

640 KEDLESTON WAY

CULTURAL LANDSCAPE HERITAGE IMPACT ASSESSMENT

MISSISSAUGA, ON

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Project # 21-125-01
Prepared by PE / SI / EC / SC / PB

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EXECUTIVE SUMMARY

Background

This Cultural Landscape Heritage Impact Assessment (CLHIA) assesses the impact of the proposed demolition and replacement of the existing structures on the property municipally known as 640 Kedleston Way, Mississauga (“the Site”). The Site comprises a single detached one-storey house (1963-64) and one-storey garage (1967) on an irregularly shaped lot that fronts onto Kedleston Way at the northeast corner of Kedleston Way and Mississauga Road.

Cultural Heritage Value

The Site is listed on the City of Mississauga Heritage Register and the City of Mississauga Cultural Landscape Inventory for its location within the Cultural Landscape Heritage Area of the Mississauga Road Scenic Route (MRSR). ERA has determined that the structures on the Site do not meet O. Reg. 9/06 Criteria for Determining Cultural Heritage Value of Interest. The cultural heritage value of the Site is limited to its landscape and scenic visual quality within the MRSR.

Proposed Development

The proposed development anticipates the demolition of existing structures on the Site, and their replacement with a modern style two-and-a-half-storey residential structure and detached three-bay garage. This will necessitate the removal of three existing trees interior to the Site, which will be replaced with ten new trees.

Conservation Strategy

The proposed conservation approach is landscape preservation, which ensures the protection and maintenance of the MRSR cultural heritage landscape through the following:

- Maintaining the overall scale and location of built form on the Site;
- Retention of all existing trees along Mississauga Road;
- Removal and replacement of three trees interior to the Site; and
- Introducing an additional seven trees on the Site.

Impact Assessment

In line with the CLHIA Terms of Reference, the proposed development has been evaluated for its potential impact on the attributes of the MRSR, identified in the Cultural Landscape Inventory. As such, ERA has limited its assessment of the proposed building design to its scale, height, and massing, as architectural features is not an identified attribute.

ERA has determined the proposed development will have no negative impact on the cultural heritage value and attributes of the MRSR. As such, no mitigation measures are required.

Conclusion

The proposed development maintains the prevailing pattern and scale of development and the significant landscape features that support the MRSR. Further, the proposal will conserve the cultural heritage value of the MRSR.

1 INTRODUCTION

1.1 Report Scope

ERA Architects Inc. (“ERA”) has been retained by Chau Nguyet Nga (the “Client”) to provide a Cultural Landscape Heritage Impact Assessment (CLHIA) for the proposed redevelopment of the property known municipally as 640 Kedleston Way, Mississauga (the “Site”). This report considers the impact of the proposed development on recognized heritage resources on and adjacent to the Site.

The purpose of a CLHIA, as per the City of Mississauga’s *Cultural Landscape Heritage Impact Assessment (HIA) Terms of Reference*, is to determine the impacts to known and potential heritage resources within a defined area proposed for future development.

The assessment is limited to the potential impact on the MRSR attributes, including landscape environment, consistency of building scale and historical associations. This does not include an assessment of architectural features.

This report was prepared with reference to the following:

- Provincial Policy Statement (2020);
- Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (2010);
- Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value;
- Ontario Heritage Toolkit;
- City of Mississauga Official Plan (2020);
- City of Mississauga Cultural Landscape Inventory, (2005);
- City of Mississauga Terms of Reference for Cultural Landscape Heritage Impact Assessments, (2016); and
- Mississauga Road Scenic Route Urban Design Guidelines (2017).

1.2 Site Description and Context

The Site is comprised of a single property, known municipally as 640 Kedleston Way, located in the Clarkson -Lorne Park neighbourhood of Mississauga. The Site comprises a single-detached one-storey residential dwelling and detached garage on an irregularly shaped lot that fronts onto Kedleston Way at the northeast corner of Kedleston Way and Mississauga Road.

The Site is bordered by detached residential properties to the north and east, Mississauga Road to the south, and the Queen Elizabeth Way (QEW) to the west. The area to the north, east, south, and west of the Site is characterized by single-detached residential dwellings on large lots with extensive landscaping. Approximately 500 meters north is the Credit River, while approximately 450 meters west is the Mississauga Golf and Country Club and Credit River.



2021 aerial view of the Site shaded blue (Google Earth, annotated by ERA).

1.3 Site and Context Photographs



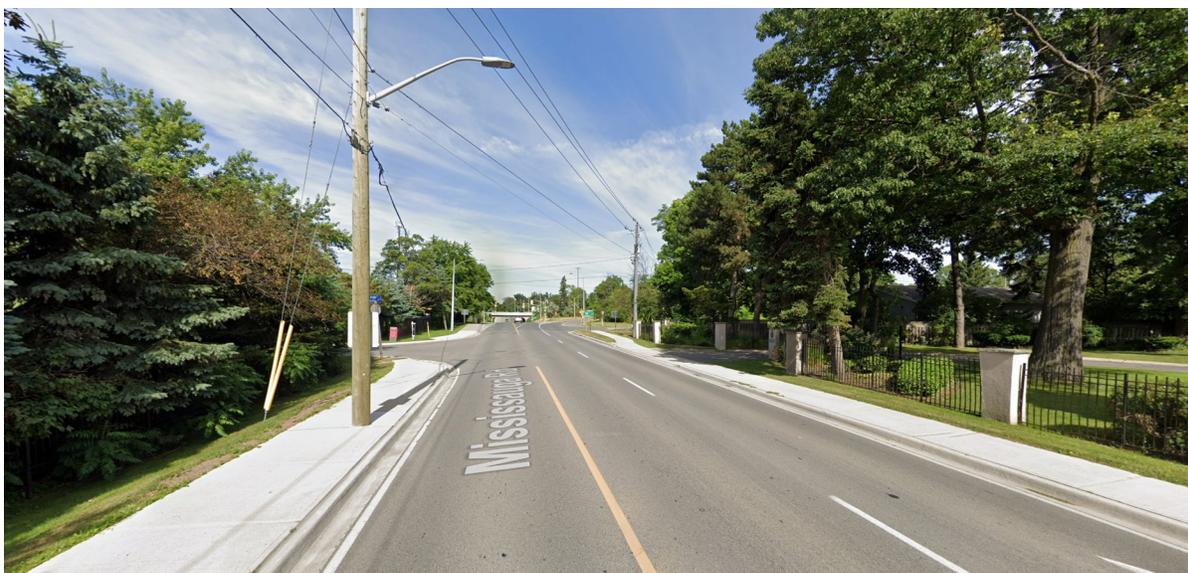
Looking southeast at the West and North elevations of the house on the Site (Zoocasa, n.d.).



Looking East from Kedleston Way at the Site (Google, 2021).



Looking East on Mississauga Road toward the Site (Google, 2021).



Looking west on Mississauga Road toward the Site (Google, 2019).



Looking north from Mississauga Road toward the Site (Google, 2018).

1.4 Heritage Status

On-Site Heritage Resources

The Site is listed on the City of Mississauga Heritage Register and the City of Mississauga Cultural Landscape Inventory, as part of the Mississauga Road Scenic Route (MRSR).

The MRSR was formally recognized in 1997, when the Mississauga Road Scenic Study was adopted by City Council. In 2005, it was recognized as part of the City of Mississauga's *2005 Cultural Landscape Inventory*. Encompassing adjacent lands along the length of Mississauga Road from Britannia Road West to Lakeshore Road West, the significant cultural features of the MRSR are related to it being an historic transportation corridor. The inventory describes the cultural landscape as follows:

“Mississauga Road is one of the oldest roads in Mississauga. Its alignment varies from being part of the normal road grid in the north to a curvilinear alignment in the south following the top of bank of the Credit River. The scenic quality of the road is notable because it traverses a variety of topography and varying land use from old established residential neighbourhoods to new industrial and commercial areas. From Streetsville south the boulevards and adjacent landscapes are home to some of the oldest and most spectacular trees in the City. It is acknowledged as an important cultural landscape because of its role as a pioneer road and its scenic interest and quality.” (Mississauga, 2005)

The inventory identifies the attributes of each cultural landscape, which are grouped into categories. The attributes identified for the MRSR are as follows:

Landscape Environment

- Scenic and Visual Quality:
- Horticultural Interest
- Landscape Design, Type and Technological Interest

Built Environment

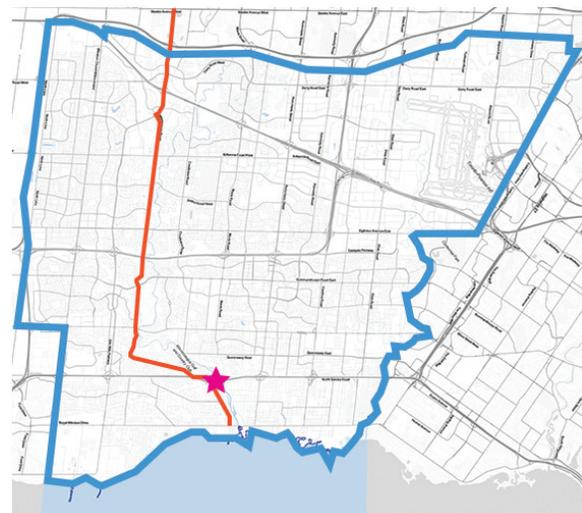
- Consistent Scale of Built Features

Historical Associations

- Illustrates Style, Trend or Pattern
- Illustrates important phase in Mississauga's social or physical development

Other

- Historical or Archaeological Interest



The Site (magenta star) is situated on Mississauga Road (orange), a cultural landscape feature recognized in the City of Mississauga's Cultural Landscape Inventory (City of Mississauga Mapping Service, annotated by ERA).



Looking west on Mississauga Road, 400 meters east of the Site, showing extensive landscaping and mature trees (Google, 2019).



Looking west on Mississauga Road from the intersection at Arrowhead Road, 300 meters east of the Site, showing examples of side yards frontages on Mississauga Road. Note the landscaping on the property on the right, and the new two-storey property on the left (Google, 2020).

Adjacent Heritage Resources

The Site is considered adjacent to the following municipally recognized heritage resources which are listed as part of the MRSR:

- 1527 Mississauga Road
- 1540 Mississauga Road
- 638 Atoka Drive



Looking southeast from the Site at the Mississauga Road frontages of 1540 Mississauga Road to the right, and 638 Atoka Drive to the left (Google, 2020).

Adjacent: Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (Provincial Policy Statement, 2020).

Adjacent lands: those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives (PPS 2020).



1540 Mississauga Road from Atoka Drive (Google, 2020).



638 Atoka Drive (Google, 2020).



1527 Mississauga Road (Google, 2020).

2 HISTORY AND EVOLUTION

2.1 Historical Context

Indigenous Territory & Colonial Context

This section of the report was written from a non-Indigenous perspective, based on archaeological research and available written records. It does not claim to reflect or represent the entirety of the rich history of indigenous peoples in this area.

The Site forms part of the traditional territory of diverse Indigenous Nations including the Mississaugas of the Credit, Wendat, Haudenosaunee, and Anishinaabe. Beginning in the early 1700s, the area around the Etobicoke Creek, Credit River, and Burlington Bay was settled by the Mississauga, who until the late 1600s had inhabited territory north of Lake Huron. The name Mississauga is an Ojibway (Anishinabe) word meaning “River of the North of Many Mouths”.

Following the establishment by the French of a trading post at the western end of Lake Ontario in the 1720s, the Mississaugas regularly engaged in the fur trade.

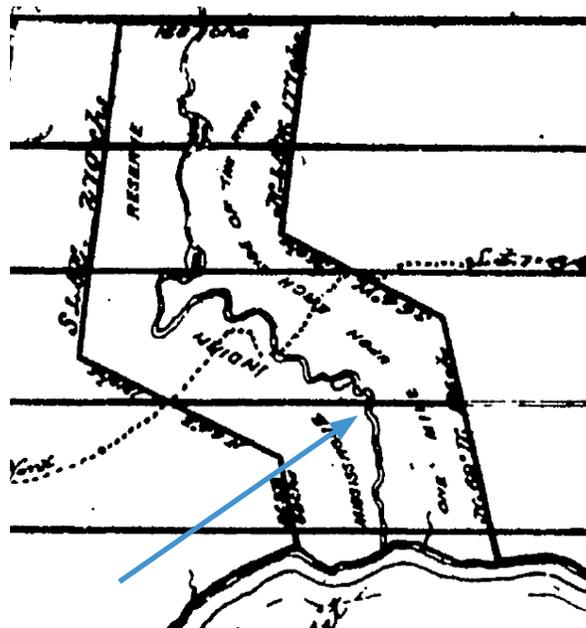
“A practice soon developed by which French, and later English fur traders would extend credit to the Mississaugas at a particular river location. As a result, this river became known as the Credit River. By extension, the Mississaugas established in the region became known to Europeans as the Mississaugas of the Credit.” (Praxis Research Associates)

The Mississauga Purchase Treaties

On August 2, 1805, near the mouth of the Credit River, the Mississauga’s signed Provisional Treaty 13A, surrendering 70,784 acres of land to the British Crown. Encompassing the area from Etobicoke Creek to Burlington Bay to 6 miles from the shoreline, the treaty became known as the “Mississauga Purchase” or the “First Purchase”. As part of the negotiations,



Section of 1688 map of lake Ontario showing the location of the Site (University of Toronto, annotated by ERA).



Section of the 1806 map of Treaty 14, showing the boundaries of the Mississauga Indian Reserve along the Credit River. The location of the Site is indicated with a blue arrow (Chamberlain, 1891; annotated by ERA).

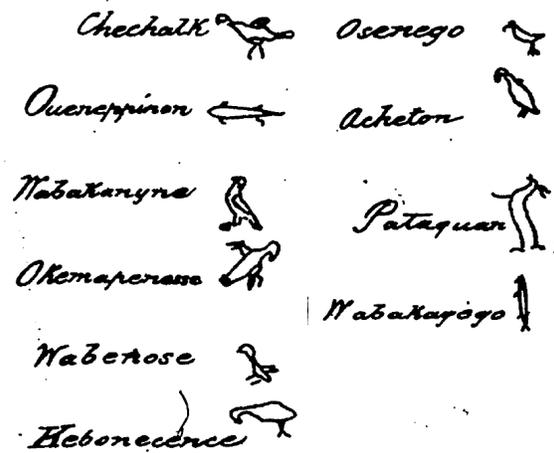
Treaty 13A set aside a one-mile strip of land on either side of the Credit River, from Lake Ontario to the base line (Eglinton Avenue), for the Mississauga's which would come to be known as the Credit Indian Reserve (CIR).

In 1806, provisional Treaty 13A was ratified with the signing of Treaty 14, known as the “Head of the Lake Purchase”. These newly ceded lands were surveyed as Toronto Township. On October 28th, 1818, the Mississauga's signed Treaty 19. Referred to as the Second Purchase, a further 600,000 acres of land were surrendered to the British Crown, including much of the current Region of Peel. These lands would form the townships of Toronto, Chinguacousy, Caledon, Albion and Toronto Gore. The signing of Treaties 22 and 23 (the Credit Treaties) in 1820, saw the Mississauga's surrender all of the CIR lands, save for 200 acres to the east of the Credit River.

Credit Mission Village

In 1826, the Credit Mission Village was established, with government support, by members of the Mississauga's who had converted to Christianity. The group was led by Reverend Peter Jones (Kahkewaquonaby), a Chief of the Mississaugas. His mother, Tuhbenahneequay, was Mississauga while his father, Augustus Jones, was a United Empire Loyalist and served as Deputy Surveyor General for the Home District of Upper Canada from 1789 - 1799.

Located on either side of Mississauga Road, within the current Mississauga Golf and Country Club, the village sat opposite the 200 acres of reserve land set aside following the Credit Treaties of 1820. Unable to gain legal ownership of the land, the Mississauga's relocated to the New Credit Reserve at Hagersville. Following their relocation, some structures were used by early settlers. In the 1950s, the last remaining structure, the former Chief's house, was demolished.



Doodems of the Mississauga chiefs who signed Treaty 14 (Chamberlain, 1891).



1849 map of the Credit River Indian Reserve and the Credit Mission Village indicated with a blue arrow (Peel Gallery, Museum and Archives).

Early Settlement

Following the Mississauga Purchase in 1805, the surrendered lands were surveyed by Samuel Wilmot in 1806 as Toronto Township. Following the Second Purchase in 1818, a much larger area was surveyed and made available for settlement, seeing the population increase from 803 in 1821, to 4000 in 1835, and 7539 in 1851. Toronto Township was primarily agrarian, with a number of small villages. The second half of the 19th century saw slow growth as all available lands had been settled. With the railways bypassing the area's smaller settlements and greater economic opportunities existing in the rapidly industrializing cities of Toronto and Hamilton, Toronto Township saw its population decline from 7539 in 1851, to 5208 in 1901.

Lorne Park

The first half of the 20th century was a period of growth for the villages and towns of Toronto Township, particularly those located close to the Lakeshore and the expanding City of Toronto. Port Credit, Lorne Park and Clarkson became popular summer communities for affluent Torontonians, who built cottages and summer estates along Lake Ontario and the Credit River. The construction of the QEW in 1937, to the west of the Site, encouraged further development. While Port Credit and Clarkson continued to grow as towns, Lorne Park remained primarily a summer cottage area until the end of the Second World War.

City of Mississauga

The period following the Second World War was one of rapid growth, which saw a massive building boom across the country, particularly in the former towns, villages, and farmland of Southern Ontario, between the cities of Toronto and Hamilton. In response to this, Toronto Township was reincorporated as a town in 1968, amalgamating the villages of Clarkson, Lakeview, Cooksville, Erindale, Sheridan, Dixie, Meadowvale, and Malton. Following a referendum in 1967, the name Mississauga was chosen as the name of the new town. In 1974, the towns of Streetsville and Port Credit amalgamated with the Town of Mississauga to form the City of Mississauga.



Map of the villages of Toronto Township (Mississauga Heritage, 2004).



Late 19th Century photograph of Lorne Park Estates (Heritage Mississauga).



Map of Lorne Park community with the Site indicated with arrow (Localwiki,n.d.; annotated by ERA).

2.2 Site History

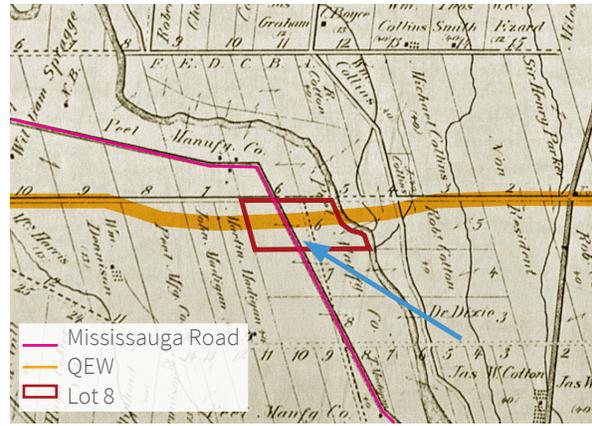
The Site is located on Part Lot 8 of Range 2 of the former CIR. While settlement in the southern part of Toronto Township began in 1806, following the Head of the Lake Purchase, the lands within the CIR were not ceded until 1820. It was not until the 1850s that Crown Patents were issued for the former CIR lands. The lands within the CIR were surveyed perpendicular to the Credit River rather than Lake Ontario which was common practice. Lot 8 was granted to James Cotton in 1854, and in 1859, the property is identified as belonging to both Robert and James Cotton. In 1864, the property was sold to Henry Fowler, who subsequently sold it to the Peel Manufacturing Company in 1869.

Lot 8 was subsequently misnumbered as Lot 6 in both the 1859 Tremaine Atlas of Peel County and the 1877 Peel County Atlas. Over the next 60 years Lot 8 was subdivided, with properties changing hands multiple times.

Beginning in the 1930s, the northern and western portions of Lot 8 were expropriated for the QEW and its subsequent expansion, including the construction of the new interchange at Mississauga Road in 1959.

In 1962, Andrew and Augusta Fillafer sold the property to BNR Developments, who subdivided the property into residential lots, which were registered as Plan 677 with the Town of Mississauga on July 13, 1962. Lot 1 of Plan 677 was purchased by Dr. Robert Boyko in 1962. In late 1963 early 1964, a residence with an office was constructed. In 1967, this was followed with the construction of a detached garage on the property, at which time the Site attained its current form.

While the architect of the existing building on the Site is unknown, the residential structure on the Site bears a significant resemblance to a number of designs found in the 1962 Canada Mortgage and Housing Corporation (CMHC) Small house Designs catalogue.



1877 Peel County Atlas. Note that Lot 8 is misnumbered as Lot 6 (McGill University Library, annotated by ERA).



1954 aerial photograph with the Site shaded blue (City of Mississauga, annotated by ERA).



1966 aerial photograph with the Site shaded blue (City of Mississauga, annotated by ERA).

Small House Designs

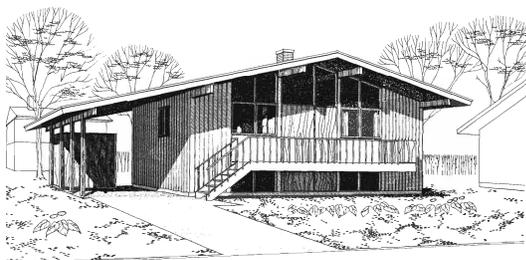
From 1947-1974 the CMHC published a series of design catalogues to encourage solid and financially-sound building design.

“The CMHC paid architects a fee of \$1,000 for every selected house design, plus royalties of \$3 for every set of working drawings sold. For \$10, a new homebuyer could buy a set of blueprints for a high-quality architect-designed home.” (Teodorescu, 2009)

These modest, accessible, and affordable designs were widely used in communities across Canada. Their versatility meant that they were used by everyone from individuals building their own house, to developers creating entire subdivisions.



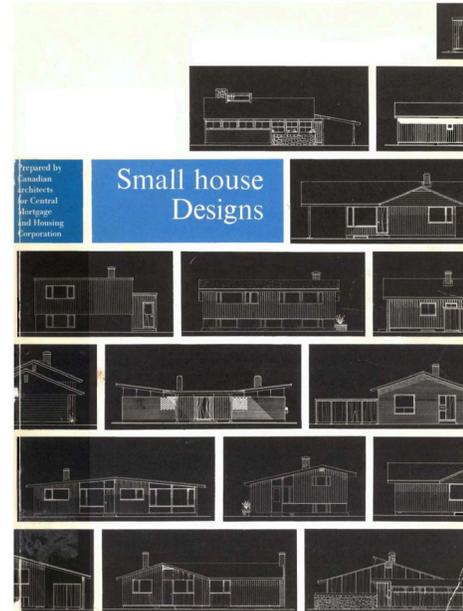
(Google, 2020)



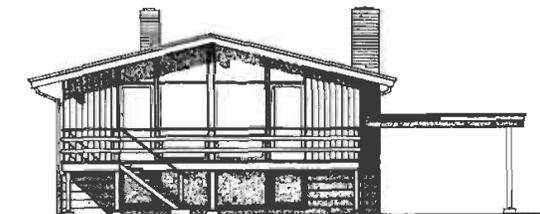
(CMHC, 1962)



(Zoocasa, n.d.)



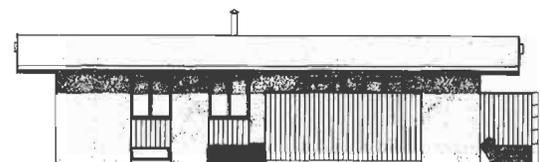
(CMHC, 1962)



(CMHC, 1962)



(Zoocasa, n.d.)



(CMHC, 1962)

3 CULTURAL HERITAGE VALUE

3.1 Ontario Regulation 9/06 Analysis

Value (quoted from Ontario Reg. 9/06)	Assessment of 640 Kedleston Way
<p><i>The property has design value or physical value because it,</i></p> <p><i>i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,</i></p> <p><i>ii. displays a high degree of craftsmanship or artistic merit, or</i></p> <p><i>iii. demonstrates a high degree of technical or scientific achievement.</i></p>	<p>i. The property contains a one-storey house, built in 1963-1964, with a detached garage built in 1967. It is not a rare, unique, representative or early example of a style, type, expression, material or construction method. While incorporating large expanses of windows and cathedral ceilings, its modest design is typical of a house form building from the period of construction.</p> <p>ii. Given the property's modest architectural expression, it does not display a high degree of craftsmanship or artistic merit.</p> <p>iii. The structure displays building methods typical of the era during which it was constructed, and thus does not demonstrate a high degree of technical or scientific achievement.</p>
<p><i>The property has historical value or associative value because it,</i></p> <p><i>i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,</i></p> <p><i>ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or</i></p> <p><i>iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</i></p>	<p>i. The structure does not have any direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. It had no direct association with the former Credit Indian Reserve, the Peel Manufacturing Company or the summer houses of Lorne Park. The residents of the house, built in 1963-1964, do not appear to have historical significance.</p> <p>ii. The structure has little potential to yield information that contributes to an understanding of community or culture.</p> <p>iii. Research has not revealed the architect or builder responsible.</p>

<p><i>The property has contextual value because it,</i></p> <p><i>i. is important in defining, maintaining or supporting the character of an area,</i></p> <p><i>ii. is physically, functionally, visually or historically linked to its surroundings, or</i></p> <p><i>iii. is a landmark.</i></p>	<p>i. The structure is not important in defining, maintaining or supporting the character of the area. Originally consisting of large summer estates, the surrounding area was redeveloped between the late 1940s through the 1970s, and continues to evolve to this day.</p> <p>ii. Like all properties, the structure may be considered physically, functionally, visually and historically linked to its surroundings. However these links are not significant enough to warrant designation under the <i>Ontario Heritage Act</i>.</p> <p>iii. The structure is not considered a landmark.</p>
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Conclusion

It is ERA's opinion the Site does not meet O. Reg. 9/06 Criteria for Determining Cultural Heritage Value or Interest and is not a candidate for designation under Part IV of the Ontario Heritage Act.

4 HERITAGE POLICY REVIEW

This Heritage Policy Review focuses on policies pertaining to Cultural Heritage Landscapes, and has been prepared with reference to the following:

- Provincial Policy Statement, 2020;
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019;
- The Ontario Heritage Act, R.S.O. 1990;
- City of Mississauga Official Plan, 2020;
- City of Mississauga Cultural Landscape Inventory, 2005; and
- Mississauga Road Scenic Route Urban Design Guidelines, 2017.

Provincial Policy Statement, 2020

The Provincial Policy Statement (the “PPS”) directs land use planning in Ontario and identifies the importance of balancing growth demands with the conservation of significant built heritage resources and cultural heritage landscapes:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) supports the development of prosperous and complete communities across the Greater Golden Horseshoe Region. This approach includes the recognition and conservation of cultural heritage resources and identifies the importance of built heritage and cultural landscapes to local identity, the tourist sector and the investment potential of communities.

***Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).*

***Significant:** e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act (PPS, 2020).*

***Conserved:** the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (PPS, 2020).*

***Adjacent lands:** those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (PPS, 2020).*

Section 4.2.7 of the Growth Plan directs the following:

1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Ontario Heritage Act, R.S.O. 1990

The Ontario Heritage Act (the “OHA”) is the statutory legal foundation for heritage conservation in Ontario. Part IV, Section 27 of the OHA enables the clerk of a municipality to keep a register of properties within the municipality that are of cultural heritage value or interest.

Part IV, Section 29 of the OHA enables municipalities to enact by-laws to designate properties to protect and conserve their cultural heritage value.

Ontario Regulation 9/06 was introduced as part of the 2005 revisions to the OHA and provides *Criteria for Determining Cultural Heritage Value or Interest* which consists of nine criteria under three categories: (1) design/physical value; (2) historical/associative value, and; (3) contextual value.

City of Mississauga Official Plan, consolidated September 2020

The City of Mississauga Official Plan (OP), consolidated September 2020, balances growth and intensification with conservation of cultural heritage resources. Chapter 7.4 addresses the role of heritage planning in the creation of complete communities. These include the following relevant policies:

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.

7.4.1.9: Character Area policies may identify means of protecting cultural heritage resources of major significance by prohibiting uses or development that would have a deleterious effect on the cultural heritage resource, and encouraging uses and development that preserve, maintain and enhance the cultural heritage resource.

Cultural Heritage Resources: Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Growth Plan, 2019)

Chapter 9.3.3 of the City of Mississauga OP addresses Gateways, Routes, Landmarks and Views, which ensures special care is taken with development along scenic routes. Policy 9.3.3.11 applies to the lands along the MSRSR, which generally provides for the preservation of landscapes and new construction that is consistent with its context.

Chapter 16 addresses the unique Neighbourhood Character Areas within the City. Section 16.5 pertains to the Clarkson-Lorne Park Character Area, where the Site is situated, provides policies that guide development in this Character Area, including but not limited to massing, scale, setbacks and landscaping.

Scenic Routes: Routes designed to preserve existing woodlands and Greenlands along roadways. Scenic routes are also designated to maintain or restore historic scenic nature of roadways (Mississauga Official Plan).

MRSR Urban Design Guidelines

The Urban Design Guidelines were established to provide guidance for new development along the MRSR to ensure compatibility with the area's established character and to minimize impacts on adjacent properties.

Chapter 2.7 provides specific guidance on Residential Complementary Built Form, elaborating Chapter 9.3.3 of the City of Mississauga OP. Guidance relevant to the Site are as follows:

- *New buildings should not be greater than 2 storeys high and shall be designed to reflect the existing residential character in terms of scale and massing.*

Chapter 2.11 provides specific guidance on Landscape, Cultural and Heritage Features, elaborating Chapter 9.3.3 of the City of Mississauga OP. Guidance relevant to the Site are as follows:

- *The removal of landscape, cultural and heritage features located on private or public land will be discouraged*
- *Landscape, cultural and heritage features include, but are not limited to, low stone walls, fences and gates, stone pillars, entry features, hedgerows, public art and other cultural features*
- *Heritage designated and listed properties shall be maintained and enhanced. Where development is considered it shall be done in a sensitive, compatible and respectful manner*

5 PROPOSED DEVELOPMENT

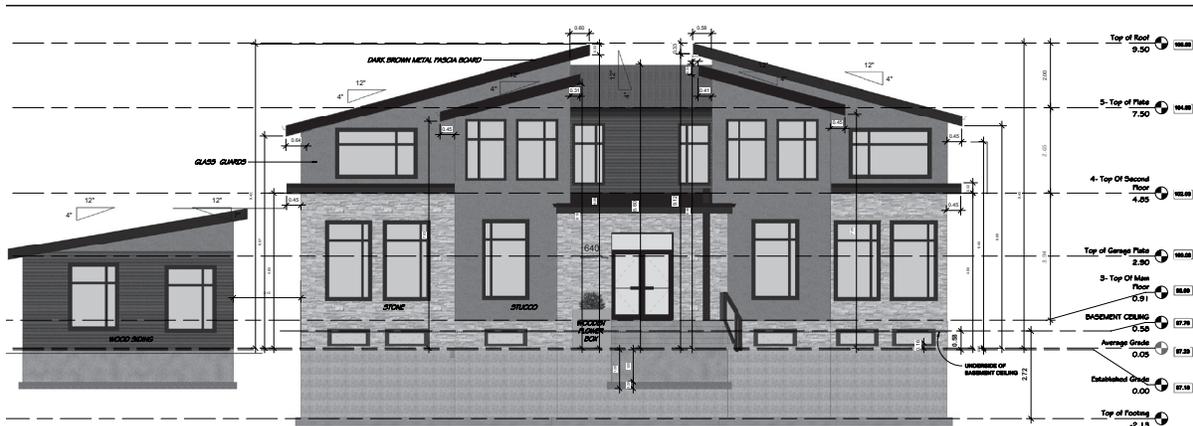
The proposed development anticipates the removal and replacement of the existing structures on the Site with a two-and-a-half-storey residential building and detached three-bay garage.

The proposed residential building will occupy a slightly larger building footprint than the existing while maintaining the existing front and side yard setbacks. The proposed garage will be situated north of the residential building. The garage will be accessed via a realigned driveway accessed from Kedleston Way.

The proposed development will necessitate the removal of three existing trees. One of the trees adjacent to the existing residential building will be removed to accommodate the enlarged building footprint of the proposed residential structure. The other two trees are to be removed to accommodate the proposed garage and realigned driveway. Ten new trees are proposed to be planted on the Site.



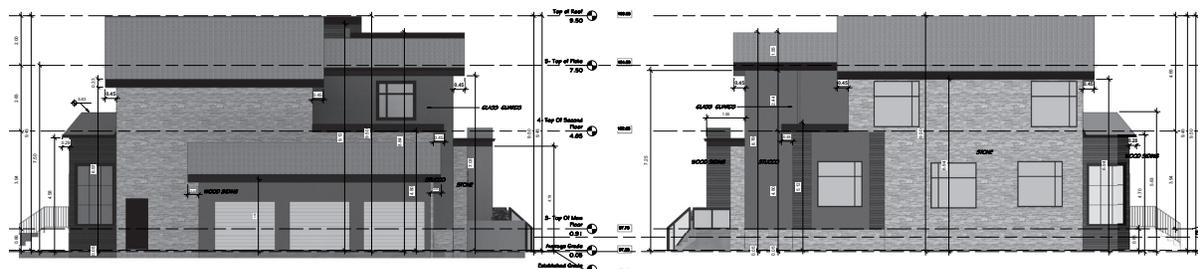
Rendering of proposed front elevation (MTRX, 2020).



Front Elevation (MTRX, 2020).



Rear Elevation (MTRX, 2020).



North Elevation (MTRX, 2020).

South Elevation (MTRX, 2020).

6 CONSERVATION STRATEGY

The proposed conservation approach is landscape preservation, which ensures the protection and maintenance of the MRSR. This is achieved through the following:

- Maintaining the overall scale and location of built form on the Site;
- Retention of all existing trees along Mississauga Road;
- Removal and replacement of three trees interior to the Site; and
- Introducing an additional seven trees, increasing the overall tree canopy on the Site.

Please see following pages for corresponding graphics.

***Rehabilitation:** the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.*

***Restoration:** the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.*

***Preservation:** the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

Source: Standards and Guidelines for the Conservation of Historic Places in Canada (2010).



Looking East on Mississauga Road towards the Site with existing building (Google, 2021; annotated by ERA).



Looking East on Mississauga Road towards the Site with proposed building (Google, 2021; annotated by ERA).



Looking East on Mississauga Road towards the Site with foliage and existing building (Google, 2018; annotated by ERA).



Looking East on Mississauga Road towards the Site with foliage and proposed building (Google, 2018; annotated by ERA).

7 IMPACT ASSESSMENT

In line with the CLHIA Terms of Reference (2016), the following table identifies and assesses the possible impacts of the proposal on the attributes of the MRSR, based on the City's criteria for cultural landscapes. ERA has limited its assessment of the proposed design to building scale, height, and massing, as architectural features is not an attribute of the MRSR. This is also in line with the MRSR Urban Design Guidelines.

Heritage Attributes/Criteria	Impact and Remediation
Landscape Environment	
<i>Scenic and Visual Quality</i>	<p><i>No impact - The Site is currently occupied by a detached dwelling with extensive tree canopy in a residential landscape. There are no fences along Mississauga Road and Kedleston Way.</i></p> <p><i>The proposed dwelling does not change the scenic and visual quality of Mississauga Road, which is defined by the variety of topography and land use.</i></p>
<i>Horticultural Interest</i>	<p><i>No Impact - The proposed dwelling retains the majority of existing trees on the site. Trees fronting onto Mississauga Road are to be retained and new replacement trees will be planted.</i></p> <p><i>ERA recommends planting a variety of coniferous and deciduous species for the replacement trees.</i></p>
<i>Landscape Design, Type and Technological Interest</i>	<p><i>No Impact - The proposed development retains the street fronting landscaping.</i></p>
Historical Association	
<i>Illustrates Style, Trend or Pattern</i>	<p><i>No impact - The proposed dwelling is consistent with the pattern of development along Mississauga Road in the immediate surrounding area.</i></p>
<i>Illustrates Important Phase in Mississauga's Social or Physical Development</i>	<p><i>No impact - The proposed replacement building reflects the development pattern and continued evolution of built form along Mississauga Road. It does not impact MRSR's ability to illustrate the long history of social and physical development in the City of Mississauga.</i></p>

Heritage Attributes/Criteria	Impact and Remediation
Built Environment	
<i>Consistent Scale of Built Features</i>	<i>No impact - The proposed dwelling, while larger (two-and-half storeys) than the existing, is consistent with the scale, height and massing of adjacent buildings and the immediate surrounding area.</i>
Other	
<i>Historical or Archaeological Interest</i>	<i>No impact - Mississauga Road's historical interest as an evolving corridor that links a variety of land use and topography is not impacted by the proposed dwelling.</i>

ERA has found that the proposed development will have no negative impact on the attributes of the MRSR based on the applicable criteria set out within the City of Mississauga's Cultural Landscape Inventory and the CLHIA Terms of Reference (2016). As such, no mitigation measures are required.

8 CONCLUSIONS

The Site contains an existing single-detached residential structure and detached garage on a heavily treed lot. The Site does not meet the criteria for designation under Part IV of the Ontario Heritage Act. The Site's cultural heritage value is limited to its location within the MRSR.

The proposed new construction is consistent with the prevailing pattern and scale of development on the Site and along Mississauga Road. The proposed development retains the majority of existing trees, replaces three trees, and introduces seven new trees.

The proposed development at 640 Kedleston Way will conserve and have no impact on the cultural heritage value of the Mississauga Road Scenic Route.

9 PROJECT PERSONNEL

Philip Evans

Philip Evans is a registered architect with the OAA, principal of ERA Architects and the founder of small. In the course of his career, he has led a range of conservation, adaptive reuse, design, and feasibility planning projects. Philip is a professional member of CAHP and RAIC.

Samantha Irvine

Samantha Irvine works with the heritage planning team at ERA Architects. She has graduate degrees in Historical and Sustainable Architecture (NYU) and Sustainable Urbanism (Wales). Samantha is a lawyer and member of the Ontario Bar.

Emily Collins

Emily Collins is a planner with ERA Architects. She is a Registered Professional Planner (RPP) and a Member of the Canadian Institute of Planners (MCIP). She received her Bachelor of Environmental Studies with a major in Honours Planning from the University of Waterloo.

Stuart Chan

Stuart Chan is a landscape designer at ERA Architects. He holds a Master of Landscape Architecture degree from the University of Guelph and has been involved in landscape architecture projects in Ontario and Hong Kong.

Patrick Brown

Patrick Brown is a planner with ERA Architects. He holds a Bachelor of Urban and Regional Planning from Ryerson University, as well as a diploma in Heritage Conservation from the Willowbank School of Restoration Arts.

10 REFERENCES

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11 APPENDICES

APPENDIX I: ARCHITECTURAL DRAWINGS (KARAN ZAND, 2021)

MTRX
416-602 6121
mtrxdesign@gmail.com

ALL CONSTRUCTION TO ADHERE TO THESE PLANS AND SPECIFICATIONS AND TO COMPLY WITH THE O.C. CODE AND ALL OTHER APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION THEREON. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL DISCREPANCIES TO THE ARCHITECT IMMEDIATELY. WITH THE WORK THESE DRAWINGS ARE THE COPYRIGHT PROPERTY OF MTRX AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

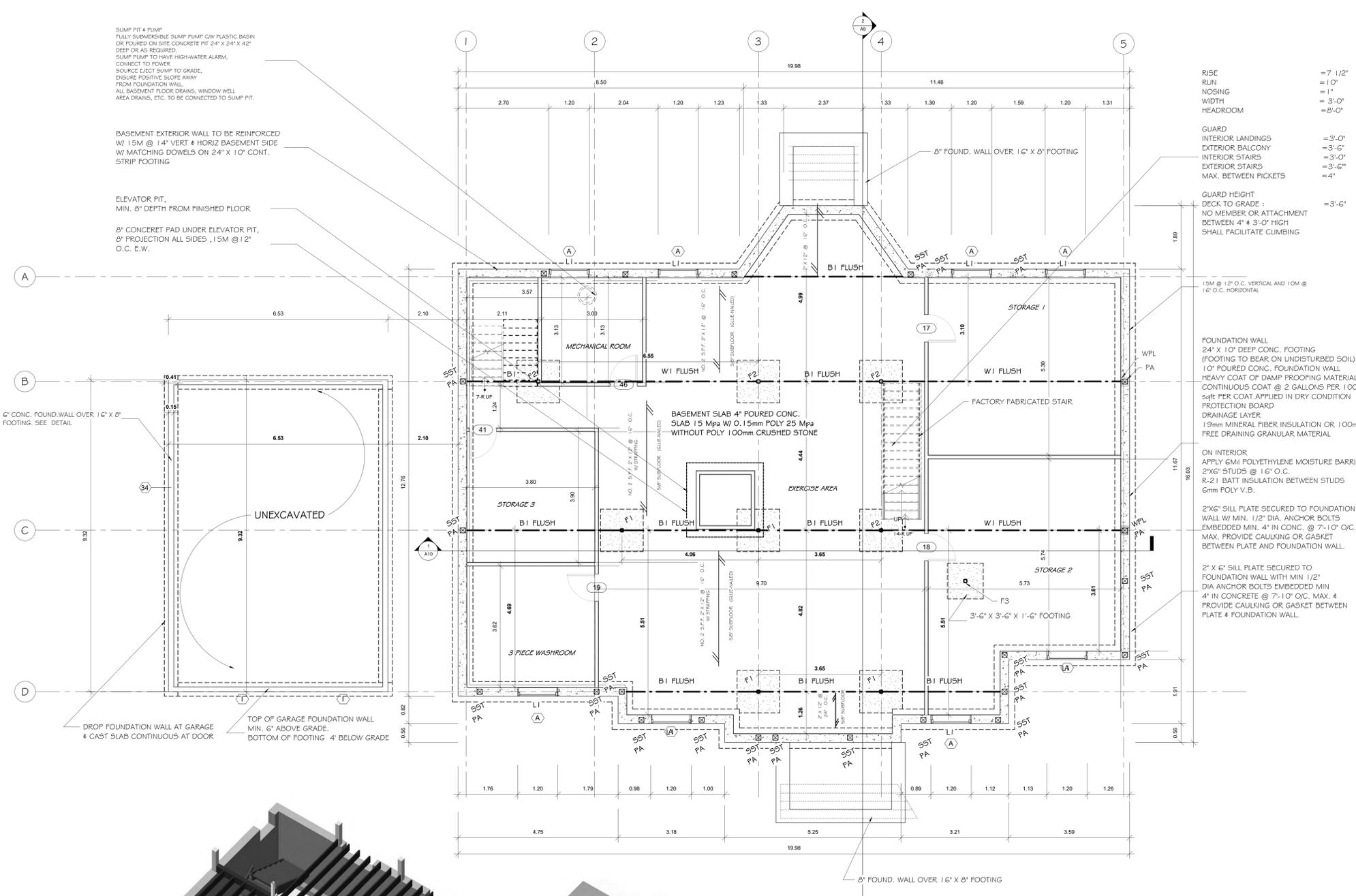
No.	Description	Date
1	ISSUED PER CITY COMMENTS	AUGUST 8, 2020

PROFESSIONAL ENGINEER
K. ZAND
100683391
2021-05-04
PROVINCE OF ONTARIO

QUALIFICATION INFORMATION
I review and take responsibility for the design work on behalf of MTRX registered under subsection 32.4 of Division C of the Building Code, Law 1997 and the firm is registered in the appropriate category categories:
NAME: MEHRDAD YASSERI
FIRM: MTRX
SIGNATURE: [Signature]
ID: 38754
ID: 38435
2021-05-04

KEDLESTON WAY
640 KEDLESTON WAY,
MISSISSAUGA, L5H 1Y5
BASEMENT PLAN

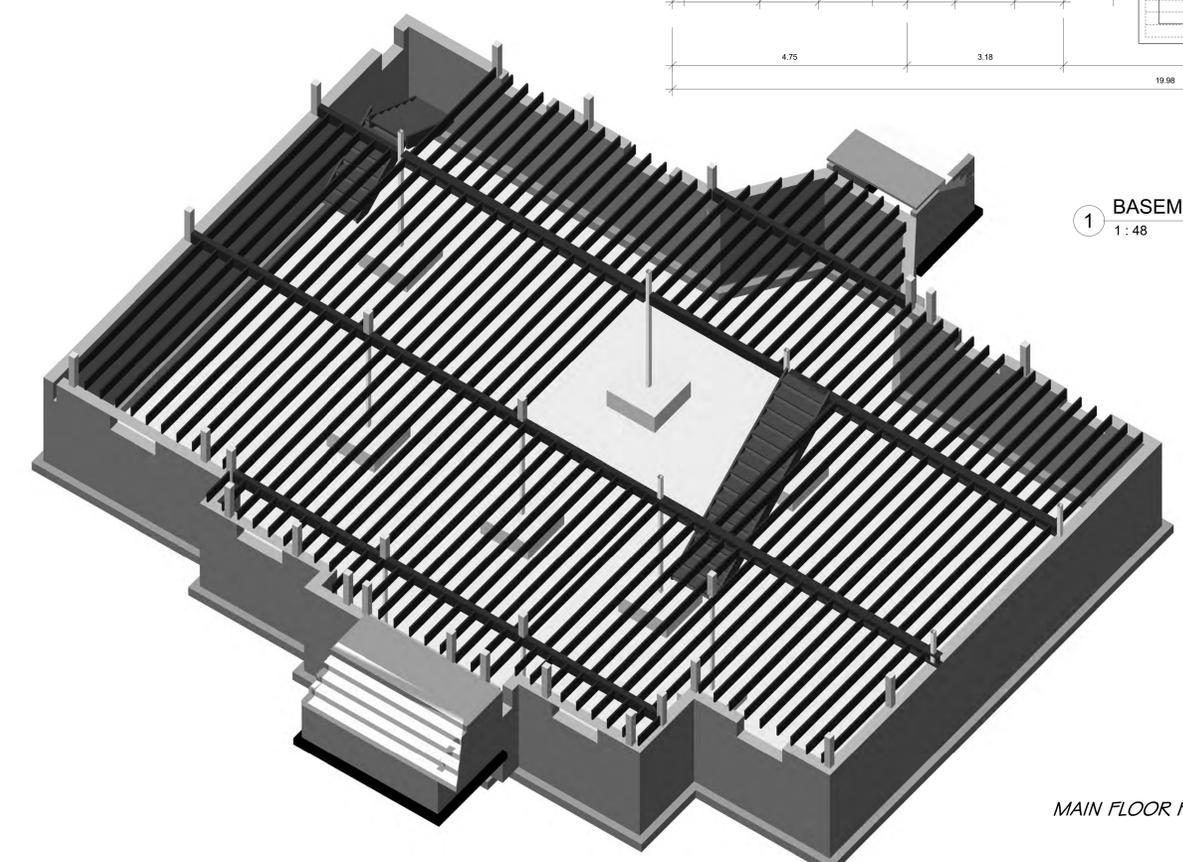
Project number: 2020-06-04
Date: 2020-06-25
Drawn by: DY
Checked by: KZ
A2
Scale: 1:48



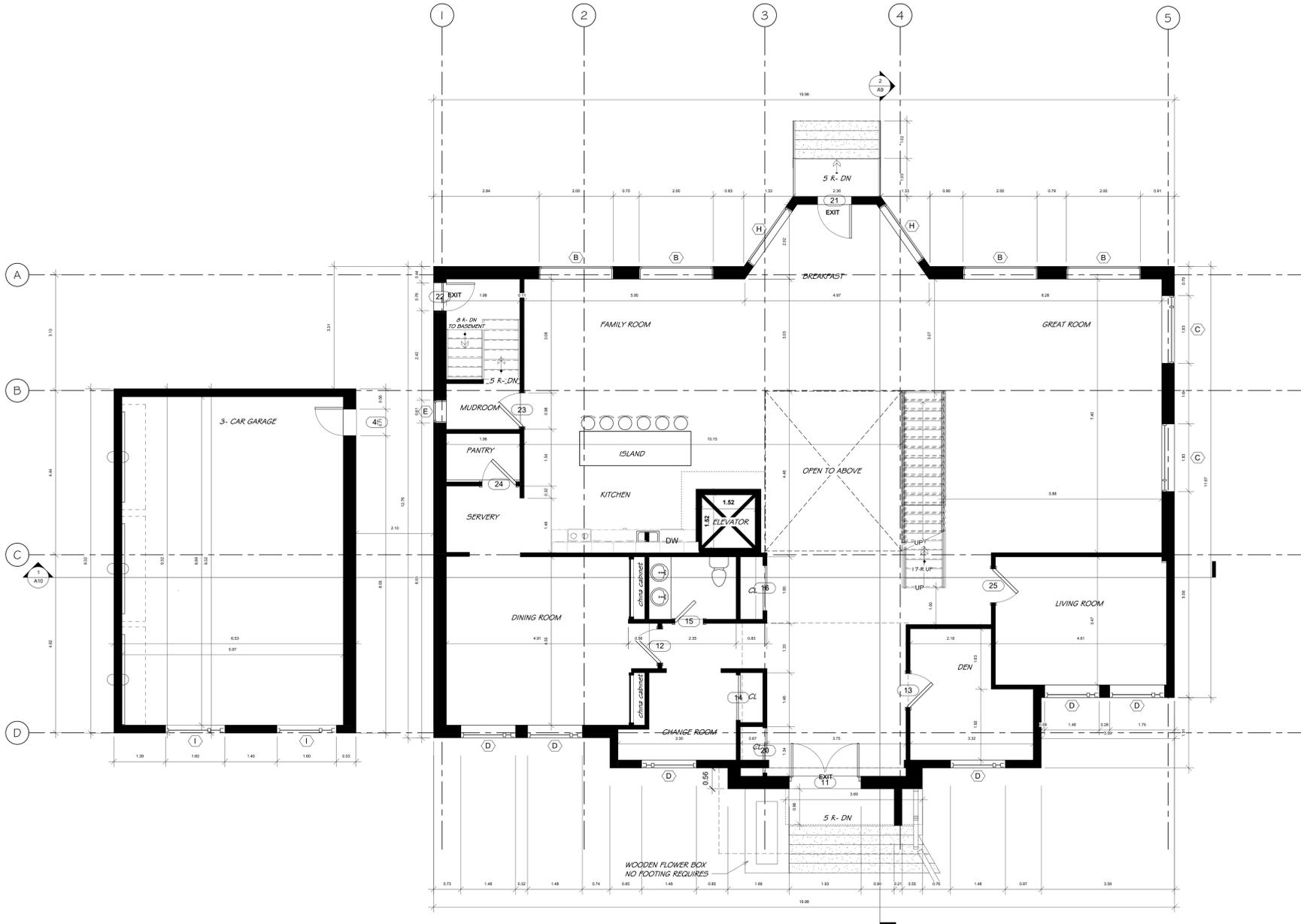
- LEGEND:**
- BATHROOM/WASHROOM MECHANICAL VENTILATION TO EXTERIOR AIR PER CBC 9.32.2.
 - STOVE EXHAUST FANHOOD TO EXTERIOR, AS PER CBC 9.32.3
 - DRYER VENT TO EXTERIOR, AS PER CBC 9.32.3
 - FURNACE, HOT WATER HEATER, FIREPLACE INTAKE DUCT FOR COMBUSTION AIR AS PER CBC 9.32.2
 - CARBON MONOXIDE DETECTOR W/ AN ALARM AUDIBLE
 - U.L.C. APPROVED SMOKE ALARM
 - LIGHT
- JOISTS DIRECTION
- PA POST ABOVE
- F1 4" HSS + 8" X 8" X 1/2" PL W/ 4 - 1/2" ANCHOR BOLTS ON 50" X 50" X 20" CONC. FOOTING. MIN. 3000 PSI + 15M @ 10" O.C. BOTT. E-W.
- F2 4" HSS + 8" X 8" X 1/2" PL W/ 4 - 1/2" ANCHOR BOLTS ON 50" X 50" X 20" CONC. FOOTING. MIN. 3000 PSI + 15M @ 10" O.C. BOTT. E-W.
- F3 4" HSS
- F1 4 - 2" X 6" POST
- F2 3 - 2" X 6" POST
- F3 3 - 2" X 6" POST
- W1 3/10 X 60
- B1 3 PLY LP LVL 1 3/4" X 11 7/8"
- B2 2 PLY LP LVL 1 3/4" X 11 7/8"
- L1 2 - 2" X 12" UNTEL
ST.L. - 3.5" X 3.5" X 5/16"
- L2 2 - 2" X 12" UNTEL
ST.L. - 4" X 3.5" X 1/4"
- SST 5ST: SIMPSON STRONG-TIE
- WURBGRD POST BRACKETS
SADDLE BRACKET FOR CONNECTING POST TO CONCRETE. MATERIAL: 3 GAUGE FINISH: HOT-DIP GALVANIZED, USE HDG FASTENERS FASTEN TO CONC. W/ 2-1/2" DIA. ANCHOR BOLTS, 8" LONG PROVIDE NOTCHED OUT AREA TO ACCOMMODATE THE ANCHOR BOLTS INTO THE WOOD POST.
- USE 2" X 12" RIMBOARD AROUND FLOOR FRAMING SUBFLOOR: 5/8" CANADIAN SOFTWOOD PLYWOOD GLUED AND NAILED
- CEILING: 1/2" GYPSUM BOARD
- WFL 10" X 8" X 1/2" STEEL PLATE FASTEN TO CONC. W/ 4-1/2" DIA. ANCHOR BOLTS 8" INTO CONCRETE.

- RISE = 7 1/2"
- RUN = 10"
- NOSING = 1"
- WIDTH = 3'-0"
- HEADROOM = 8'-0"
- GUARD INTERIOR LANDINGS = 3'-0"
- EXTERIOR BALCONY = 3'-6"
- INTERIOR STAIRS = 3'-0"
- EXTERIOR STAIRS MAX. BETWEEN PICKETS = 4"
- GUARD HEIGHT DECK TO GRADE: NO MEMBER OR ATTACHMENT BETWEEN 4' & 3'-0" HIGH SHALL FACILITATE CLIMBING = 3'-6"
- FOUNDATION WALL 24" X 10" DEEP CONC. FOOTING (FOOTING TO BEAR ON UNDISTURBED SOIL) 10" POURED CONC. FOUNDATION WALL HEAVY COAT OF DAMP PROOFING MATERIAL CONTINUOUS COAT @ 2 GALLONS PER 100 sqft PER COAT APPLIED IN DRY CONDITION PROTECTION BOARD DRAINAGE LAYER 19mm MINERAL FIBER INSULATION OR 100mm FREE DRAINING GRANULAR MATERIAL
- ON INTERIOR APPLY 6M POLYETHYLENE MOISTURE BARRIER 2"X6" STUDS @ 16" O.C. R-21 BATT INSULATION BETWEEN STUDS 6mm POLY V.B.
- 2"X6" SILL PLATE SECURED TO FOUNDATION WALL W/ MIN. 1/2" DIA. ANCHOR BOLTS EMBEDDED MIN. 4" IN CONC. @ 7'-10" O.C. MAX. PROVIDE CAULKING OR GASKET BETWEEN PLATE AND FOUNDATION WALL.
- 2" X 6" SILL PLATE SECURED TO FOUNDATION WALL WITH MIN 1/2" DIA ANCHOR BOLTS EMBEDDED MIN 4" IN CONC. @ 7'-10" O.C. MAX. PROVIDE CAULKING OR GASKET BETWEEN PLATE & FOUNDATION WALL.

- NOTE:**
- ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH ALL BY-LAWS AND CODES HAVING JURISDICTION OVER THIS PROJECT.
- ALL DIMENSIONS AND INFORMATION ON THIS DRAWINGS TO BE VERIFIED BY THE CONTRACTOR PRIOR TO START ANY WORK.
- THESE DRAWINGS ARE THE COPYRIGHT PROPERTY OF "MTRX" AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.
- FLOOR LIVE LOADS 40 PSF
- FLOOR DEAD LOADS 20 PSF
1. FOOTING TO CONFORM TO ONTARIO BUILDING CODE AND SHALL BE PLACED ON NATURAL CONSOLIDATED UNDISTURBED SOIL CAPABLE OF PROVIDING AN ALLOWABLE BEARING PRESSURE OF MINIMUM 75 Kpa (1560 psf).
2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE EXISTING SOIL IS CAPABLE OF PROVIDING A SAFE BEARING CAPACITY OF 75 Kpa.
3. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO CHECK WATER TABLE LEVEL TO COMPLY WITH ARTICLE 4.4.3 OF O.C.
- EXCAVATION SHALL BE UNDERTAKEN IN SUCH A MANNER AS TO PREVENT MOVEMENT WHICH WOULD CAUSE DAMAGE TO ADJACENT PROPERTIES, EXISTING STRUCTURES, UTILITIES, ROADS AND SIDEWALKS AT ALL STAGES OF CONSTRUCTION. WHERE THE DEPTH OF EXCAVATION EXCEEDS 1220mm, EXCAVATE AT A 45 DEG ANGLE OR IN ACCORDANCE WITH APPROVED SHORING DETAILS. EXCAVATION AND/OR CONSTRUCTION ON ADJACENT PROPERTIES REQUIRES THE CONSENT OF AFFECTED PROPERTY OWNERS. NO WORK TO ENOUGH ONTO ADJOINING PROPERTIES. SURFACE DRAINAGE SHALL NOT BE DISCHARGED DIRECTLY OR INDIRECTLY ONTO SIDEWALK, DRIVEWAY, STARWAY, OR AN ADJOINING PROPERTY.
- OR AN ADJOINING PROPERTY: EXCAVATION THAT EXCEEDS 1.2m ARE REQUIRED TO BE SHORED OR CUTBACK AT THE TOP SO THAT THE ANGLE OF THE CUT DOES NOT EXCEED 1:1. IF SHORING IS TO BE PROVIDED SUBMIT DRAWINGS WITH DESIGN PARAMETERS CLEARLY STATED FOR APPROVAL UNDER SEPARATE PERMIT APPLICATION. A SOIL FOUNDATION BACKFILLING TEST MAY BE REQUESTED. APPLY 12" CLEAR STONE COVER OVER WEAVING TILES BACKFILL WITH GRANULAR MATERIAL APPLIED IN 24" LIFTS PROVIDE 12" LAYER OF COMPACTED TOP SOIL SLOPED AWAY FROM FOUNDATION WALL.
- PROVIDE MASONRY CURB UNDER ALL WOOD BEARING ON BASEMENT SLAB OR USE PRESERVE PRESERVATIVE IMPREGNATED WOOD. MASONRY COURSE OF FOUNDATION WALL SHALL BE SOLID OR SEMI-SOLID.
- CHIMNEYS AND FLUES CHIMNEYS AND FLUES SHALL BE MIN. 2'-0" ABOVE ANY ROOF SURFACE OR STRUCTURE WITHIN 10'-0" HORIZONTAL OF THE CHIMNEY. REFER TO SEC. 9.2.1 O.B.C. FOR CHIMNEYS AND FLUES. STEP FOOTING.
- VERTICAL STEP 23 5/8" MAX HORIZONTAL RUN 23 5/8" MIN FINAL DIMENSIONING AND STEPPING TO BE DETERMINED AS PER SOIL CONDITION ON SITE (TO BE CONFIRMED BY SOIL AND/OR STRUCTURAL ENGINEER)
- UNTELS, MIN. 5 7/8" LENGTH OF BEARING AT END SUPPORT AND ON SOLID MASONRY COURSE
- STAIRS AND RAILINGS
- RISE = 7 1/2"
- RUN = 10"
- NOSING = 1"
- WIDTH = 3'-0"
- HEADROOM = 8'-0"
- GUARD INTERIOR LANDINGS = 3'-0"
- EXTERIOR BALCONY = 3'-6"
- INTERIOR STAIRS = 3'-0"
- EXTERIOR STAIRS MAX. BETWEEN PICKETS = 4"
- GUARD HEIGHT DECK TO GRADE: NO MEMBER OR ATTACHMENT BETWEEN 4' & 3'-0" HIGH BASEMENT SLAB 4" POURED CONC. SLAB 15 Mpa W/O. 15mm POLY 25 Mpa WITHOUT POLY 100mm CRUSHED STONE.
- A- FOOTING MIN. 3000 PSI POURED CONCRETE MIN. 48" BELOW GRADE
- B- CONCRETE SLAB 1 CONCRETE SLAB TO BE MIN. 75mm EXCLUSIVE OF CONCRETE TOPPING (5 TO 0% AIR ENTRAINMENT) AND 15 Mpa CONCRETE @ 28 DAYS) ON 10mm THICK POLYETHYLENE SHEET DAMP PROOFING ON SAND LAYER ON 100mm MIN. COMPACTED COARSE CLEAN GRANULAR MATERIAL. 90% PROCTOR DENSITY. ON UNDISTURBED GRADE. ALL AS PER CBC 9.1.6. ANY JOINT OR PENETRATION IN CONCRETE SLAB TO BE FILLED WITH BITUMEN.
- C- STRUCTURAL CONCRETE SLAB (OVER COLD ROOM) ADD 15mm BAR @ MAX 200mm O.C. BOTTOM EACH WAY (32 Mpa 5% - 0% AIR PROVIDE MIN. 13mm CLEAR CONCRETE COVER TO REINFORCING BARS. CONCRETE SLAB THICKNESS = 100mm UP TO 2030mm (65" SPAN), 125mm UP TO 2540mm (8" SPAN), 150mm UP TO 3050mm (10'-0" SPAN). CONCRETE SLAB TO HAVE MIN. 100mm END EMBEDMENT.
- D- GARAGE FLOOR SLAB: TO BE MIN. 100mm THICK ON WELL COMPACTED GRANULAR MATERIAL. MINIMUM CONCRETE COMPRESSIVE STRENGTH OF 32Mpa (4650 psi) AND 5 TO 0% AIR ENTRAINMENT AFTER 28 DAYS CROSS BRIDGING/BLOCKING JOISTS TO BE BRIDGED W/ 2"X 2" CROSS BRIDGING OR SOLID BLOCKING @ 7'-0" O.C. MAX. STRAPPING SHALL BE 163" SPACED @ 7'-0" O.C. WHERE SPECIFIED. PROVIDE SOLID BLOCKING @ 3'-11" MAX. BELOW WALLS RUNNING PARALLEL TO JOISTS.
- DRAIN TILE OR PIPE: DRAIN TILE AND PIPE TO BE 4" MIN DIA. AND INSTALLED ON UNDISTURBED SOIL. PIPE TO BE WITH BUTT JOINTS. TOP HALF OF JOINTS TO BE COVERED WITH SHEATHING PAPER. (2) 10mm POLYETHYLENE OR NO. 15 ASPHALT OR TAR SATURATED FELT. THE TOP AND SIDES OF DRAIN PIPE OR TILE TO BE COVERED WITH NOT LESS THAN 150mm OF CRUSHED STONE OR OTHER COARSE CLEAN GRANULAR MATERIAL ALL AS PER CBC 9.14.3. SHALL NOT ACCUMULATE NEAR THE BUILDING OR AFFECT SURFACE DRAINAGE OF ADJACENT PROPERTIES.



MAIN FLOOR FRAMING



1 3- Top Of Main Floor
1 : 48



ALL CONSTRUCTION TO ADHERE TO THESE PLANS AND SPECS AND TO CONFORM TO THE ONT CODE AND ALL OTHER APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL DISCREPANCIES TO THE ARCHITECT IMMEDIATELY. WITH THE WORK THESE DRAWINGS ARE THE COPYRIGHT PROPERTY OF MTRX AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

No.	Description	Date
1	REVISED COMMENTS	SEP 8, 2020



QUALIFICATION INFORMATION
I review and take responsibility for the design work on behalf of Mtrx registered under subsection 32.4. of Division C. of the Building Code Act and I am qualified and the firm is registered in the appropriate class(es) category
NAME: MEHRDAD YASSERI FIRM NAME: Mtrx
ID NO: 38754 FIRM ID NO: 38435
SIGNATURE: [Signature] DATE: 2021-05-04

KEDLESTON WAY
640 KEDLESTON WAY,
MISSISSAUGA, L5H 1Y5
MAIN FLOOR PLAN ARCH.

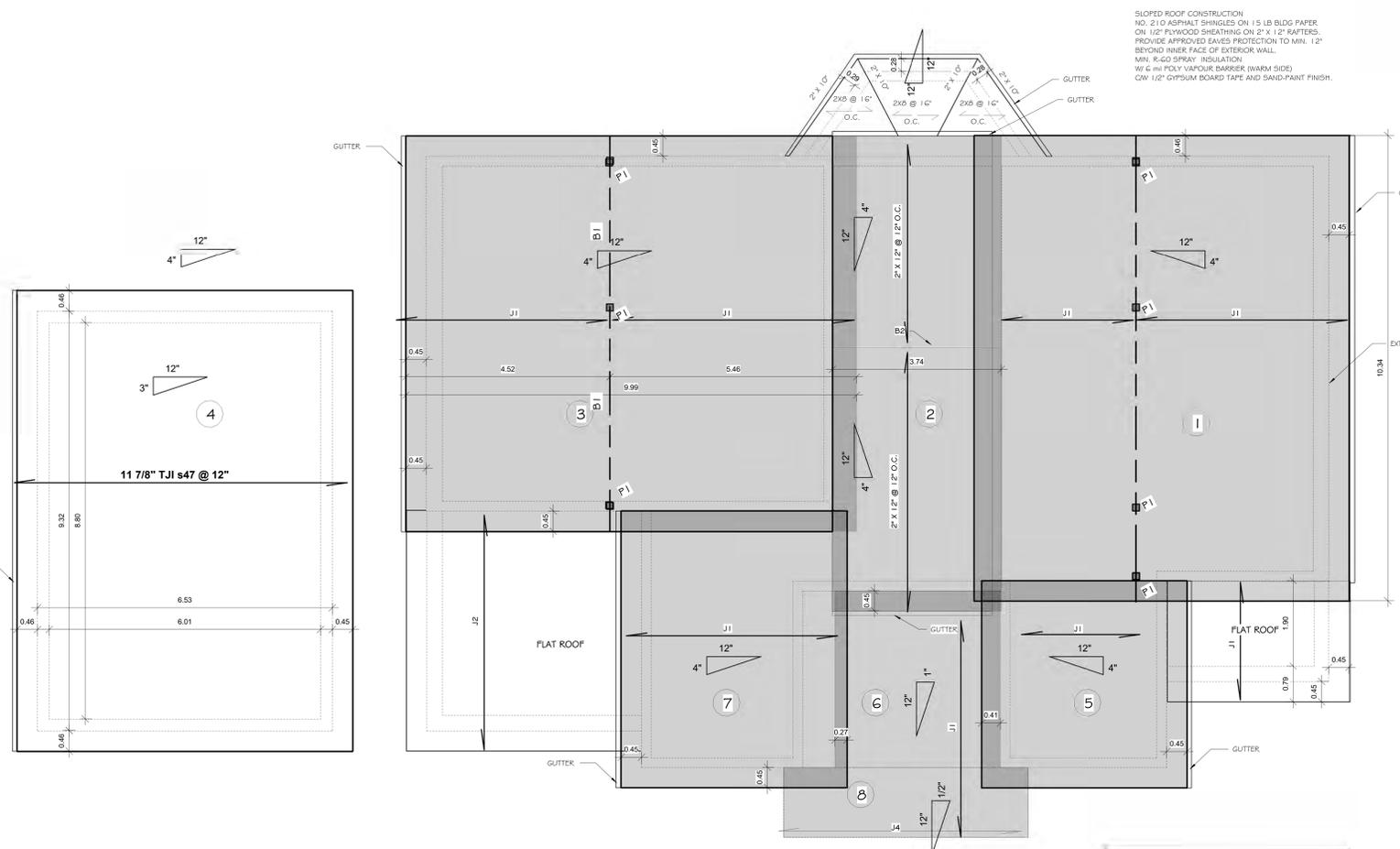
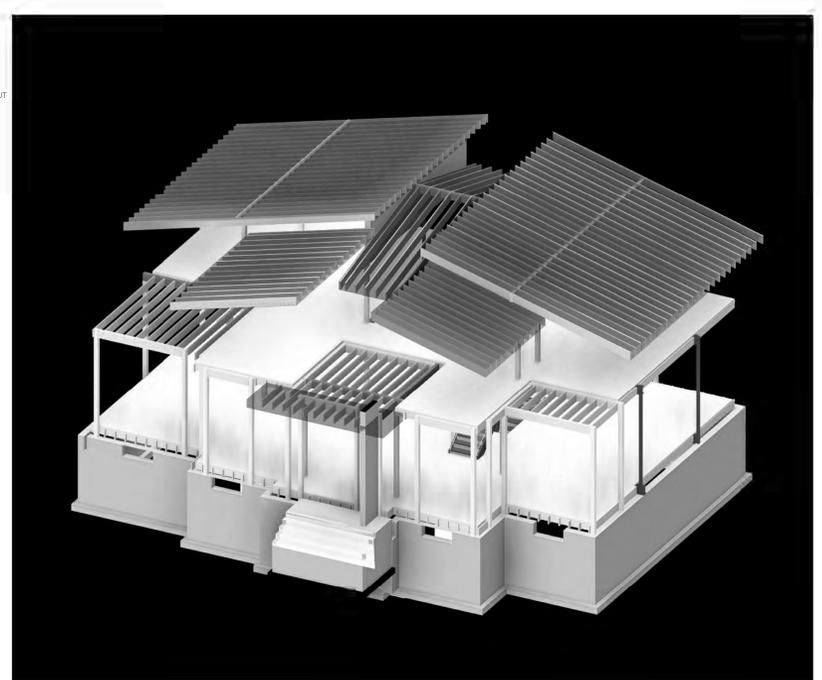
Project number: 2020-06-04
Date: 2020-06-25
Drawn by: DY
Checked by: KZ

Scale: 1 : 48

2021-05-24 4:15:11 PM



2 ROOF PLAN 3D



1 5- Roof Plan
1 : 48

NOTES

PREFINISHED ALUMINUM FASCIA OR SIMILAR
EAVESTROUGH & RAIN WATER LEADERS
PROVIDE DRIP EDGE AT FASCIA & VENTED SOFFIT
EXTEND DOWNSPOUTS TO GRADE LEVEL

FLASHING
PROVIDE COPPER FLASHING OR SIMILAR IN ALL THE FOLLOWING LOCATIONS (SUCH AS BUT NOT LIMITED TO) BENEATH JOINTED MASONRY SILLS OVER HEADS OF WINDOWS AND DOORS SET FURTHER THAN 1/4 THE EAVES OVERHANG BELOW THE SOFFIT AROUND CHIMNEYS, OR ANY ELEMENTS CROSSING ROOF SURFACES THAT ARE NOT SUPPLIED WITH MANUFACTURERS FLASHING AT INTERSECTION OF ROOF SURFACES WITH EXTERIOR WALLS AT ALL ROOF VALLEYS

SOFFIT VENT
PRE-FINISHED ALUMINUM SOFFIT OR SIMILAR (COLOR TO BE DETERMINED) AS REQUIRED PER O.B.C. 9.19.1 & 9.19.1.2

EAVES PROTECTION MEMBRANE TO EXTEND FROM THE EDGE OF THE ROOF 30" UP THE SLOPE BUT NOT LESS THAN 12" BEYOND THE INTERIOR FACE OF THE EXTERIOR WALL.

JI 2" X 12" AT 16" O.C. 3/4" PLYWOOD
R 60 SPRAY FOAM INSULATION



ALL CONSTRUCTION TO ADHERE TO THESE PLANS AND SPECS AND TO CONFORM TO THE OMC CODE AND ALL OTHER APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL DISCREPANCIES TO THE ARCHITECT IMMEDIATELY. THE WORK SHOWN HEREIN IS THE PROPERTY OF MTRX AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

No.	Description	Date
2	REVISED PER CITY COMMENTS	AUGUST 6, 2021
1	REVISED COMMENTS SEP 8, 2020	



QUALIFICATION INFORMATION
I review and take responsibility for the design work on behalf of Mtrx registered under subsection 32.4. of Division C. of the Building Code Act and I am qualified and the firm is registered in the appropriate category.

NAME: MEHRDAD YASSERI
FIRM NAME: Mtrx
SIGNATURE: [Signature]
ID: 38754
FIRM ID: 38435
DATE: 2021-05-04

KEDLESTON WAY
640 KEDLESTON WAY,
MISSISSAUGA, L5H 1Y5
ROOF PLAN

Project number: 2020-06-04
Date: 2020-06-25
Drawn by: DY
Checked by: KZ
A7
Scale: 1 : 48

2021-06-21 6:02:18 PM



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ALL CONSTRUCTION TO ADHERE TO THESE PLANS AND SPECIFICATIONS AND TO CONFORM TO THE CITY CODE AND ALL OTHER APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION OVER THE PROJECT. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL DISCREPANCIES TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY. THE WORK SHOWN IN THESE DRAWINGS IS THE COPYRIGHT PROPERTY OF MTRX AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

No.	Description	Date
2	REVISED PER CITY COMMENTS	AUGUST 6, 2020
1	ISSUED COMMENTS	SEP 8, 2020



GARAGE ESTABLISHED GRADE	97.12
HOUSE ESTABLISHED GRADE	97.18
HOUSE AVERAGE GRADE	97.23

LEDGESTONE : GRAY
SHINGLE : CHARCOAL
STUCCO : GRAY
GARAGE DOOR: MID CENTURY STYLE DARK BROWN
FRONT DOOR: MID CENTURY STYLE DARK BROWN
WINDOWS TRIM: DARK BROWN

1 FRONT ELEVATION
1 : 48



3 NORTH ELEVATION
1 : 48



4 SOUTH ELEVATION
1 : 48



2 REAR ELEVATION
1 : 48

QUALIFICATION INFORMATION
I review and take responsibility for the design work on behalf of Mtrx registered under subsection 32.4. of Division C. of the Building Code. I am qualified and the firm is registered in the appropriate class(es) category(ies).
NAME: MEHRDAD YASSERI FIRM NAME: MTRX
ID NO: 38754 FIRM ID NO: 38435
SIGNATURE: [Signature] DATE: 2020-10-02

KEDLESTON WAY
640 KEDLESTON WAY,
MISSISSAUGA, L5H 1Y5
ELEVATIONS
Project number: 2020-06-04
Date: 2020-06-25
Drawn by: DY
Checked by: KZ
A8 - ELEVATIONS
Scale: 1 : 48

