZZ: Street Townhouse Dwellings Special Provision  
G1: Greenlands-Natural hazards (Refinement Boundaries)

**Figure 15: Proposed Re-Zoning**  
Thorny Brae Place, Mississauga



# **APPENDIX A**

---

## **DRAFT OFFICIAL PLAN AMENDMENT**

THE CORPORATION OF THE CITY OF MISSISSAUGA

By-Law No. XXXX-XXXX

A By-Law to Adopt Mississauga Official Plan Amendment No. XX

**WHEREAS** in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 190, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

**AND WHEREAS**, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

**AND WHEREAS**, Regional Council passed By-Law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

**AND WHEREAS**, Council desires to adopt certain amendments to Mississauga Official Plan to permit the re-alignment of the existing land use designation to permit refinement of Greenlands adjacent to the Credit River;

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

1. The document attached hereto, constituting Amendment no. 64 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2019

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Amendment No. XX**

**to**

**Mississauga Official Plan**

The following text and Map “A” attached constitutes Amendment No. XX.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Council report dated XXXX, 2019, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to permit thirty-four townhomes and to refine the boundary between designated residential and Greenland lands.

## **LOCATION**

The lands affected by this Amendment are located on the east side of Mississauga Road, south of Eglinton Avenue West on Thorny Brae Place. The subject lands are located in the Central Erin Mills Character Area, as identified in the Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan latest office consolidation came into effect on August 2, 2017, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

The subject lands are designated “Residential Low Density I” and “Greenlands” and “Natural Hazards”. “Residential Low Density I” permits detached dwellings, semi-detached dwellings and duplex dwellings. “Greenlands” permits conservation, flood and erosion works, and passive recreational activity. And development is restricted in “Natural Hazards”.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons.

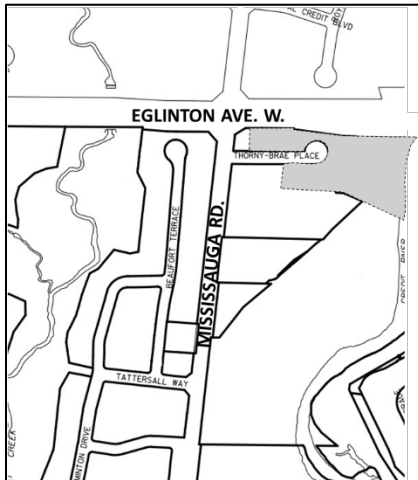
1. The proposal for street townhouses is compatible with the surrounding land uses and existing character of Mississauga Road as it retains the residential land use presently existing on site.
2. The proposal seeks to refine the “Greenlands” boundary currently identified in Schedule 10 “Land Use Designations” of the Official Plan based on the clearly recognizable physical features of the property as described in a scoped Environmental Impact Assessment.
3. The amendment is a minor modification to the existing designation, which maintains the intent of the Mississauga Official Plan.



## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.3, Special Sites, Central Erin Mills Neighbourhood within the Mississauga Official Plan, is hereby amended by adding the following Special Site:

### 16.3.1.X      **Site X**



16.3.1.X.1 The lands identified as Special Site X are located at the south-east corner of Mississauga Road and Eglinton Avenue West.

16.3.1.X.2 Notwithstanding the policies of this plan, the following additional policy will apply:

- a) A maximum of 37 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided;
2. Schedule 10 - Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the designations of the subject lands from “Residential Low Density I” and “Greenlands” to “Residential Medium Density” and “Greenlands” (Schedule A).

## **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

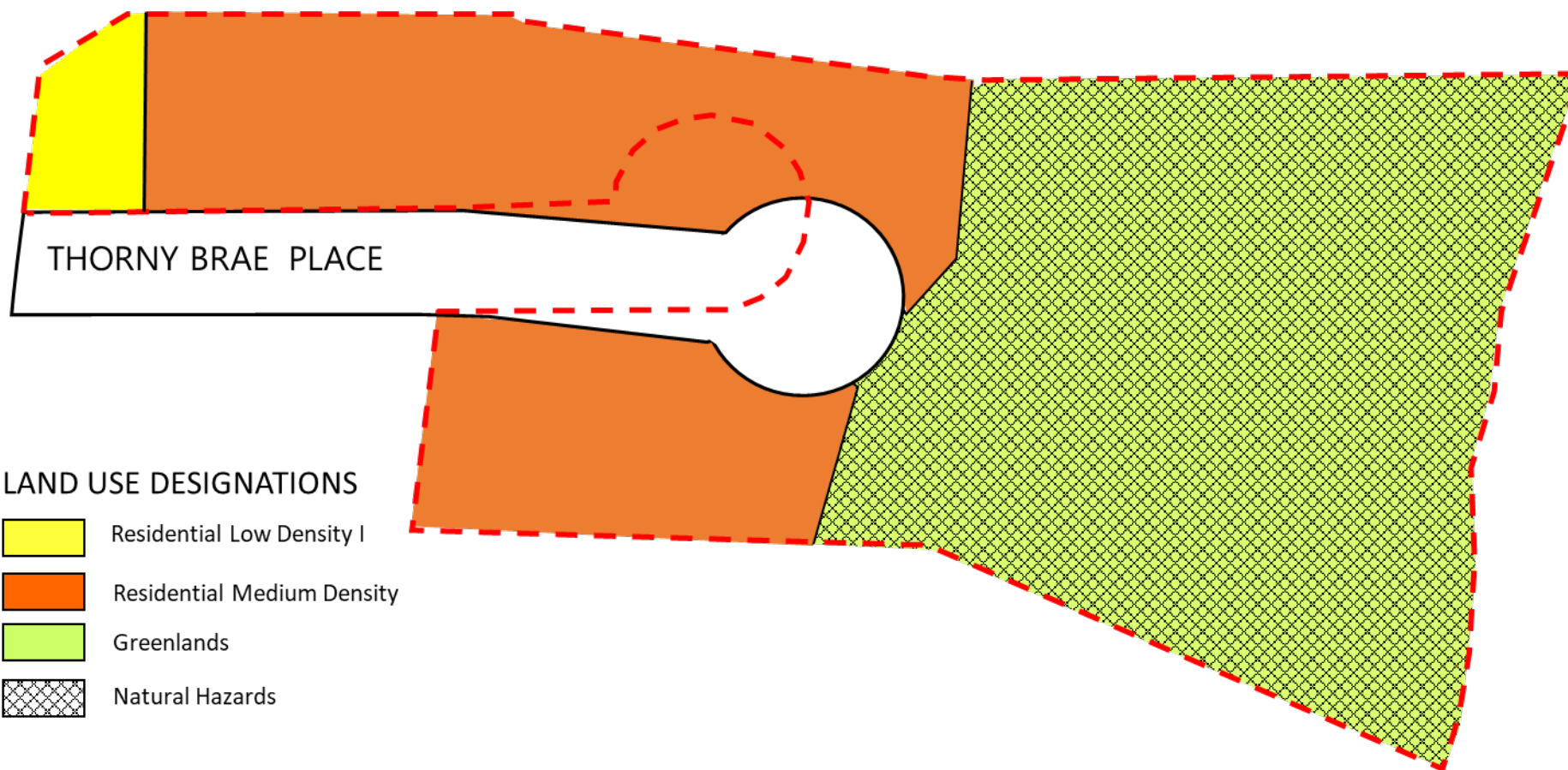
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 1, 2018.

## **INTERPRETATION**

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.



Schedule "A" of Official Plan Amendment \_\_\_\_\_ to schedule 10 of City of Mississauga Official Plan

# **APPENDIX B**

---

## **DRAFT ZONING BY-LAW AMENDMENT**

## **BY-LAW NUMBER XX-XX**

-of-

### **THE CORPORATION OF THE CITY OF MISSISSAUGA**

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 following table:

4.2.5.XX	Exception: R4-XX	Map #X	By-law:
In a R4-XX zone the permitted uses and applicable regulation shall be as specified for a R4 zone except that the following regulations shall apply:			
<b>Regulations</b>			
4.2.5.XX.1	Minimum <b>rear yard</b>		6.0 m
4.2.5.XX.2	Maximum <b>height</b>		11.5 m
4.2.5.XX.3	Minimum <b>landscaped soft area</b> in the <b>yard</b> containing the <b>driveway (%)</b>		40% of the <b>rear yard</b>
4.2.5.XX.4	Notwithstanding the definitions in Section 1.2; the front yard is considered the lot line abutting Mississauga Road, the exterior side yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.		
4.2.5.XX.5	For the purpose of determining Front Lot Line, Exterior Side Lot Line, and Rear Lot Line abutting a street, a daylight triangle is deemed <u>not</u> to exist provided that the minimum distance of the prescribed setbacks, in the By-law is maintained.		

2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding following table:

4.11.2.XX	Exception: RM5-XX	Map #X	By-law:
In a RM5-XX zone the permitted uses and applicable regulation shall be as specified for a RM5 zone except that the following regulations shall apply:			
<b>Regulations</b>			
4.11.2.XX.1	Minimum <b>lot area – interior lot</b>		170 m <sup>2</sup>
4.11.2.XX.2	Minimum <b>lot frontage – interior lot</b>		5.0 m
4.11.2.XX.3	Minimum <b>interior side yard – unattached side</b>		1.2 m
4.11.2.XX.4	Minimum <b>rear yard</b>		6.0 m
4.11.2.XX.5	Maximum <b>height</b>		14 m and 3 storeys
4.11.2.XX.6	Minimum <b>landscaped area</b>		15% of the lot area
4.11.2.XX.7	Maximum <b>gross floor area - residential</b>		2.0 times the lot area

4.11.2.XX.8	Notwithstanding the definitions in Section 1.2; the front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.	
4.11.2.XX.9	Maximum encroachment of a <b>balcony</b> , covered or uncovered into a required <b>rear yard</b>	1.5 m
4.11.2.XX.10	Maximum encroachment of a <b>porch</b> or a <b>deck</b> , located at and accessible from the <b>first storey</b> or below the <b>first storey</b> of the dwelling, inclusive of stairs, into a required <b>front yard</b>	2.5 m

3. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding following table:

4.11.2.YY	Exception: RM5-YY	Map #Y	By-law:
In a RM5-YY zone the permitted uses and applicable regulation shall be as specified for a RM5 zone except that the following regulations shall apply:			
<b>Regulations</b>			
4.11.2.YY.1	Minimum <b>lot area – interior lot</b>		130 m <sup>2</sup>
4.11.2.YY.2	Minimum <b>lot frontage – interior lot</b>		5.0 m
4.11.2.YY.3	Minimum <b>rear yard</b>		6.0 m
4.11.2.YY.4	Maximum <b>height</b>		14 m and 3 storeys
4.11.2.YY.5	Minimum <b>landscaped area</b>		20% of the lot area
4.11.2.YY.6	Maximum <b>gross floor area - residential</b>		1.5 times the lot area
4.11.2.YY.7	Notwithstanding the definitions in Section 1.2; the front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.		
4.11.2.YY.8	Maximum encroachment of a <b>porch</b> or a <b>deck</b> , located at and accessible from the <b>first storey</b> or below the <b>first storey</b> of the dwelling, inclusive of stairs, into a required <b>front yard</b>		2.5 m
4.11.2.YY.9	Maximum encroachment of a <b>balcony</b> , covered or uncovered into a required <b>rear yard</b>		3 m

4. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding following table:

4.11.2.ZZ	Exception: RM5-ZZ	Map #Z	By-law:
In a RM5-ZZ zone the permitted uses and applicable regulation shall be as specified for a RM5 zone except that the following regulations shall apply:			
<b>Regulations</b>			
4.11.2.ZZ.1	Minimum <b>lot frontage – interior lot</b>		5.5 m
4.11.2.ZZ.2	Minimum <b>rear yard</b>		7.0 m
4.11.2.ZZ.3	Maximum <b>height</b>		14 m and 3 storeys
4.11.2.ZZ.4	Maximum <b>gross floor area - residential</b>		1.7 times the lot area
4.11.2.ZZ.5	Maximum encroachment of a <b>porch</b> or a <b>deck</b> , located at and accessible from the <b>first storey</b> or below the <b>first storey</b> of the dwelling, inclusive of stairs, into a required <b>front yard</b>		2.5 m

5. Map Number 31 of Schedule “B” to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “R1”, “G1” and “G2” to “R4-XX”, “RM5-XX”, “RM5-YY”, “RM5-ZZ”, and “G1” PROVIDED HOWEVER THAT the “R4-XX”, “RM5-XX”, “RM5-YY”, and “RM5-ZZ”, shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest line with the “R4-XX”, “RM5-XX”, “RM5-YY”, and “RM5-ZZ” zoning indicated thereon.
6. This By-law shall not come into force until Mississauga Official Plan Amendment Number XX is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

**THE CORPORATION OF THE CITY OF MISSISSAUGA**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

## APPENDIX “A” TO BY-LAW NUMBER \_\_\_\_\_

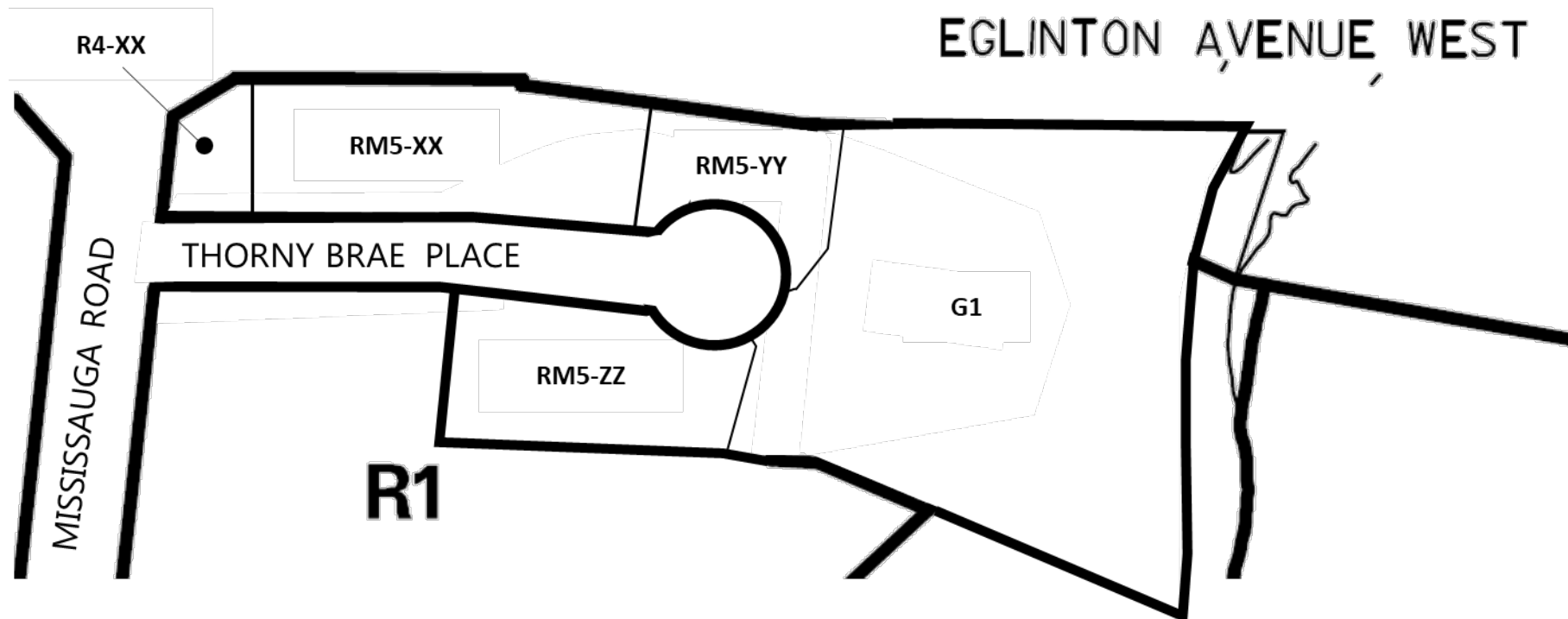
### Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to amend various section of the Zoning By-law pertaining to Thorny Brae Place. Changes include the following:

- Rezone lands identified on Schedule “A” from “R1” to “R4-XX” and establish a minimum rear yard and a maximum height;
- Rezone lands identified on Schedule “A” from “R1” to “RM5-XX” and establish a minimum lot area, a minimum lot frontage, a minimum interior side yard, a minimum rear yard, a maximum height, a minimum landscaped area, and a maximum gross floor area;
- Rezone lands identified on Schedule “A” from “R1” to “RM5-YY” and establish a minimum lot area, a minimum lot frontage, a minimum rear yard, a maximum height, a minimum landscaped area, and a maximum gross floor area;
- Rezone lands identified on Schedule “A” from “R1” to “RM5-ZZ” and establish a minimum lot frontage, a minimum rear yard, a maximum height, and a maximum gross floor area;
- Refinement of the “Greenlands” boundaries (as per Official Plan Amendment XX).

### Location of Lands Affected

Lands located on the east side of Mississauga Road, south of Eglinton Avenue West on Thorny Brae Place in the Mississauga, as shown on the attached Maps designated as Schedule “A” and Schedule “B”.



This is not a Plan of Survey.



**CITY OF MISSISSAUGA**

**THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_**

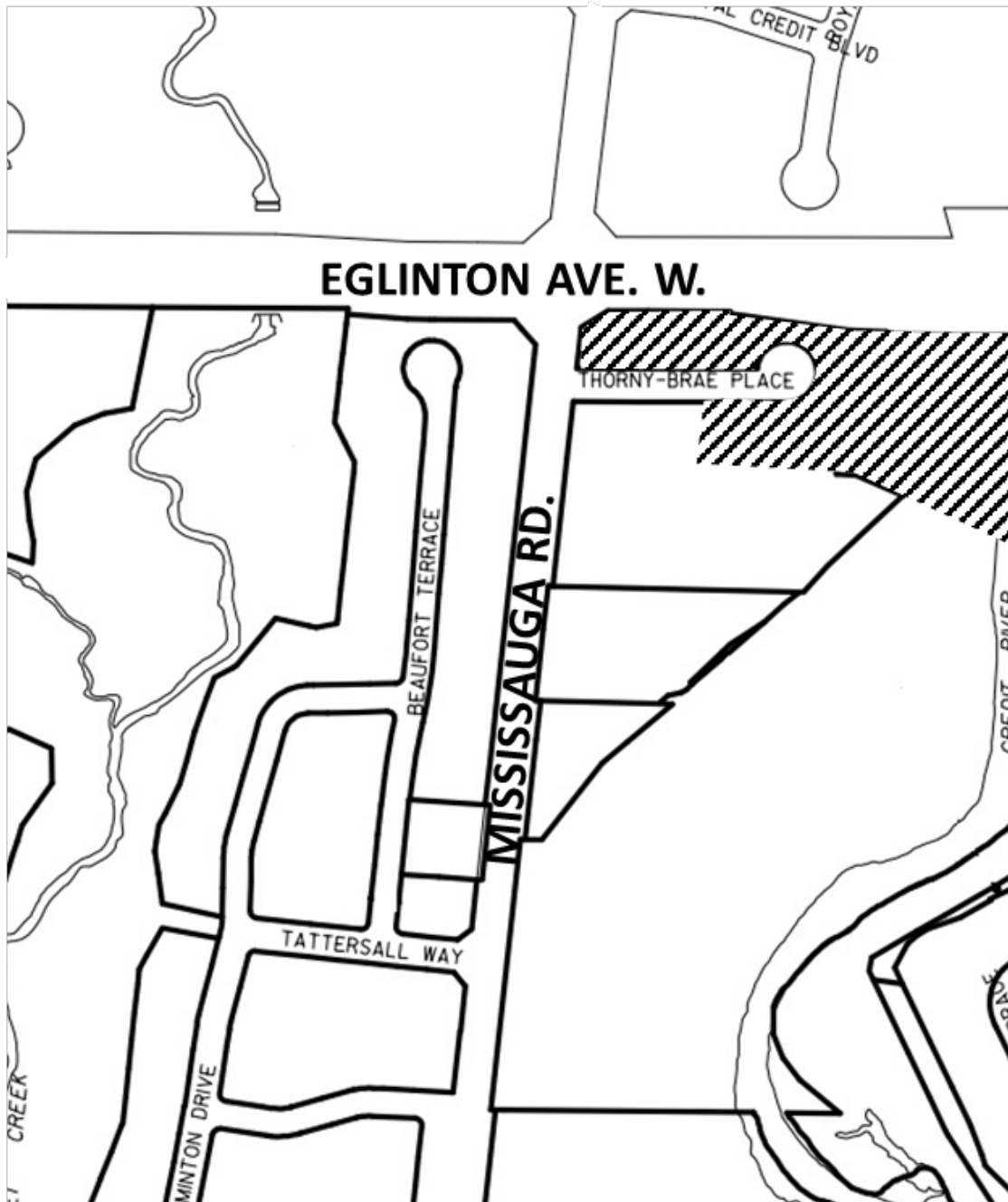
**PASSES BY COUNCIL ON  
\_\_\_\_\_**





**CITY OF MISSISSAUGA**

**THIS IS SCHEDULE "B" TO  
BY-LAW \_\_\_\_\_**



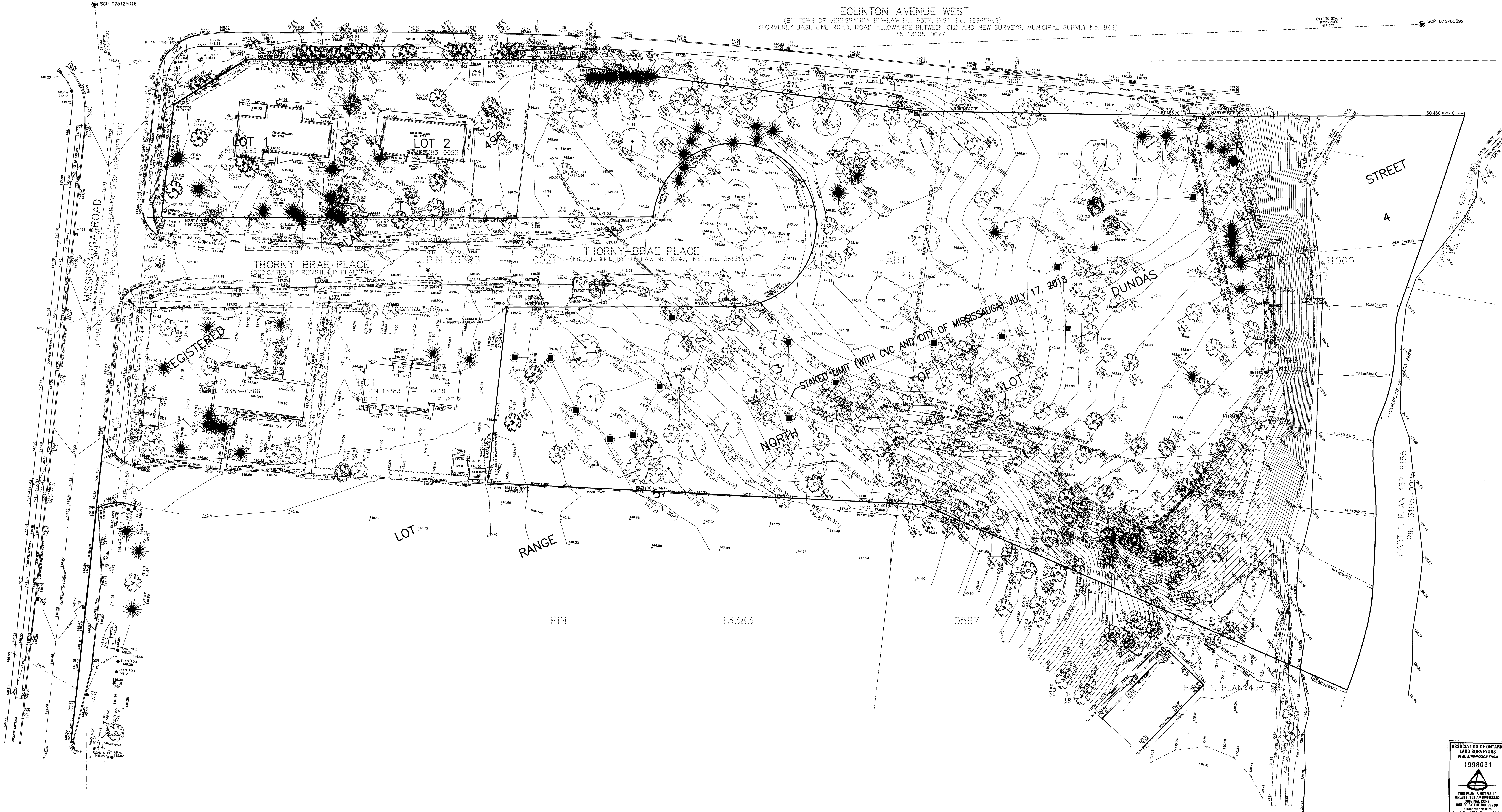
# **APPENDIX C**

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## **SURVEY PLAN (FEBRUARY 5, 2018)**



METRIC DISTANCES SHOWN  
ON THIS PLAN ARE IN METRES  
AND CAN BE CONVERTED TO  
FEET BY DIVIDING BY 0.3048.



PLAN OF SURVEY OF  
PART OF LOT 1 AND  
ALL OF LOT 2  
REGISTERED PLAN 498 AND  
PART OF LOTS 3 AND 4, RANGE 5  
NORTH OF DUNDAS STREET,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL  
SCALE 1:300

© COPYRIGHT SCHAEFFER DZALDOV BENNETT LTD.

NOTES

- DENOTES
- PLANTED MONUMENT
  - FOUND MONUMENT
  - STANDARD IRON BAR
  - IRON BAR
  - SHORT STANDARD IRON BAR
  - PLAN 43R-18467
  - PLAN 43R-18467
  - PLAN 43R-18467
  - REGISTERED PLAN 498
  - REPLACED FOUND (B(680) WITH SSIB
  - WITNESS
  - MEASURED
  - WITNESS
  - ORIGIN UNKNOWN
  - OU
  - 680
  - SCHAEFFER DZALDOV BENNETT LTD.
  - YOUNG & YOUNG SURVEYING INC.
  - DAVID B. SEARLES SURVEYING LTD.
  - E.A. JACOBS SURVEYING LTD.
  - A. KIKAS LIMITED
  - WATFORD & CO. SURVEYORS INC.
  - W.P. TARASICK, Q.L.S.
  - ROUND IRON BAR
  - BOARD FENCE

BEARINGS ARE UTM GRID, DERIVED FROM SPECIFIED CONTROL POINTS  
075125016 AND 075760392, UTM ZONE 17, NAD83 (ORIGINAL).  
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY  
MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999713.

SPECIFIED CONTROL POINTS (SCPs): UTM ZONE 17, NAD83 (ORIGINAL)  
COORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.R.C. 216/10

POINT ID	NORTHING	EASTING
SCP 075125016	4824783.177	605284.687
SCP 075760392	4825175.088	605623.335

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH  
CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE  
SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
  - THE SURVEY WAS COMPLETED ON THE 26th DAY OF JANUARY, 2018.

DATE: FEBRUARY 5, 2018.

OFFICIAL N. DZALDOV  
ONTARIO LAND SURVEYOR

ASSOCIATION OF ONTARIO  
LAND SURVEYORS  
PLAN SUBMISSION FORM  
1998081

THIS PLAN IS NOT VALID  
UNLESS IT IS AN EMBOSSED  
ORIGINAL COPY  
ISSUED BY THE SURVEYOR  
IN ACCORDANCE WITH  
Regulation 1026, Section 28(9)

UPDATED MARCH 27, 2019 TO REMOVE TOPOGRAPHIC DRIP LINE DUE TO CONFUSION WITH STAKED LIMIT  
UPDATED MARCH 6, 2019 TO SHOW TOPOGRAPHIC DETAILS.

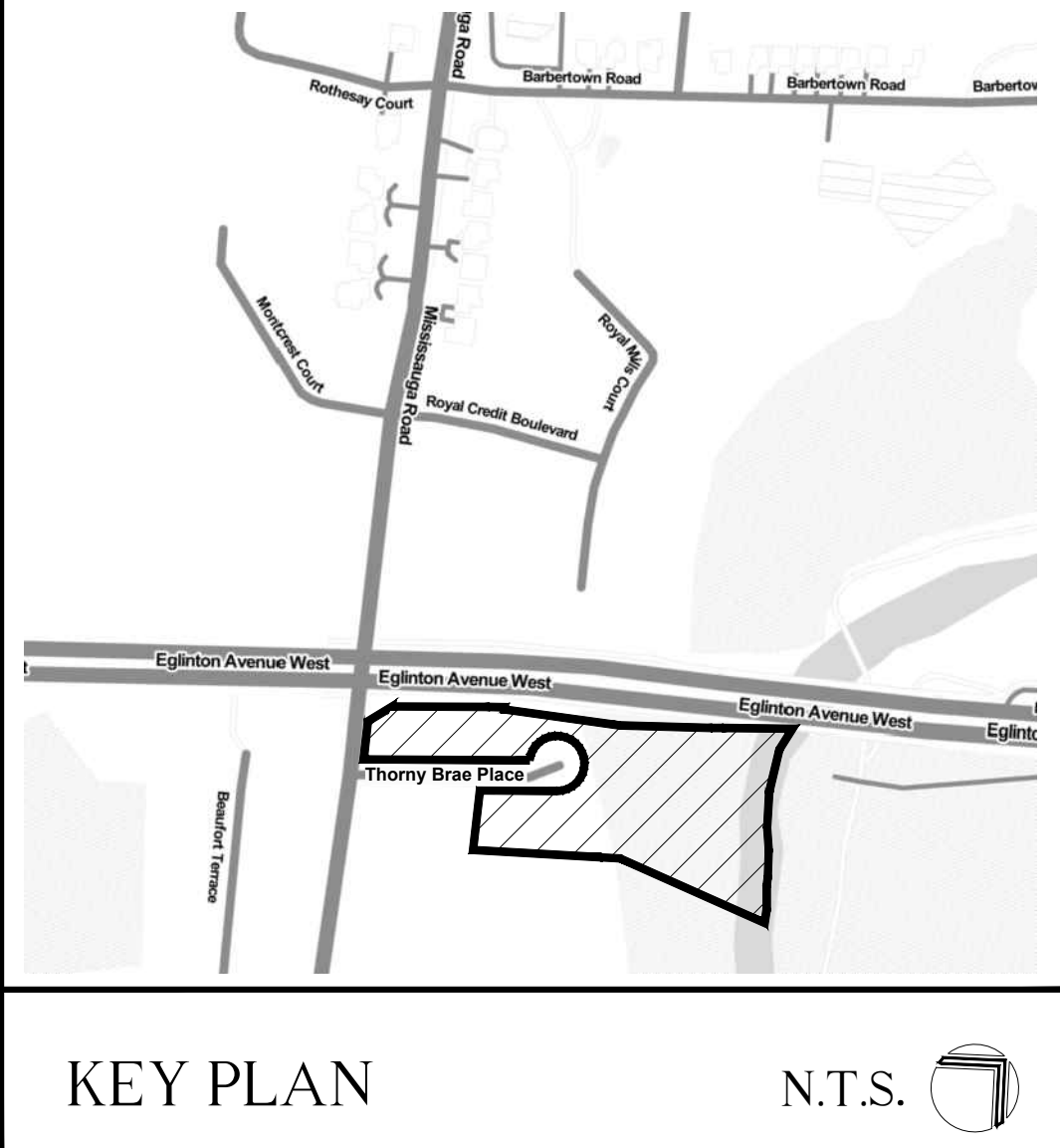
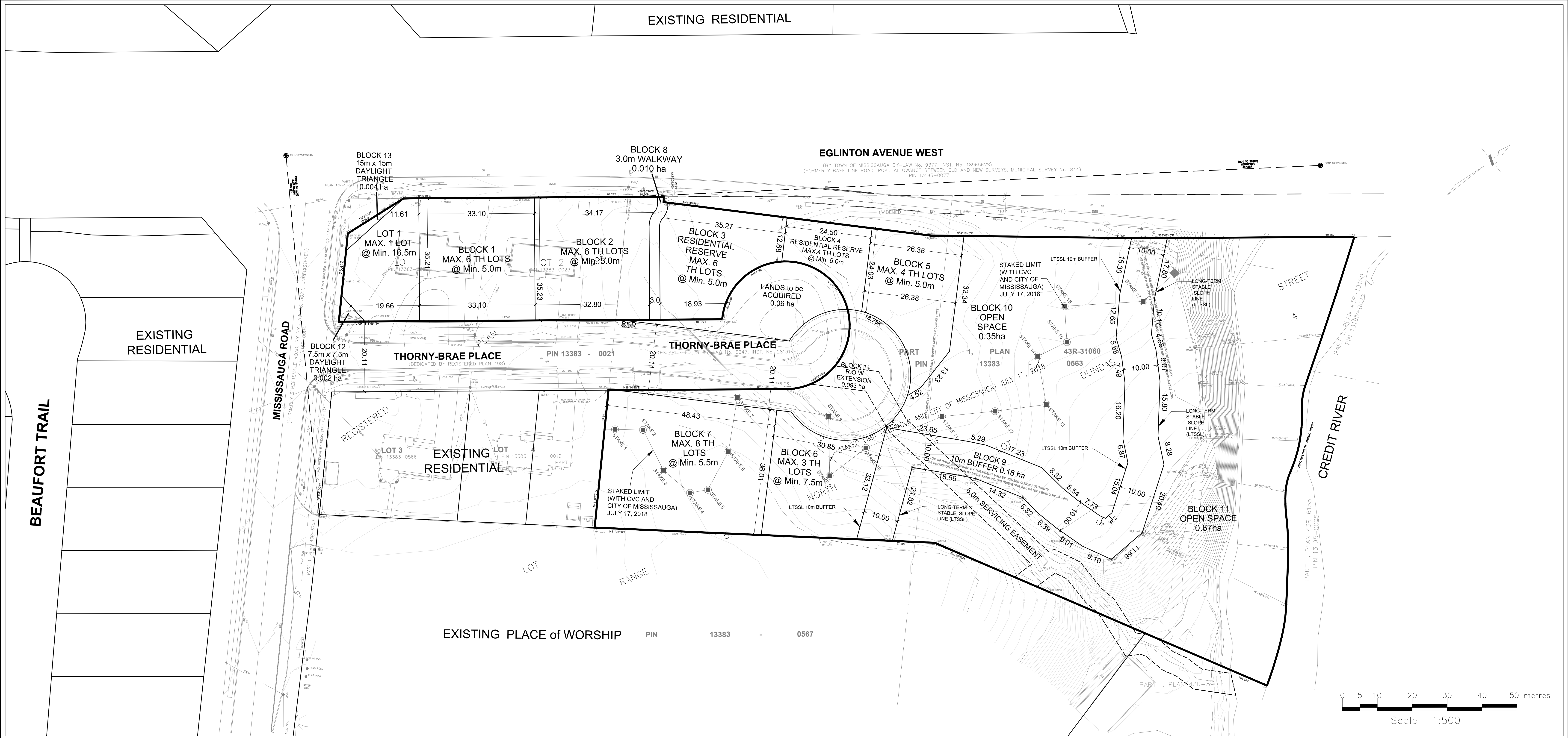
SCHAEFFER DZALDOV BENNETT LTD.  
ONTARIO LAND SURVEYORS  
64 JARDIN DRIVE CONCORD, ONTARIO L4K 3P3 TEL: (905) 781-0101  
DRAWN ACAD/LW CHECKED WMF SCALE 1 : 300 JOB NO. 15-155-09  
FEBRUARY 5, 2018



## **APPENDIX D**

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### **DRAFT PLAN OF SUBDIVISION (MARCH 14, 2019)**



- ADDITIONAL INFORMATION**  
Required Under Section 51(17) Of  
The Planning Act R.S.O. 1990 c.P.13
- a. SHOWN ON DRAFT PLAN
  - b. SHOWN ON DRAFT AND KEY PLANS
  - c. SHOWN ON KEY PLAN
  - d. LAND TO BE USED IN ACCORDANCE WITH LAND USE SCHEDULE
  - e. SHOWN ON DRAFT PLAN
  - f. SHOWN ON DRAFT PLAN
  - g. SHOWN ON DRAFT AND KEY PLANS
  - h. MUNICIPAL PIPED WATER TO BE PROVIDED
  - i. SOIL IS SANDY SILT AND CLAYEY SILT
  - j. SHOWN ON DRAFT PLAN
  - k. ALL MUNICIPAL SERVICES TO BE PROVIDED
  - l. SHOWN ON DRAFT PLAN

SCHEDULE OF LAND USE				
TOTAL SITE AREA - 2.10 ha				
Proposed Land Use	Units	Reference	Area (Ha.)	
Residential Single Dwelling 16.5m	1	Lot 1	0.06	
Residential Street Townhouses 5.0 m	16	Blocks 1, 2, 5,	0.32	
Residential Street Townhouses 5.5 m	8	Block 7	0.18	
Residential Street Townhouses 7.5 m	3	Block 6	0.09	
Residential Reserve				
Residential Street Townhouses 5.0 m	10	Blocks 3, 4	0.13	
3.0m Walkway Block		Block 8	0.01	
10m Buffer		Block 9	0.18	
Open Space		Blocks 10, 11	1.02	
Roads				
Daylight Triangle		Blocks 12, 13	0.006	
R.O.W. Extension		Block 14	0.09	
TOTAL	38		2.10	

2	REVISE DRAFT PLAN AS PER MUNICIPAL COMMENTS	MARCH 14, 2019
1	REVISE DRAFT PLAN AS PER MUNICIPAL COMMENTS	MAY 24, 2018
No.	REVISION	DATE

**REVISIONS**

**OWNER'S CERTIFICATE**  
WE, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZE ARMSTRONG PLANNING AND PROJECT MANAGEMENT TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.  
  
SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.  
  
SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**DRAFT PLAN OF SUBDIVISION**  
**APPLICATION NO. 21T-M 17006**  
**CITY FILE NO. OZ/OPA 17 18**  
  
PART OF LOT 1 AND ALL OF LOT 2 AND  
THORNY-BRAE PLACE  
REGISTERED PLAN 498 AND  
PART OF LOTS 3 AND 4, RANGE 5  
NORTH OF DUNDAS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

  
planning | project management

DESIGN:	DRAWN:	SCALE
APPROVED	DATE: November 24, 2017	PROJECT No. 15.3052
DRAWING No.		

# **APPENDIX E**

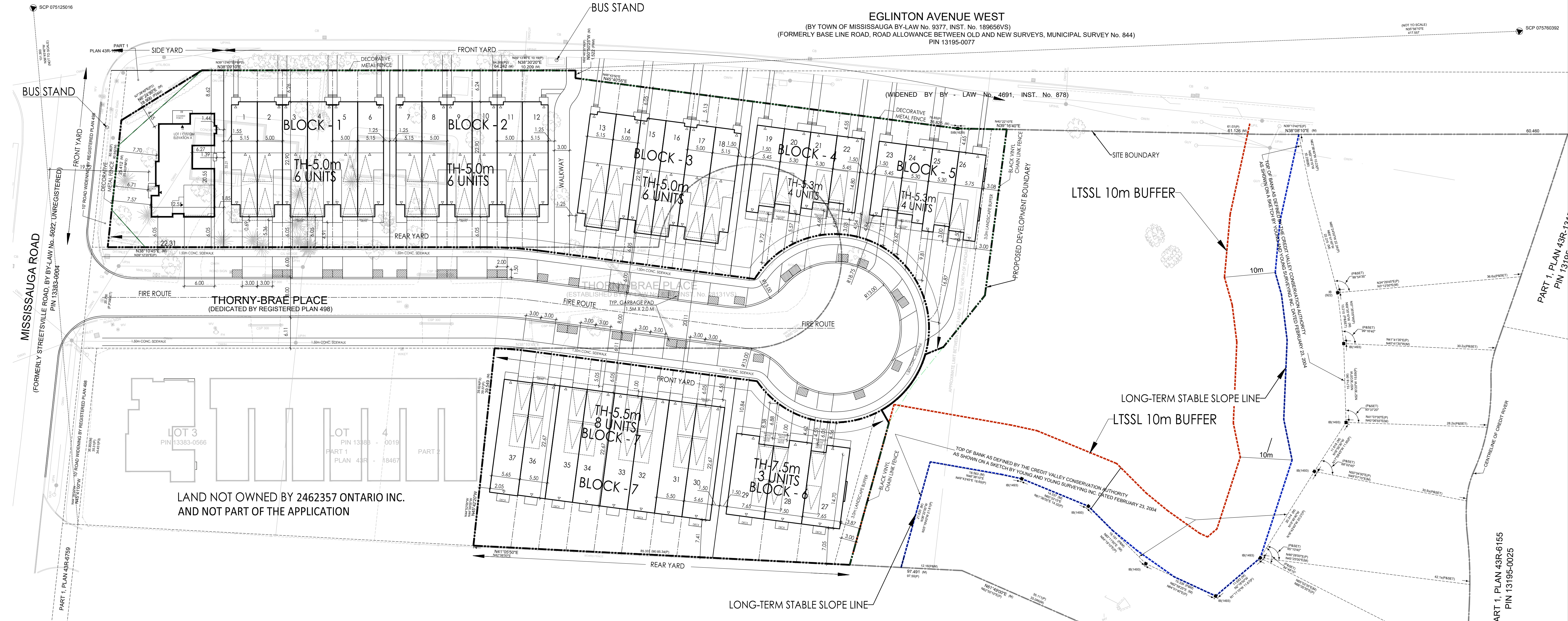
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## **CONCEPT PLAN (MARCH 20, 2019)**



NOTES:

1. EXISTING BUS STOP ALONG MISSISSAUGA ROAD IS TO REMAIN IN ITS CURRENT LOCATION.



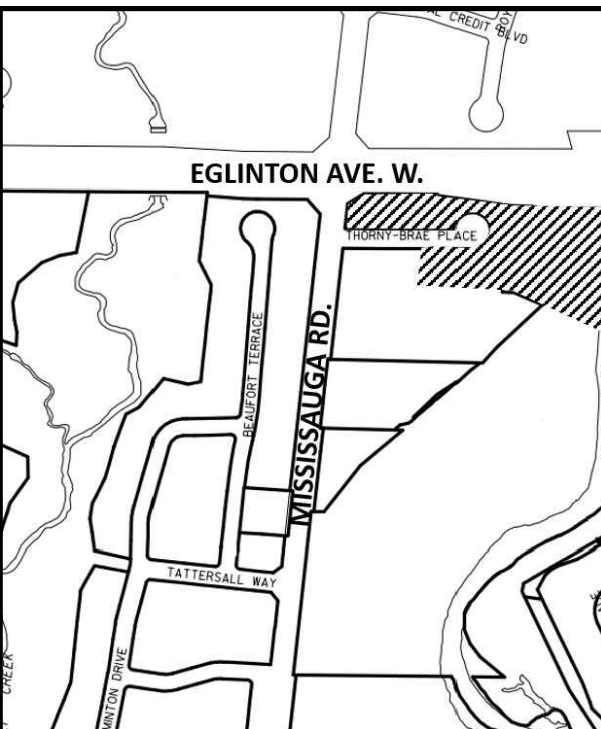
Proposed Statistics																																												
No.	Lot #	Lot 1 *	Block 1**						Block 2**						Block 3**						Block 4**						Block 5						Block 6						Block 7					
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37					
1	Lot Area (m2)	607.43	235.93	176.05	176.05	176.04	176.03	225.30	225.29	176.00	175.99	176.00	176.73	241.25	267.24	175.00	175.00	175.00	175.00	232.75	239.58	152.65	134.58	166.89	173.35	150.27	185.71	362.43	368.46	222.20	315.62	259.71	202.57	204.99	207.42	209.84	212.27	214.70	312.42					
2	Lot Frontage (m)	27.95	6.70	5.00	5.00	5.00	5.00	6.40	6.40	5.00	5.00	5.00	6.46	9.15	5.00	5.00	5.00	5.00	6.65	6.95	5.30	5.30	6.95	6.95	5.30	5.30	8.83	13.32	7.50	9.16	7.15	5.50	5.50	5.50	5.50	5.50	5.50	8.21						
3	Front Yard (m)	7.57	6.26	6.26	6.26	6.26	6.26	6.26	6.24	6.24	6.24	6.24	6.24	6.24	6.05	6.05	6.05	6.05	6.05	6.05	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.65	4.55	4.62	6.88	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05					
4	Side Yard (m)	Int: 1.44 Ext: 4.55	Int: 1.55	NA	NA	NA	NA	Int: 1.25	Int: 1.25	NA	NA	NA	NA	Int: 1.25	Int: 1.25	NA	NA	NA	NA	Int: 1.5	Int: 1.5	NA	NA	Int: 1.5	Int: 1.5	NA	NA	int: 3.08	int: 3.87	NA	Int: 1.5	Int: 1.5	NA	NA	NA	NA	NA	NA	int: 2.05					
5	Rear Yard (m)	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	9.72	5.57	4.68	4.54	4.84	6.62	9.81	16.87	7.05	7.67	8.26	7.41	7.89	8.33	8.77	9.21	9.65	10.10	10.39						
6	Height (m & Storey)	11m & 2 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey	14m & 3 storey						
7	Landscape Area (m2)	332.60	95.78	39.65	39.64	39.63	39.62	85.15	85.14	39.59	39.52	39.65	39.65	99.75	127.10	38.59	38.59	38.59	38.59	89.43	102.08	31.10	31.38	64.86	66.89	39.66	42.95	200.79	218.79	71.00	157.35	109.50	55.98	58.41	60.83	63.26	65.69	68.11	161.77					
8	Landscape Area (% of lot area)	55%	41%	23%	23%	23%	23%	38%	38%	22%	22%	23%	22%	41%	48%	22%	22%	22%	22%	38%	43%	20%	23%	39%	39%	26%	23%	55%	59%	32%	50%	42%	28%	28%	29%	30%	31%	32%	52%					
9	Floor Area (Incl. garage) (m2)	202.68	112.95	109.96	109.96	109.96	109.96	112.95	112.95	109.96	109.96	109.96	109.96	112.95	112.95	109.96	109.96	109.96	109.96	112.95	89.73	83.15	76.00	76.10	76.10	76.00	83.15	89.73	123.97	121.51	123.97	128.09	124.68	124.68	124.68	124.68	124.68	124.68	128.09					
10	GFA (not incl. garage) (m2)	365.88	279.61	271.40	271.40	271.40	271.40	279.61	279.61	271.40	271.40	271.40	271.40	279.61	279.61	271.40	271.40	271.40	271.40	279.61	258.50	238.75	217.33	217.63	217.63	217.33	238.75	258.50	330.36	322.75	330.35	335.45	335.45	335.45	335.45	335.45	335.45	335.45	335.45	335.45				
11	GFA (times the lot area)	0.60	1.19	1.54	1.54	1.54	1.54	1.24	1.24	1.54	1.54	1.54	1.54	1.16	1.05	1.55	1.55	1.55	1.55	1.20	1.08	1.56	1.61	1.30	1.26	1.45	1.29	0.71	0.90	1.45	1.05	1.29	1.66	1.64	1.62	1.60	1.58	1.56	1.07					
12	Parking Spaces	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3				
13	Driveway Width (m)	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				

\* For the single lot (1), the front yard is considered the lot line abutting Mississauga Road, the exterior side yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.

For the purpose of determining front lot line and exterior side lot line abutting a street, a daylight triangle is deemed not to exist provided that the minimum distance of the prescribed setbacks, in the By-Law is maintained.

\*\* For the dual frontage towns, front yard is considered the lot line abutting Eglinton Avenue W., and the rear yard is considered the lot line abutting Thorny Brae Place.

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES MUST BE REPORTED DIRECTLY TO RN ARCHITECTS INC.



KEY MAP N.T.S.

	1745, 1765 & 1775 THORNEY BAY PLACE	
1	Total Site Area	21,026 m2 2.10 Ha
2	Greenlands	12366.1 m2 1.23 Ha
3	Net Developable Area	8659.90 m2 0.87 Ha
4	Proposed Development Area	8614.60 m2 0.86 Ha

PLAN OF SURVEY OF  
PART OF LOT 1 AND  
ALL OF LOT 2  
REGISTERED PLAN 498 AND  
PART OF LOTS 3 AND 4, RANGE 5  
NORTH OF DUNDAS STREET,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

ISSUED OR REVISION COMMENTS				
NO.	DESCRIPTION	DATE	OWN	CHK
1	SITE PLAN REVISION	MAY 25 2017	AA	AA
2	SITE PLAN REVISION	NOV 29 2017	AA	AA
3	SITE PLAN REVISION FOR SUBMISSION	DEC 04 2017	AA	AA
4	REVISED DEVELOPMENT BOUNDARY	FEB 08 2019	RP	AA
5	ISSUED FOR IBA	MAR 20 2019	RP	AA

**RN DESIGN LTD.**  
8395 JANE STREET, SUITE 203  
VAUGHAN, ONTARIO, L4K 5Y2  
T: 905-738-3177 | F: 905-738-5449

I, NELSON CLUNHA DECLARE THAT I HAVE REVIEWED AND TAKEN DESIGN RESPONSIBILITY FOR THE DESIGN WORK ON BEHALF OF RN DESIGN LTD. UNDER DIVISION C, PART 3 SUBSECTION 3.2.4 OF THE BUILDING CODE. I AM QUALIFIED AND THE FIRM IS REGISTERED IN THE APPROPRIATE CLASS / CATEGORIES.

QUALIFIED DESIGNER BCIN: 21030  
FIRM BCIN: 26995  
DATE: MAR 20 2019

CLIENT  
2462357 Ontario inc.  
Pace Developments

PROJECT/LOCATION  
1745, 1765 and 1775 Thorny Brae Place, Mississauga ON

DRAWING  
CONCEPT PLAN

DATE OCT-31-2018	SCALE 1:400
DRAWN BY RP	CHECKED BY SAHM
PROJECT NUMBER 16041	DRAWING NUMBER SP100