

---

## Planning and Development Committee

**Date:** May 26, 2025  
**Time:** 6:00 PM  
**Location:** Council Chambers, Civic Centre, 2nd Floor  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1  
and Online Video Conference

### Members

Mayor Carolyn Parrish	Chair
Councillor and Vice-Chair Alvin Tedjo	Ward 2
Councillor Stephen Dasko	Ward 1
Councillor Chris Fonseca	Ward 3
Deputy Mayor and Councillor John Kovac	Ward 4
Councillor Natalie Hart	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Deputy Mayor and Councillor Matt Mahoney	Ward 8
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required to make a Deputation please email Heleana Tsabros, Legislative Coordinator at [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) or call 905-615-3200 ext. 7504 no later than **Friday, May 23, 2025 before 4:00 PM**.

Comments submitted will be considered as public information and entered into the public record.

Please note the Planning and Development Committee meeting will be streamed and a video will be posted afterwards. Link to live stream: <https://www.mississauga.ca/council/council-activities/council-and-committee-videos/live-council-and-committee-videos/>

### Contact

Heleana Tsabros Legislative Coordinator  
905-615-3200 ext. 7504  
Email [Heleana.Tsabros@mississauga.ca](mailto:Heleana.Tsabros@mississauga.ca)

### Find it Online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

An asterisk (\*) symbol indicates an Item that has been either Revised or Added

PUBLIC MEETING STATEMENT: In accordance with the Ontario Planning Act, only the applicant or owner of land affected by the planning applications, a specified person or a public body, and the Minister may appeal. If you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant  
c/o Planning and Building Department – 6th Floor  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

---

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING - Nil**

6. **MATTERS TO BE CONSIDERED**

6.1 PUBLIC MEETING INFORMATION REPORT (WARD 3)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 13, 18 and 22 storeys containing 579 dwelling units, commercial and retail uses at grade, 13 townhouses along Ponytrail Drive and a public park  
3403-3445 Fieldgate Drive, southeast corner of Fieldgate Drive and Ponytrail Drive  
Owner: Forest Glen Shopping Centre Ltd.  
File: OZ/OPA 25-1 W3

6.2 PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 31, 30 and 20 storeys, connected by a 12 storey podium containing 1,342 dwelling units, 600 m<sup>2</sup> (6,458.3 ft<sup>2</sup>) of ground related commercial uses and a public park  
69 and 117 John Street, north side of John Street, east of Hurontario Street  
Owner: 13545130 Ontario Inc.  
File: OZ/OPA 24-16 W7

6.3 PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit three apartment buildings at heights of 12, 18 and 22 storeys, with the 18 and 22 storey towers connected by an eight storey podium, all of which would contain 1,043 apartment units

64 & 66 Thomas Street, 95 Joymar Drive & 65 Tannery Street, northeast corner of Thomas Street and Joymar Drive

Owner: Dezen Realty Company Limited

File: OZ/OPA 25-3 W11

6.4 PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit 6 townhomes on a common element condominium road and 4 semi-detached dwellings fronting Mona Road

1148 and 1154 Mona Road, south of Mineola Road West, west of Hurontario Street

Owner: Queenscorp (Mona II) Inc.

File: OZ/OPA 25-2 W1

6.5 PUBLIC MEETING RECOMMENDATION REPORT (WARD 8)

Official Plan Amendment and Rezoning applications to permit 32 townhomes and 4 semi-detached dwellings on a common element condominium road

4601 Mississauga Road (Polaris Way), south of Eglinton Avenue West, east side of Mississauga Road

Owner: Mississauga Road Properties Inc.

File: OZ/OPA 25-4 W8

7. **ADJOURNMENT**



City of Mississauga

# Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 25-1 W3</p>
	<p>Meeting date: May 26, 2025</p>

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 3)**

**Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 13, 18 and 22 storeys containing 579 dwelling units, commercial and retail uses at grade, 13 townhouses along Ponytrail Drive and a public park  
3403-3445 Fieldgate Drive, southeast corner of Fieldgate Drive and Ponytrail Drive  
Owner: Forest Glen Shopping Centre Ltd.  
File: OZ/OPA 25-1 W3**

## Recommendation

1. That the report dated May 7, 2025, from the Commissioner of Planning and Building regarding the official plan amendment and rezoning applications at 3403-3445 Fieldgate Drive to permit three apartment buildings with heights of 13, 18 and 22 storeys containing 579 dwelling units, commercial and retail uses at grade, 13 townhouses along Ponytrail Drive and a public park, under File OZ/OPA 25-1 W3, be received for information.
2. That Planning and Building staff report back to Planning and Development Committee prior to the earlier of 120 days from May 26, 2025, or following a resubmission filed by the applicant that adequately addresses all the issues identified in this report.

## Executive Summary

- The applications are to amend the official plan and zoning by-law to permit three apartment buildings with heights of 13, 18, and 22 storeys containing 579 dwelling units, at-grade commercial and retail uses along Fieldgate Drive, 13 townhouses along Ponytrail Drive and a public park

- Provincial, Region and Local planning policies support intensification on the site. While increased residential density is supported on the subject lands, staff will require more information before a recommendation can be provided
- Staff will continue working with the applicant to address outstanding issues including built form and access location issues

## Background

Official plan amendment and rezoning applications were deemed complete on January 20, 2025 and subsequently circulated to City departments and external agencies for technical comments. A detailed comment package was released to the applicant on March 25, 2025, along with a request to file a resubmission which addresses staff comments along with an offer to facilitate various discipline specific discussions that could advance the applications forward. Planning staff met with the applicant on several occasions in advance of this report being prepared in an effort to resolve outstanding matters.

The purpose of this report is to provide information on the applications, lay out a detailed planning analysis and seek comments from the community.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located at the southeast corner of Fieldgate Drive and Ponytrail Drive, within the Applewood Neighbourhood Character Area. The property is irregular in shape, generally flat, and primarily hard surfaced, with minimal vegetation around the perimeter of the property, consisting of grassed areas with some mature trees. The site is occupied by Fieldgate Plaza, a one-storey commercial plaza with multiple retail and service commercial units, as well as a standalone commercial building in the southeast portion of the site. Surface parking is provided throughout the property, with existing vehicular accesses from Fieldgate Drive, Ponytrail Drive (2 access points) and Bloor Street.



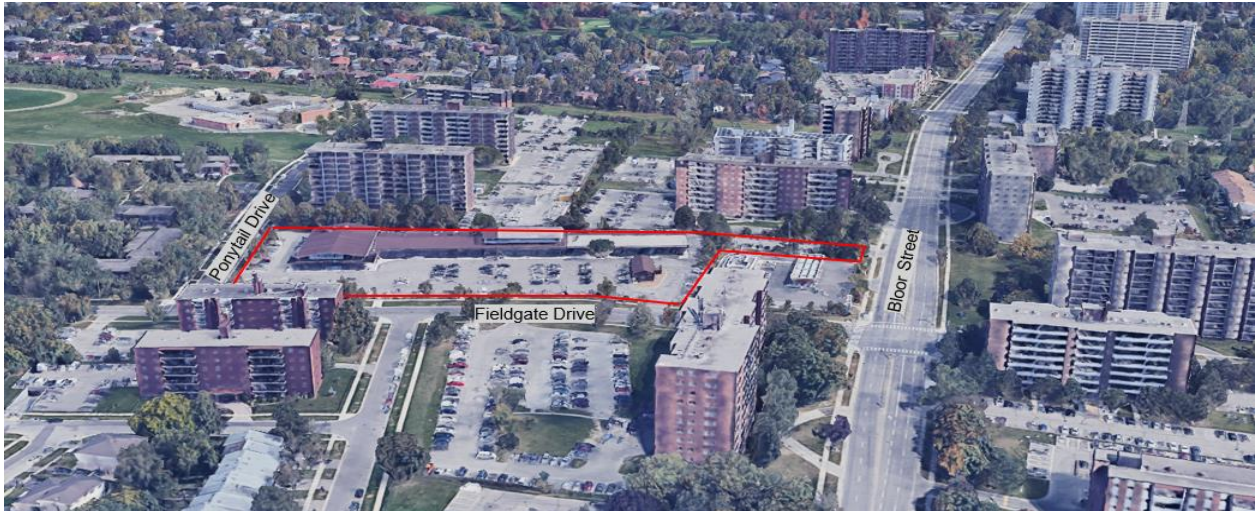
Aerial Photo of Southeast Corner of 3403-3445 Fieldgate Drive

Property Size and Use	
Frontage:	23 m (75 ft.) - Bloor Street 160 m (525 ft.) - Fieldgate Drive 84 m (276 ft.) - Ponytrail Drive
Depth:	239 m (784 ft.)
Gross Lot Area:	1.58 ha (3.9 ac.)



Google 3D Image – South View



**Google 3D Image – East View****Google 3D Image – North View****Google 3D Image – West View**

**(b) Site History**

- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the site **C2** (Neighbourhood Commercial). The **C2** zone permits a range of neighbourhood-serving commercial uses such as retail, personal service uses, restaurants, offices, and community facilities
- March 11, 2004 – Committee of Adjustment approved a minor variance application – “A” 9/04 - to permit an addition to the existing commercial plaza and reduce the front yard setback and the amount of required parking on site
- November 14, 2014 – Mississauga Official Plan (MOP) came into force which designates the site **Mixed Use** within the Applewood Neighbourhood Character Area
- November 20, 2017 - Committee of Adjustment approved a minor variance application – “A” 477/17 - to reduce the minimum separation distance from the commercial plaza to residential zone of 60 m (197 ft.) to permit a fast food restaurant (Subway)
- February 22, 2024 - Committee of Adjustment approved a minor variance application - “A” 52/24 - to reduce the minimum separation distance from the commercial plaza to residential zone of 60 m (197 ft.) to permit a fast food restaurant
- November 26, 2024 – A community meeting for the proposed development was held by Ward 3 Councillor, Chris Fonseca
- January 20, 2025 – The submitted official plan amendment and rezoning applications to permit three apartment buildings with heights of 13, 18 and 22 storeys containing 579 dwelling units, commercial and retail uses at grade along Fieldgate Drive, 13 townhouses along Ponytrail Drive and a public park were deemed complete

**(c) Site Context**

The subject property is located in the Applewood Neighbourhood Character Area. The surrounding area contains a mix of residential built forms and commercial uses. The neighbourhood contains detached and semi-detached dwellings, townhouses and apartment buildings ranging in height from 8 to 11 storeys. The area contains a predominantly older building stock, with surrounding development constructed primarily between the 1960s and 1980s.

The surrounding land uses are:

North: Ponytrail Drive, townhouse dwellings and Glenforest Secondary School  
 East: Low-rise residential dwellings and 9 to 11 storey apartment buildings  
 South: Bloor Street and 8 to 11 storey apartment buildings  
 West: Fieldgate Drive, 9 to 11 storey apartment buildings and a gas station

**2. Surrounding Development Applications**

The general area on the north and south sides of Bloor Street, from Dixie Road to the Mississauga/Toronto border has been subject to a considerable number of development



applications in recent years. The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 17-014 W3 – 1750 Bloor Street and 3315 Fieldgate Drive – application approved for a 15 storey rental apartment building containing 265 dwelling units and a one storey amenity building in June 2021
- OZ/OPA 22-014 W3 – 1785 Bloor Street – application in process for a 14 storey rental apartment building; the existing 10 storey apartment building is to be retained
- OZ/OPA 20-003 W3 – 1850 Bloor Street – application in process for two 18 storey rental apartment buildings containing 433 dwelling units; the two existing apartment buildings are to be retained
- OZ/OPA 18-014 W3 – 3480 Havenwood Drive and 1485 Williamsport Drive – application approved for a 10 storey rental apartment building containing 154 dwelling units; the two existing apartment buildings are to be retained
- OZ/OPA 25-007 W3 – 1470 Williamsport Drive – application in process for two 12 storey rental apartment buildings atop a 6 storey shared podium containing 283 dwelling units

### 3. Mississauga Official Plan (MOP)

The site is located within the Applewood Neighbourhood Character Area and is designated **Mixed Use**. The **Mixed Use** designation permits a variety of uses, including residential, commercial, and office uses, as well as personal service shops, restaurants, and entertainment facilities. This designation supports the development of mixed use buildings that combine residential and non-residential uses, promoting a vibrant and pedestrian-friendly environment. Neighbourhood Character Areas are not Intensification Area in Mississauga Official Plan (MOP) and are, therefore, not intended to be the focus of intensification within the City.

Refer to Appendix 1 for the existing and proposed Official Plan map.

The subject property is not located within a Major Transit Station Area (MTSA).

### 4. Mississauga Official Plan 2051 (MOP2051)

On April 16, 2025, MOP2051 establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the Provincial Planning Statement, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP2051 has been submitted to the Ministry of Municipal Affairs and Housing and will be in-force following Minister's approval. Upon approval by the Ministry, MOP2051 will replace both Mississauga Official Plan and the Region of Peel Official Plan (2022).

Development applications will continue to be evaluated under the current Mississauga Official Plan. However, should MOP2051 be approved before a final decision is made by Council on

this application recommendation, the applications will be evaluated based on the policies in MOP2051. Applicants will be required to submit a request to amend the new policies and may be required to submit additional materials and justification for evaluation.

## 5. Zoning

The subject property is currently zoned **C2** (Neighbourhood Commercial), which permits a range of neighbourhood-serving commercial uses such as retail, personal service uses, restaurants, offices, and community facilities.

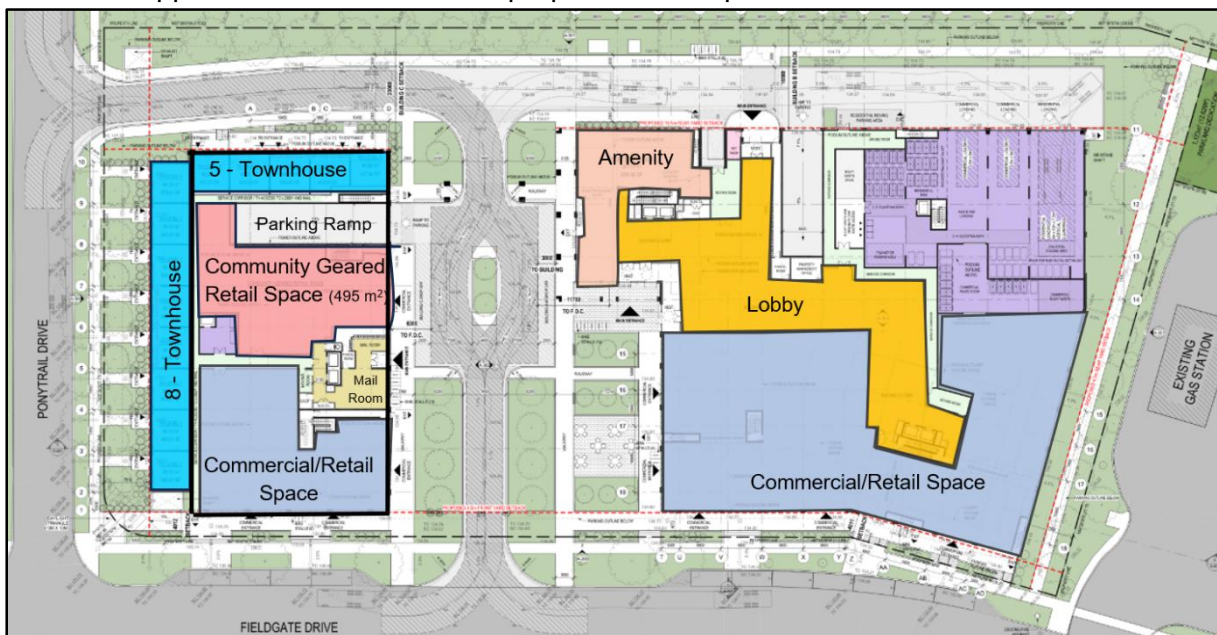
Refer to Appendix 1 for the existing and proposed Zoning Map.

## 6. Proposed Development

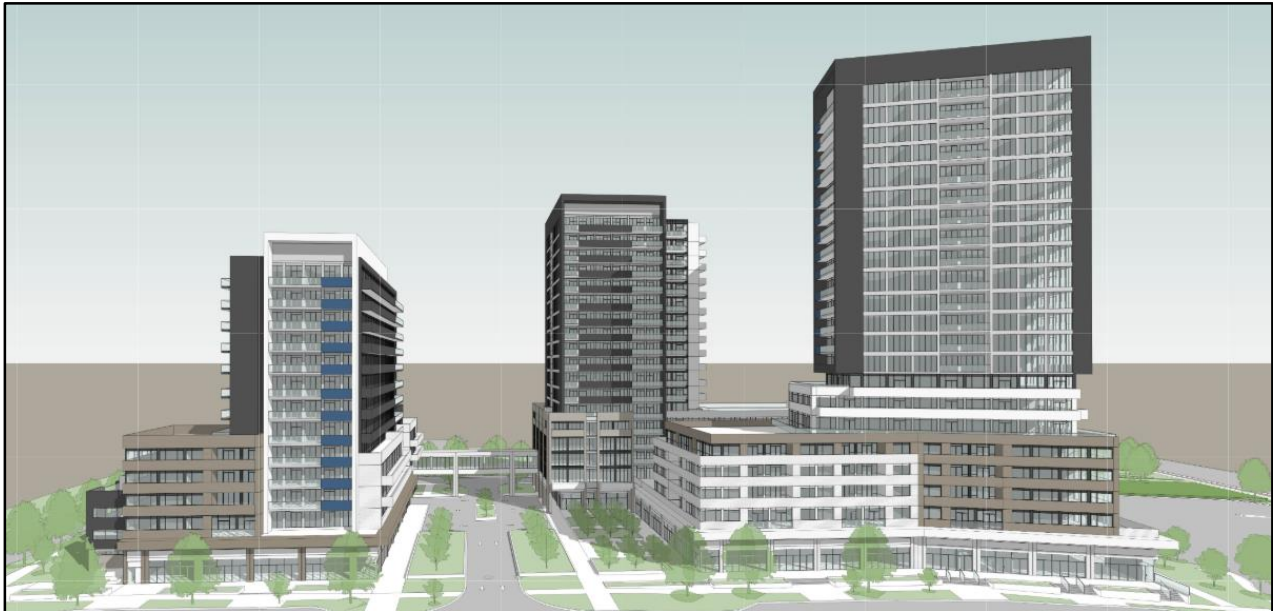
### (a) Description

The applicant proposes to develop the property with three apartment buildings with heights of 13, 18 and 22 storeys containing 579 dwelling units and 13 townhouses along Ponytrail Drive. The buildings will also contain 2 884 m<sup>2</sup> (31,043 ft<sup>2</sup>) of retail and service commercial uses at grade along Fieldgate Drive. The non-residential component of the proposal accounts for 1.5 times the amount of existing retail and service commercial uses that currently occupies the property within the existing commercial plaza. A public park is also proposed along the Bloor Street frontage. Official plan amendment and rezoning applications are required to permit the proposed development.

Refer to Appendix 1 for details of the proposed development.



**Ground Floor Plan**



**Perspective from Fieldgate Drive**

### **(b) Supporting Studies**

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>

### **(c) Green Development Initiatives**

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Use of drought-resistant and native plant species to support year-round landscape health
- Raised planters over the parking garage to support tree growth and increase soil volume
- Shade trees along street frontages and walkways for pedestrian comfort
- Visitor and long-term bicycle parking, with secure storage in the underground garage
- Pedestrian safety features, including landscape buffers and separation from vehicle areas
- White roof design and roof insulation to reduce heat gain and energy use
- Balcony design for natural shading and reduced solar heat gain
- Bird-friendly glazing on lower floors and near terraces
- Downward-shielded exterior lighting to reduce glare and light pollution



## 7. Reason for Applications

The proposed development does not conform with the current official plan designation or zoning. Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 are required to implement the proposal.

An official plan amendment is required to change the designation of the subject lands from **Mixed Use** to **Mixed Use – Special Site** to permit this mixed use development. A Special Site policy will be required to permit a maximum building height of 22 storeys and floor space index (FSI) of 2.91. The existing policies permit a maximum height of 4 storeys and an FSI of 0.9.

A zoning by-law amendment is required to change the zoning from **C2** (Neighbourhood Commercial) to **RA5 – Exception** (Apartments – Exception) to permit the proposed apartments with non-residential uses at grade and the townhouse dwellings.

## Land Use Policies and Regulations

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality in order to build or change the use of any property. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, replacing the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe. This new policy statement marks a significant shift in Ontario's land use planning by consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planning public infrastructure. The *Planning Act* instructs municipalities to make planning decisions that are consistent with the Provincial Planning Statement.

## Comments

Prior to presenting a Final Recommendation Report to Planning and Development Committee, the following issues, as well as other technical and feasibility matters and any additional issues identified through subsequent reviews, will need to be addressed:

### Height and Massing

The site is located within the Applewood Neighbourhood Character Area and is designated **Mixed Use** under the Mississauga Official Plan. While neighbourhoods are intended to remain stable, the Official Plan recognizes that they are not static and will continue to evolve over time.

Opportunities for appropriate intensification may be permitted where development demonstrates compatibility with the surrounding context, provides for a gradual transition in built form, and maintains the existing character of adjacent residential areas. Staff will review the proposed height and massing against the policies of the Mississauga Official Plan, including Section 5.4, to assess how the development addresses these matters. The applicant is required to demonstrate that the proposal would be in conformity with the policy direction of MOP as it relates to density, scale and built form.

#### Public and Private Amenity/Open Space

The applicant has proposed a combination of indoor and outdoor private amenity spaces; however, the proposed amenity areas currently do not meet City standards and further revisions may be required. The applicant is also proposing to dedicate a public park block as part of the development. Staff are internally reviewing the feasibility of the proposed park location, noting that its proximity to an existing gas station and its configuration may not be appropriate for a public park. A thorough review and assessment of both private and public amenity areas will continue through the development application process.

#### Parking Deficiency

The proposed development is deficient by 222 parking spaces, representing a 27% shortfall from the minimum requirements specified in Precinct 4 of Mississauga Zoning By-law 0225-2007. While reductions may be considered, the applicant has not provided adequate justification.

#### Environmental Contamination

The Phase Two Environmental Site Assessment completed for the site has identified contamination, including exceedances of tetrachloroethylene (PCE), a chemical commonly associated with historic dry-cleaning operations. The extent of the contamination has not yet been fully delineated. The applicant will be required to complete further environmental studies, including additional soil and groundwater testing, and submit a Remedial Action Plan outlining how the contamination will be addressed. Staff will continue to review the environmental submissions to ensure the site is suitable for the proposed residential development.

#### Landscape, Grading and Buffers

The proposed landscape buffers currently do not meet City standards for width and functionality, and further revisions are required to support long-term planting, appropriate transition to adjacent properties, and overall site design objectives. Grading adjustments are also needed to achieve a flush and accessible interface between the building entrances, particularly along the retail frontages, and the adjacent public sidewalks. In addition, the proposed location of transformers and related servicing infrastructure conflicts with required landscape areas and must be coordinated to maintain uninterrupted landscaping. Staff will continue to review the grading plans, landscape plans, and utility layouts to ensure compliance with applicable standards and policies.

## Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on January 21, 2025. The following section summarizes the comments received.

### 1. Region of Peel

Comments dated February 14, 2025, state that additional information is required before the Region can determine whether there is sufficient water and wastewater servicing capacity to support the proposed development. Detailed servicing submissions including updated PINS and utility investigations must be submitted and reviewed. Further comments will be provided once these additional materials have been evaluated.

### 2. Development Engineering and Traffic

#### (i) Stormwater

A Functional Servicing & Stormwater Management Report (FSR) prepared by C.F. Crozier & Associates Inc. and dated August 2024, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.

The applicant is proposing to construct a new storm sewer to service the development, with an outlet to the storm sewer on Fieldgate Drive, as well as on-site stormwater management controls for the post development discharge.

The applicant is required to provide further technical information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- Demonstrate the feasibility of the proposed storm sewer
- Demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved
- Demonstrate that there will be no impact to the City's existing drainage system, including how groundwater will be managed on-site

#### (ii) Traffic

A Traffic Impact Study (TIS), prepared by C.F. Crozier & Associates Inc. dated December 2024, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.

The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- Provide an updated Traffic Impact Study addressing all staff comments
- Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently
- Review the feasibility of an all-way stop control at the proposed access along Fieldgate Drive
- Revise the plans to illustrate the removal of the proposed layby parking along the frontage of Fieldgate Drive
- Revise the plans to illustrate the ultimate property line for the required 10 m (32.8 ft.) sight triangle at the intersection of Fieldgate Drive and Ponytrail Drive
- Address any traffic concerns from the community related to the proposed development
- Provide functional designs illustrating how the proposed road network improvements can be implemented

**(iii) Environmental Compliance**

The Phase One Environmental Site Assessment (ESA), dated May 23, 2024, and the Phase Two ESA, dated August 29, 2024, both prepared by G2S Consulting Inc., were submitted in support of the proposed development. The reports identified soil, and groundwater impacts on the property and additional investigation is required to delineate the contamination. Therefore, the following documents are to be submitted for review:

- A letter of reliance for the Phase One and Two ESA reports
- A delineation program and/or remedial action plan to address the identified contamination
- A written document prepared by a Qualified Person that includes a plan to decommission the wells or proof of decommissioning
- A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use

As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.

**(iv) Noise**

A Noise Feasibility Study prepared by RWDI, dated August 9, 2025, was provided in support of the proposed development. The study evaluated the potential impact both to and from the proposed development and recommended mitigation measures to reduce any negative impacts. A detailed Noise Study will be required through the Site Plan

approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed building(s), satisfy the MECP NPC-300 Environmental Noise Guideline.

Noise sources that may have an impact on this development include road traffic from Bloor Street and the adjacent gas station and fast-food restaurant with drive-thru. The submitted Noise Feasibility Study confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, the details of which will be confirmed through Site Plan and building permit processes.

As part of subsequent submissions, technical revisions to the Noise Feasibility Study report are required to address staff comments related to the analysis of on-site stationary noise sources.

#### **(v) Engineering Plans/Drawings**

The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions to confirm feasibility of the development proposal from an engineering standpoint.

### **3. Park Planning Section – Planning and Building**

The subject property is located within the Applewood NHD Character Area, which is not meeting the parkland provision standard of 1.2 ha (3 ac.) per 1,000 people and is deficient by 3.8 ha (9.4 ac.) in the character area, as established in the 2022 Parks Plan. The subject development site is within a 150 m (492.1 ft.) walking distance of Forest Glen Park (P-050), which is zoned OS1 Open Space – Community Park and provides a community playground, spray pad, softball diamond, community garden and open space.

Staff notes, notwithstanding the parkland deficit in the Character Area, due to the proximity of the subject site to an existing community park, and limited ability to secure a public park on-site, Cash-in-Lieu of Parkland Dedication will be required for this development. As such, the development will be subject to cash-in-lieu prior to the issuance of building permits, for each lot or block as required pursuant to Section 42 of the *Planning Act* (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and Bylaws.

### **4. Dufferin-Peel Catholic District School Board and Peel District School Board**

Comments from the School Boards advise that future students generated by the proposed development may be accommodated in existing area schools; however, this cannot be guaranteed.

Both school boards have requested a warning clause in all offers of purchase and sale be included to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighborhood.

## **Affordable Housing**

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of 2-bedroom units and 3-bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

Currently, the applicant is not proposing any affordable housing as part of this development, and the site is not subject to the City's Inclusionary Zoning policies, as it is located outside of a Protected Major Transit Station Area. The applicant has, however, notified staff that they are in discussions with an affordable housing provider to potentially partner with the landowner. These discussions are in their early stages and, therefore, are not reflected in the current proposal under review.

## **Engagement and Consultation**

### **1. Community Feedback**

A community meeting was held by Ward 3 Councillor, Chris Fonseca, on February 13, 2024. Approximately 60 people attended the community meeting, and one piece of written correspondence has been received. The following summarizes comments received to date on the applications:

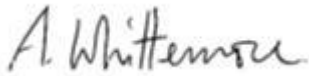
- Concerns regarding the height and density of the proposed buildings and the impact on the surrounding low-rise residential neighbourhood
- Concerns about increased traffic congestion and the ability of the existing road network to accommodate additional vehicles
- Concerns about the adequacy of on-site parking and potential overflow parking into the surrounding residential streets
- Questions regarding the capacity of local schools and community services to accommodate new residents
- Comments requesting additional green space and improved landscaping along the edges of the development
- Questions about the timeline for construction and potential construction-related impacts to the community
- Comments suggesting the need for retail and commercial uses that serve the local community

## Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project once the issues identified in this report have been adequately addressed. The matters to be addressed include zoning performance standards, grading, servicing, and built form. As such, it is recommended that the applications be referred back to staff to continue working with the applicant through the review process.

## Attachments

Appendix 1: Supplementary Information



---

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jaspreet Sidhu, Development Planner

**Supplementary Information**

**Owner: Forest Glen Shopping Centre Ltd.**

**3403-3445 Fieldgate Drive**

Table of Contents

1.	Aerial, Concept Plan, Renderings .....	2
2.	Site Statistics .....	8
3.	Existing and Proposed Official Plan Mapping .....	9
4.	Existing and Proposed Zoning Regulations .....	10



## 1. Aerial, Concept Plan, Renderings



Aerial Photo of 3403 - 3445 Fieldgate Drive







Rendering – West Elevation



**Rendering – East Elevation**



**Rendering – West Elevation**



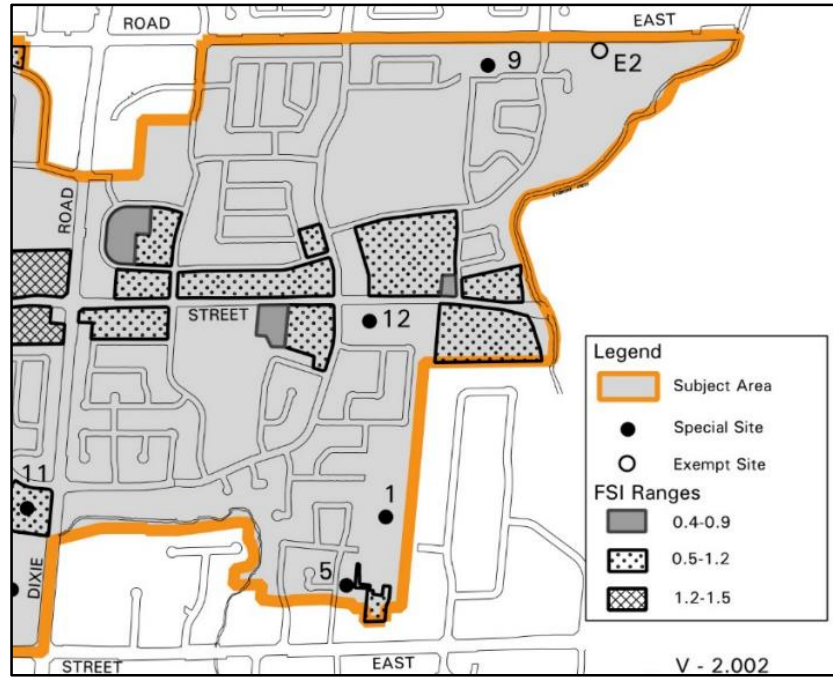


**Rendering – View from southwest looking northeast**

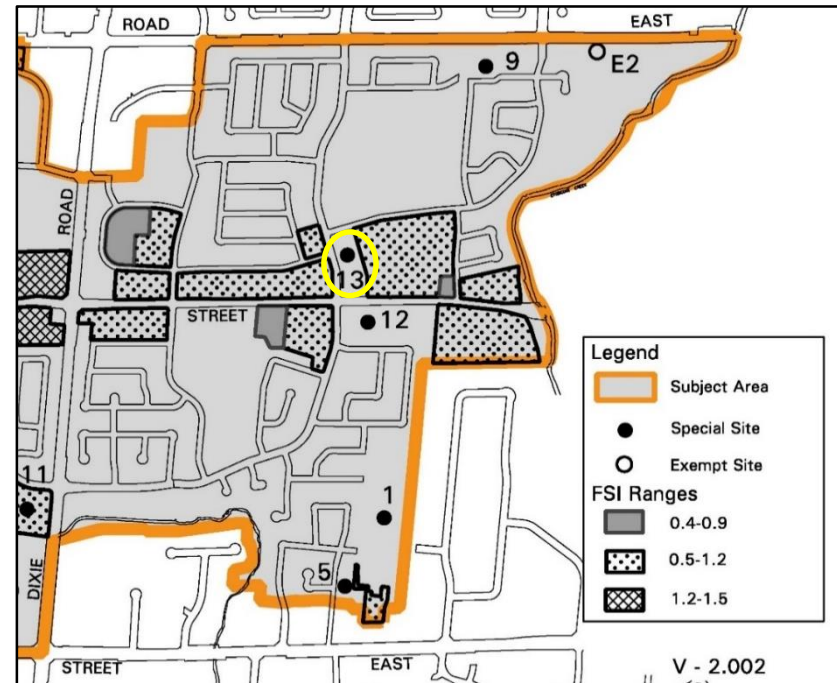
## 2. Site Statistics

Applications submitted:	Received: January 6, 2025 Deemed complete: January 20, 2025 120 days from complete application: May 1, 2025	
Developer/Owner:	Forest Glen Shopping Centre Ltd.	
Applicant:	Sajecki Planning	
Property Frontage:	23 m (75.5 ft.) – Bloor Street	
Property Area	1.58 ha (3.9 ac.)	
Existing Gross Floor Area:	1 858 m <sup>2</sup> (20,000 ft <sup>2</sup> )	
Proposed Gross Floor Area:	46 025 m <sup>2</sup> (495,409 ft <sup>2</sup> )	
Lot Coverage:	44%	
Floor Space Index:	2.91	
Total Number of Units:	592	
Unit mix:	Studio: 30 (5.1%) One bedroom: 242 (40.9%) One bedroom + den: 77 (13.0%) Two bedroom: 182 (30.7%) Two bedroom + den: 29 (4.9%) Three bedroom: 32 (5.4%)	
Height:	<b>Apartment A:</b> 71.4 m (234.4 ft.) – 22 storeys <b>Apartment B:</b> 58.9 m (193.2 ft.) – 18 storeys <b>Apartment C:</b> 43.4 m (142.4 ft.) – 13 storeys <b>Townhouse:</b> 9.0 m (30 ft.) – 3 storey townhouse 6.0 m (19.7 ft.) – 2 storey townhouse	
Amenity Area (per unit):	5.64 m <sup>2</sup> (60.7 ft <sup>2</sup> ) per unit	
Road Type:	Private	
Anticipated Population:	1,131	
Parking:	Required	
Resident Spaces	663 spaces	Proposed 454 spaces
Visitor/Commercial Spaces	156 spaces	143 spaces
Total	819 spaces	597 spaces
Green Initiatives:	<ul style="list-style-type: none"> <li>• Drought-Resistant Landscaping</li> <li>• Pedestrian Safety Buffers</li> <li>• Bird-Friendly Glazing</li> <li>• Raised Planters Over Parking Garage</li> <li>• White Roof and Insulation</li> <li>• Shielded Exterior Lighting</li> <li>• Street Tree Shading</li> <li>• Balcony Shading Design</li> </ul>	

### 3. Existing and Proposed Official Plan Mapping



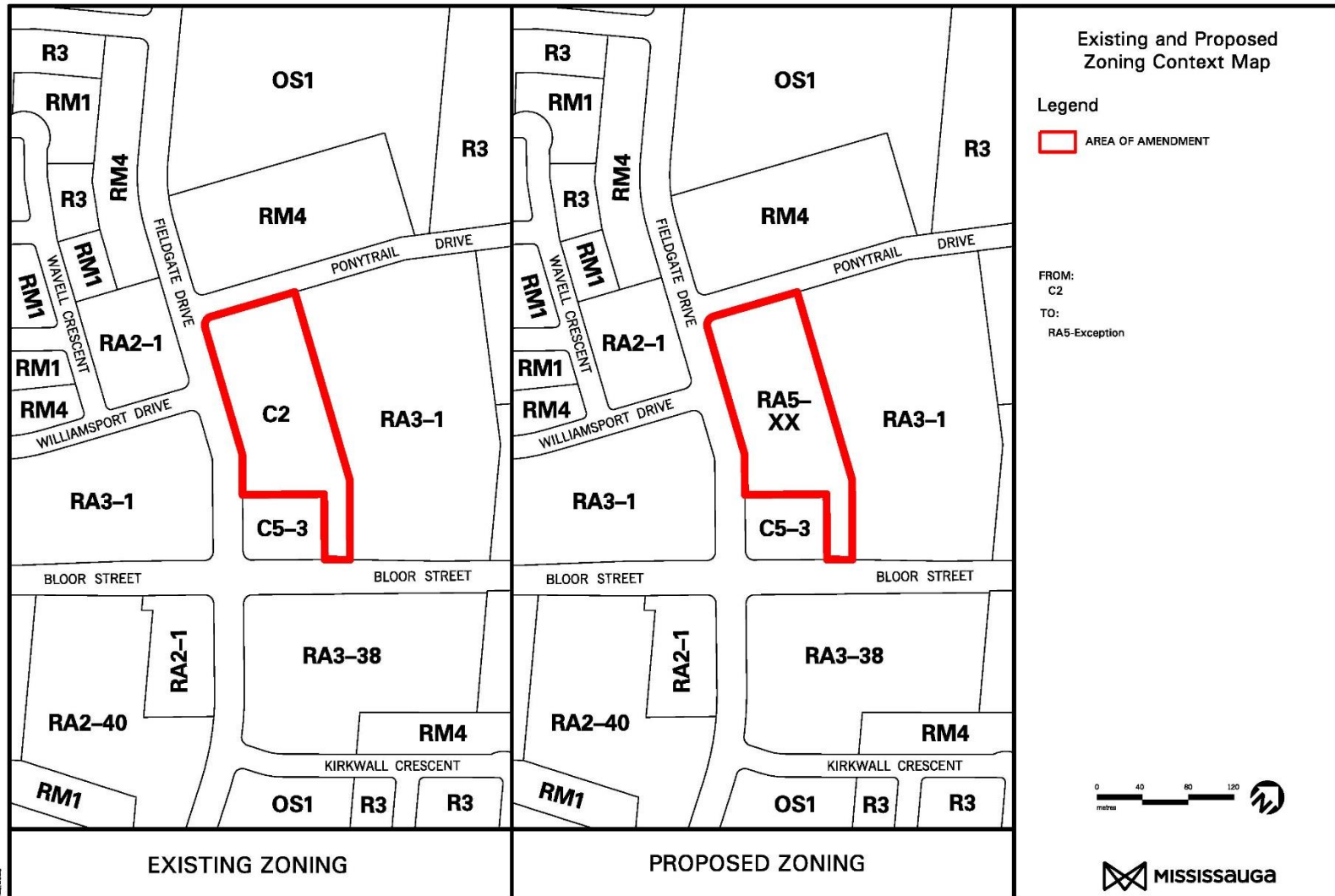
Existing Official Plan



Proposed Official Plan



#### 4. Existing and Proposed Zoning Regulations



Zone Regulations	Existing C2 (Neighbourhood Commercial) Zone Regulation	Proposed RA5 (Apartment) Base Zone Regulation	Proposed RA5 (Apartment - Exception) Exception Zone Regulation
Maximum <b>Floor Space Index</b> (FSI)	N/A	2.9	2.92
<b>Minimum Front Yard</b>  For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (42.7 ft.):  For that portion of the dwelling with a <b>height</b> greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):  For that portion of the dwelling with a <b>height</b> greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):  For that portion of the dwelling with a <b>height</b> greater than 26.0 m (85.3 ft.):	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)  8.5 m (27.9 ft.)  9.5 m (31.2 ft.)  10.5 m (34.4 ft.)	4.0 m (13.1 ft.)  4.0 m (13.1 ft.)  Building A: 7m (23 ft.) Building C: 6.9 m (22.6 ft.)  Building A: 7m (23 ft.) Building C: 6.9 m (22.6 ft.)
Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	N/A	1.0 m (3.3 ft.)	Building A: 3 m (9.8 ft.) Building C: 1.5 m (4.9 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	N/A	1.0 m (3.3 ft.)	Building A: 3 m (9.8 ft.) Building C: 1.5 m (4.9 ft.)

Zone Regulations	Existing C2 (Neighbourhood Commercial) Zone Regulation	Proposed RA5 (Apartment) Base Zone Regulation	Proposed RA5 (Apartment - Exception) Exception Zone Regulation
Minimum <b>Landscaped Area</b>	N/A	40% of the <b>lot area</b>	17% of the <b>lot area</b>
Minimum <b>amenity area</b> to be provided outside at grade	N/A	55.0 m <sup>2</sup> (592 ft <sup>2</sup> )	0 m <sup>2</sup> (0 ft <sup>2</sup> )
<p>Required Number of <b>Parking Spaces</b></p> <p>Residential <b>Uses</b>:</p> <p>Condominium <b>Apartment</b></p> <p>Condominium <b>Apartment</b> - visitor</p> <p>Condominium <b>Townhouse</b></p> <p>Condominium <b>Townhouse</b> - visitor</p> <p>Non-Residential <b>Uses</b>:</p> <p>Commercial Centre</p>	Varies depending on uses	<p>1.1 residential spaces per unit (637 spaces required)</p> <p>0.2 visitor spaces per unit (116 spaces required)</p> <p>2.0 residential spaces per unit (26 spaces required)</p> <p>0.25 visitor spaces per unit (4 spaces required)</p> <p>greater than 2 000 m<sup>2</sup> (21,527.8 ft<sup>2</sup>) in gross floor area (GFA): 5.4 parking spaces per 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of GFA (155 spaces required)</p>	<p>Mixed ratio of 0.75 spaces for both Condominium <b>Apartment</b> and Condominium <b>Townhouses</b> (454 spaces provided)</p> <p>Applicant providing 143 visitor spaces for Condominium <b>Apartment</b>, Condominium <b>Townhouse</b> and Commercial</p>

Zone Regulations	Existing C2 (Neighbourhood Commercial) Zone Regulation	Proposed RA5 (Apartment) Base Zone Regulation	Proposed RA5 (Apartment - Exception) Exception Zone Regulation
Required Number of <b>Loading Spaces</b> for <b>Apartment</b> and/or <b>Retirement Buildings</b>	N/A	One <b>loading space</b> per <b>apartment</b> and/or <b>retirement building</b> containing a minimum of 30 <b>dwelling units</b> :  3 <b>loading spaces</b> required	1 <b>loading space</b>
		Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.	

# City of Mississauga

# Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 24-16 W7</p>
	<p>Meeting date: May 26, 2025</p>

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)**

**Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 31, 30 and 20 storeys, connected by a 12 storey podium containing 1,342 dwelling units, 600 m<sup>2</sup> (6,458.3 ft<sup>2</sup>) of ground related commercial uses and a public park 69 and 117 John Street, north side of John Street, east of Hurontario Street**

**Owner: 13545130 Ontario Inc.**

**File: OZ/OPA 24-16 W7**

## Recommendation

1. That the report dated May 7, 2025, from the Commissioner of Planning and Building for OZ/OPA 24-16 W7, be received for information and that the Planning and Development Committee deem the statutory public meeting requirements of the *Planning Act* to have been satisfied.
2. That the application under OZ/OPA 24-16 W7, 69 and 117 John Street to amend Mississauga Official Plan and Zoning By-law 0225-2007 be referred back to staff to continue working with the applicant, and that staff report back to Planning and Development Committee with a final recommendation on the applications within 120 days of receipt of a resubmission which addresses comments detailed in this report.

## Executive Summary

- The applications are to amend the official plan and the zoning by-law to allow three apartment buildings with heights of 31, 30 and 20 storeys, connected by a 12 storey podium containing 1,342 dwelling units, 600 m<sup>2</sup> (6,458.3 ft<sup>2</sup>) of ground related commercial uses and a public park

- A 1 870 m<sup>2</sup> (20,128.5 ft<sup>2</sup>) public park is being proposed along the eastern boundary as part of the development
- Provincial, Region and Local planning policies support intensification on the site. While increased residential density is supported on the subject lands, staff will require more information before a recommendation can be provided
- Staff will continue working with the applicant to address outstanding issues including built form and access location issues

## Background

Official plan amendment and rezoning applications were deemed complete on January 16, 2025 and subsequently circulated for technical comments. A detailed comment package was released to the applicant on April 11, 2025, along with a request to file a resubmission which addresses staff comments along with an offer to facilitate various discipline specific discussions that could advance the applications forward. Planning staff met with the applicant on several occasions in advance of this report being prepared in an effort to resolve outstanding matters.

The purpose of this report is to provide information on the applications, lay out a detailed planning analysis and seek comments from the community.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located on the north side of John Street, east of Hurontario Street, and adjacent to the Canadian Pacific Railway (CPR), in the Downtown Cooksville Character Area.

The site is an assembly of two parcels of land with frontage on John Street. The majority of the site contains a grade differential from west to east of approximately 3 metres (9.8 ft.). Along the northeasterly boundary, adjacent to the CPR, there is a berm which is approximately 5 m (16.4 ft.) high. The property is currently vacant and was last used for the storage of commercial motor vehicles and general outdoor storage.



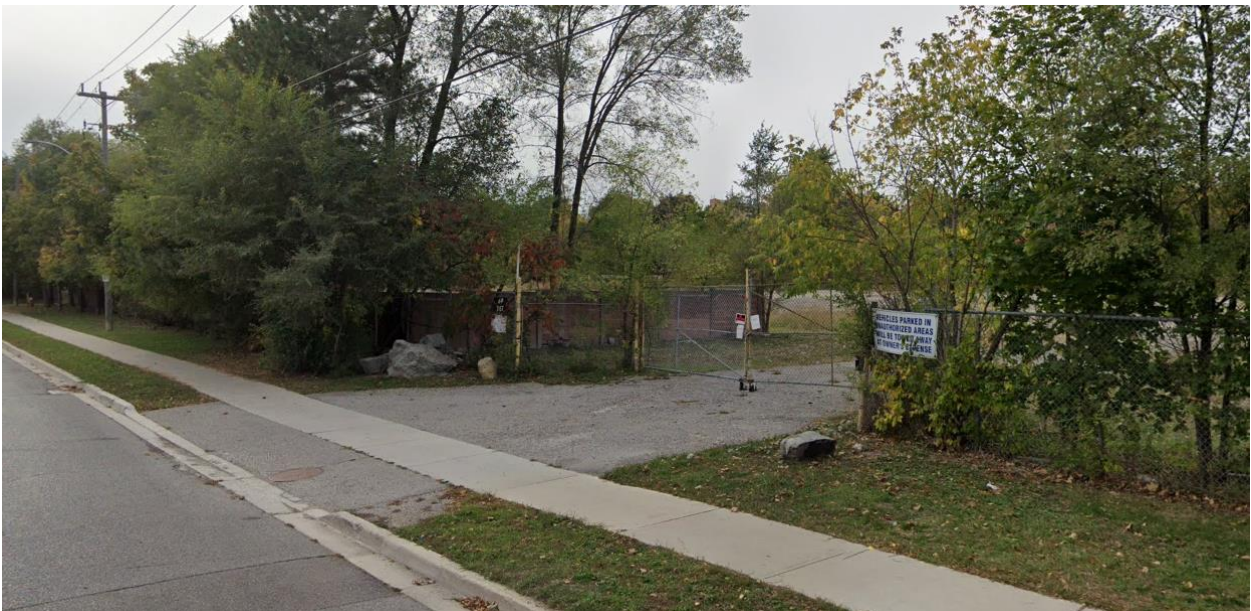
**Aerial Photo of 69 and 117 John Street**

Property Size and Use	
Frontages:	202.3 m (663.7 ft.)
Depth:	93.2 m (305.8 ft.)
Gross Lot Area:	1.9 ha (4.7 ac.)





**Photo of Existing Site Condition (view north from John Street)**



**Photo of Existing Site Condition (view west from John Street)**



**(b) Site Context**

The subject property is located in the Downtown Cooksville Character Area. The surrounding area contains a mix of residential, commercial and employment type uses, with a gradual transition to higher density uses near Hurontario Street. The Character Area contains a variety of residential building types, including apartment buildings, townhomes and detached dwellings developed in the 1970s.

North of the subject lands, beyond the rail corridor, are three storey townhomes and one and two storey semi-detached dwellings. East of the lands are three storey townhomes. To the south is a 10 storey and a four storey apartment building and three storey townhomes. To the west is a one storey self storage building and small commercial plaza.

The surrounding land uses are:

North: Rail corridor and low rise residential  
 East: Low rise residential  
 South: Apartments and low rise residential  
 West: Storage building and commercial plaza

**2. Surrounding Development Applications**

The Downtown Cooksville Character Area has been subject to numerous development applications in recent years. The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 22-19 W7 – 0, 25 Hillcrest Avenue, and 3154, 3168 Hurontario Street – Applications in process and appealed to the Ontario Land Tribunal to permit 5 apartment buildings with heights of 43, 43, 46, 39 and 34 storeys
- OZ/OPA 22-24 W7 – 3115 Hurontario Street – applications in process to permit a 42 storey apartment building and ground related commercial uses
- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications in process (Council approved, implementing documents outstanding) to permit four apartment buildings with heights of 31, 33, 36, and 39 storeys and ground related commercial uses
- OZ/OPA 22-17 W7 – 65 – 71 Agnes Street – Applications in process and appealed to the OLT to permit a 29 storey apartment building
- SP 21-102 W7 – 3051 Cook Street – Application in process to permit a 28 storey apartment building with grade related commercial uses
- SP 21-121 W4 – 1 Fairview Road East – Application in process to permit a 32 storey apartment building with ground related commercial uses
- SP 24-26 W7 - 3355 Hurontario Steet – Application in process for a 45 storey apartment with ground floor commercial uses (permitted through Minister's Zoning Order – MZO)

### 3. Mississauga Official Plan (MOP)

The lands are located within the Downtown Cooksville Character Area and are designated **High Density Residential**. The **High Density Residential** designation permits residential and commercial uses. The Downtown Cooksville Character Area is one of City's four Downtown Character Areas, is within the City's Urban Growth Centre and is an Intensification Area in MOP. The City's Downtowns are to contain the highest densities, tallest buildings and greatest mix of uses in the City. They are also areas in the City that are planned to accommodate much of the City's new population and employment growth. The subject properties are also located within the Hurontario Street Intensification Corridor, which promotes intensification. Refer to Appendix 1 for the existing and proposed Official Plan map.

The subject property is located within the Cooksville Go Major Transit Station Area (MTSA) of the Hurontario Light Railway Transit.

### 4. Mississauga Official Plan 2051 (MOP2051)

On April 16, 2025, Mississauga City Council approved MOP2051, establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the Provincial Planning Statement, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP2051 has been submitted to the Ministry of Municipal Affairs and Housing and will be in-force following Minister's approval. Upon approval by the Ministry, MOP2051 will replace both Mississauga Official Plan and the Region of Peel Official Plan (2022).

Development applications will continue to be evaluated under the current Mississauga Official Plan. However, should MOP2051 be approved before a final decision is made by Council on this application recommendation, the applications will be evaluated based on the policies in MOP2051. Applicants will be required to submit a request to amend the new policies and may be required to submit additional materials and justification for evaluation.

### 5. Zoning

The subject property is currently zoned **RA4-25** (Apartments – Exception) and **H-RA4-30** (Apartments – Exception with a Holding Provision). The **RA4-25** zone permits an apartment with a maximum height of 16 storeys, a maximum of 210 dwelling units and a maximum Floor Space Index (FSI) of 2.9. The **H-RA4-30** zone permits a maximum height of 18 storeys, a maximum number of dwelling units per hectare of 198 and a maximum FSI of 2.6. Refer to Appendix 1 for the existing and proposed Zoning Map. The conditions to remove the holding provision on the parcel zoned H-RA4-30 include:

- The approval of a landscape plan
- Provision of adequate sanitary sewer, storm sewer and water services
- Provision of adequate access to the site including roads, sidewalks, traffic signals, street lighting, and location of entrances and exists to and from the site

- The provision of adequate hydro-electric power
- Payment to the City of all planning, processing and administration fees in relation to the development of the Site
- Payment of all arrears of municipal taxes and local improvement charges for the Site and
- Payment of all applicable development levies or imposts

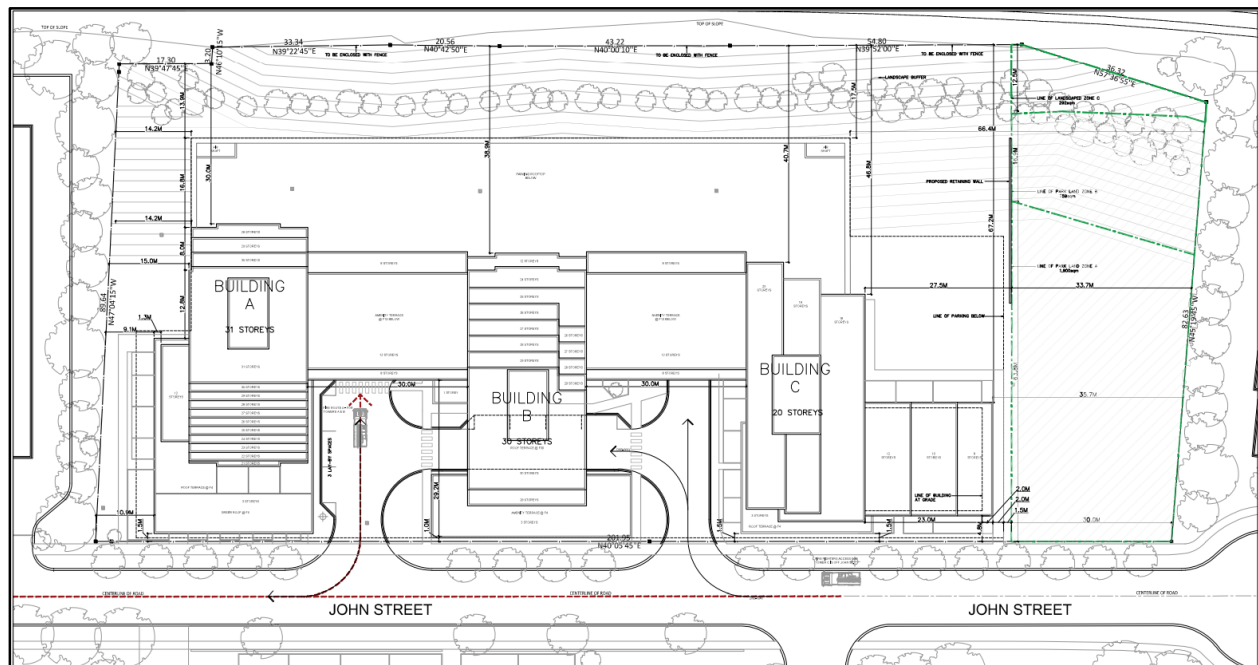
## 6. Proposed Development

### (a) Description

The applicant proposes to develop the property with three apartment buildings with heights of 31, 30 and 20 storeys, connected by a 12 storey podium. The proposal includes 1,342 dwelling units, ground floor commercial uses along John Street and a public park.

Below is a summary table of unit mix within this development:

Unit Type	Unit number	Percentage of total
1 bedroom	1,092	81.4%
2 bedroom	191	14.2%
3 bedroom	60	4.4%
<b>Total</b>	<b>1,342</b>	<b>100%</b>



**Concept Plan of the Proposed Development**



**Rendering of Proposed Development**

**(b) Supporting Studies**

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>.

**(c) Green Development Initiatives**

The City of Mississauga has updated its green development standard to a framework of mandatory and voluntary measures to meet goals in its Climate Change Action Plan. All new residential and non-residential site plan applications submitted on or after March 1, 2025, must comply with all the Tier 1 Green Development Standard. Tier 2 will continue to be voluntary until 2028.

**7. Reason for Applications**

The proposed development does not conform with the current official plan designation or zoning. Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 are required to implement the proposal.

The official plan amendment, as proposed, will add a special site to the existing **High Density Residential** designation to permit a maximum height of 31 storeys.

The zoning by-law amendment, as proposed, will change the zoning from **RA4-25** (Apartments – Exception) and **H-RA4-30** (Apartments – Exception with a Holding Provision) to **RA5-Exception** (Apartments - Exception) and **Open Space** (OS1) to permit the three apartment buildings with heights of 31, 30 and 20 storeys with ground related commercial uses and zone

the proposed public park. The proposed exception zone would require site specific regulations related to setbacks and increased height (Refer to Appendix 1).

## Land Use Policies and Regulations

The *Planning Act* allows any person within the Province of Ontario to submit development applications to their local municipality to build on or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans and Regional Official Plan. The following subsections summarize the applicable policy and regulatory documents that are relevant in the review of the applications:

The new *Provincial Planning Statement, 2024* (PPS, 2024) came into effect on October 20, 2024. Any decision on planning matters made on or after the effective date are subject to the policies of the PPS, 2024.

The new PPS combines policies from the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe to support development and increase housing supply across the province, align development with infrastructure to build a strong and competitive economy that is investment ready, foster long term viability of rural areas, and protect agricultural lands, the environment, public health and safety.

The PPS, 2024 requires municipalities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents, and to support intensification and redevelopment in order to achieve the creation of complete communities.

## Comments

Prior to presenting a final Recommendation Report to Planning and Development Committee, the following issues, as well as other technical and feasibility matters and any additional issues identified through subsequent reviews, will need to be addressed:

### 1. Built form and Massing

MOP identifies the Downtown Cooksville Character Area as an Intensification Area where growth is anticipated and prescribes a maximum building height on this property of 25 storeys. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. Further, appropriate height and built form transitions will be required between sites and their surrounding areas.

In order to provide direction and guidance for how proposed development is to conform to the above policy direction, Council approved the Downtown Fairview, Cooksville and Hospital Built

Form Standards. Therein, angular plane, maximum floor plate size and minimum tower separation criteria are outlined for high density residential developments.

The applicant is required to demonstrate that the proposal would be in conformity with the policy direction of MOP as it relates to the density, scale and built form.

## 2. Amended Boulevard Treatment – Streetscape Design

MOP identifies the Downtown Cooksville Character Area as an Intensification Area which requires the implementation of Amended Boulevard Treatment along the frontage of lands proposed for redevelopment. Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture on sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

The applicant will be required to demonstrate how the City's cross section relating to the Amended Boulevard Treatment can be achieved along the John Steet frontage.

## 3. Public Parkland

During the pre-application process, the applicant was advised that the Downtown Cooksville Character Area was deficient in public parkland and the City would be seeking the dedication of parkland pursuant to the *Planning Act*. In accordance with the MOP, land conveyed to Mississauga for use as public parkland and/or Greenlands will be in a condition that is acceptable to the city.

The applicant will be required to demonstrate that the lands being proposed to be dedicated are suitable for parkland purposes.

## **Zoning By-law**

The proposed **RA5 – Exception** (Apartments - Exception) zone is appropriate to accommodate the proposed three apartment buildings with grade related commercial uses. The proposed **OS1** (Open Space) zone is appropriate for the public park.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

## **Departmental and Agency Comments**

The applications were circulated to all City departments and commenting agencies on January 28, 2025. Refer to Appendix 1 for detailed comments.

## **Housing Affordability, Housing Supply and Mayor's Housing Task Force**

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of 2 and 3 bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

The City's Inclusionary Zoning By-law applies to development or redevelopment of more than 50 units and more than 3 600 m<sup>2</sup> (38,750 ft<sup>2</sup>) of gross floor area. As such, the proposed development is subject to the provisions of the Inclusionary Zoning By-law.

## Engagement and Consultation

### 1. Community Feedback

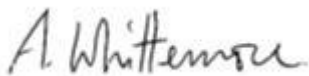
A community meeting was held by Ward 7 Councillor, Dipika Damerla, on September 25, 2023. Approximately 14 people were in attendance at the community meeting and two pieces of written correspondence have been received. Comments from the community meeting and public meeting will be addressed in the future recommendation report.

## Conclusion

All agency and City department comments have been received. It should be noted that there is merit to accommodating residential intensification on this property. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all issues have been resolved. The matters to be addressed include revisions to the built form relating to the floor plates, massing and setbacks, resolution on streetscape commitments to achieve the City's amended boulevard treatment cross section along John Street, satisfactory comments from Alectra relating to the transformer room location and specifications, and relocation of the easterly access to align with Little John Lane.

## Attachments

Appendix 1: Supplementary Information




---

Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Lead Planner

## **Supplementary Information**

**Owner: 13545130 Ontario Inc. (Bashar Ghreiwati)**

**69 and 117 John Street**

### Table of Contents

1.	Concept Plan, Elevations and Rendering .....	2
2.	Development Proposal Statistics .....	6
3.	Existing and Proposed Development Official Plan Map .....	7
4.	Existing and Proposed Development Zoning By-law Map .....	8
5.	Applicant Proposed Zoning Regulations.....	9
6.	Departmental and Agency Comments.....	15
7.	School Accommodation Summary .....	19

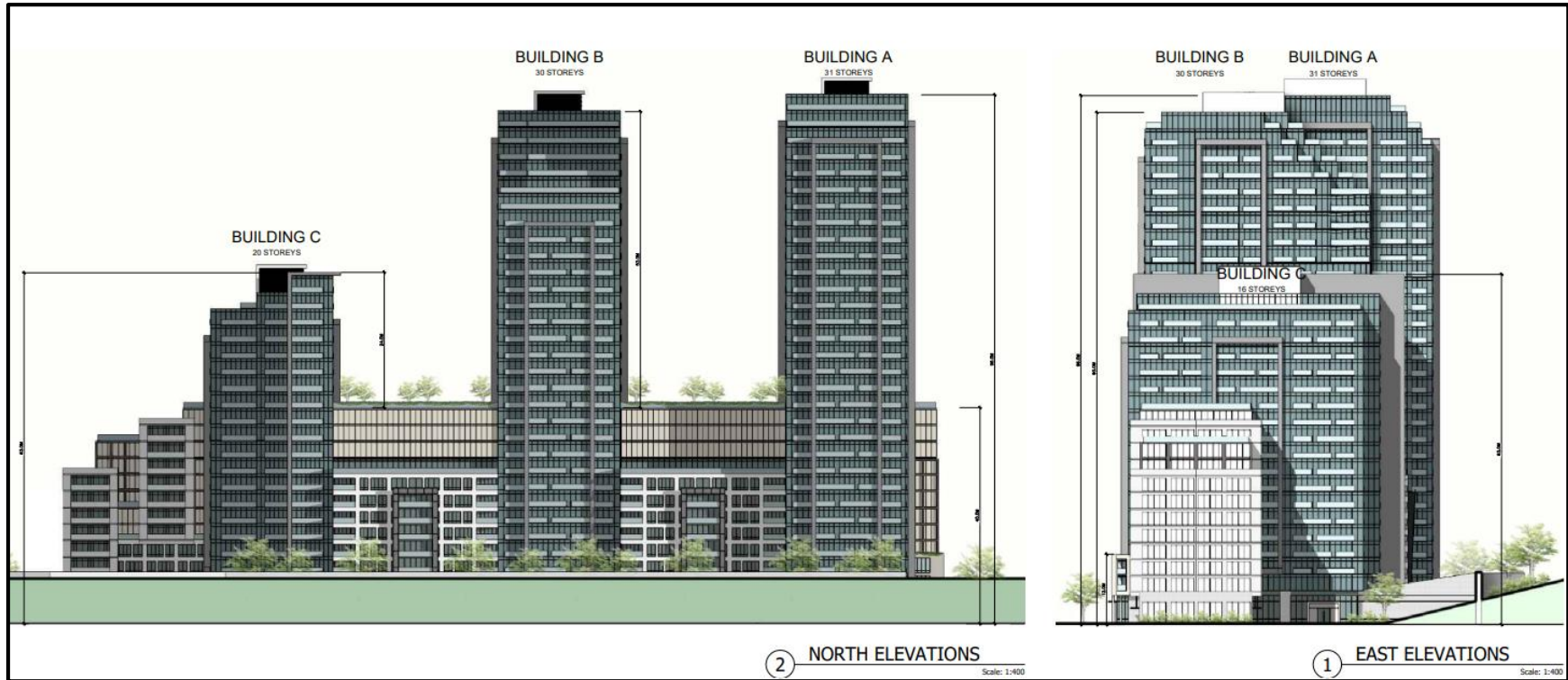


The site plan for the proposed development at 1000 John Street shows a large building complex with various internal spaces and external features. The building layout includes a central core with multiple wings, a loading dock, and a non-residential space. The site is bounded by John Street to the south and the Canadian Pacific Railway tracks to the north. The plan includes detailed dimensions for building footprints, parking areas, and setbacks. Key features include a loading dock, a non-residential space, and a parking area. The site is bounded by John Street to the south and the Canadian Pacific Railway tracks to the north. The plan includes detailed dimensions for building footprints, parking areas, and setbacks. Key features include a loading dock, a non-residential space, and a parking area.

## Proposed Concept Plan



**Proposed Elevations (South and West)**



**Proposed Elevations (North and East)**



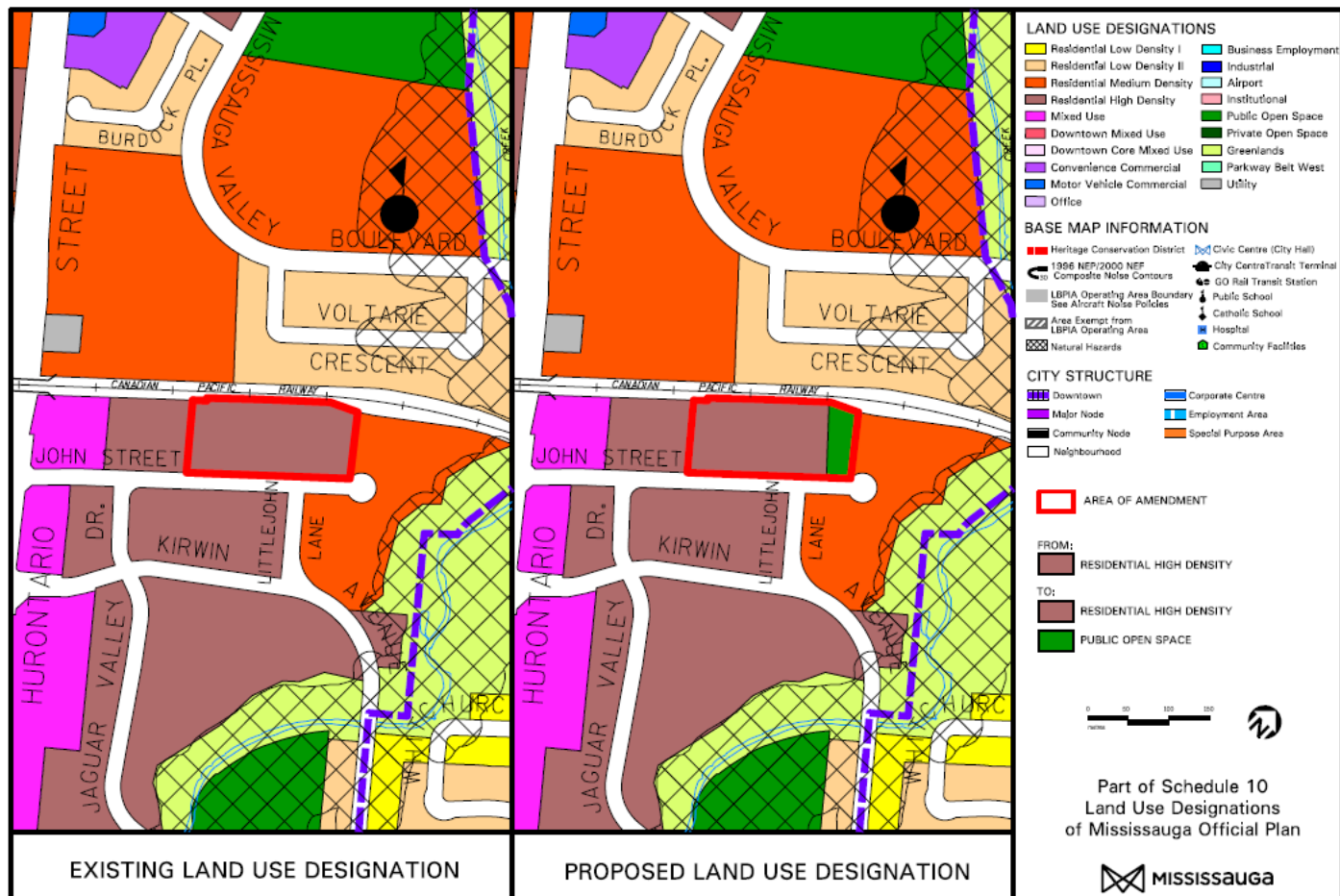


**Proposed Rendering**

## 2. Development Proposal Statistics

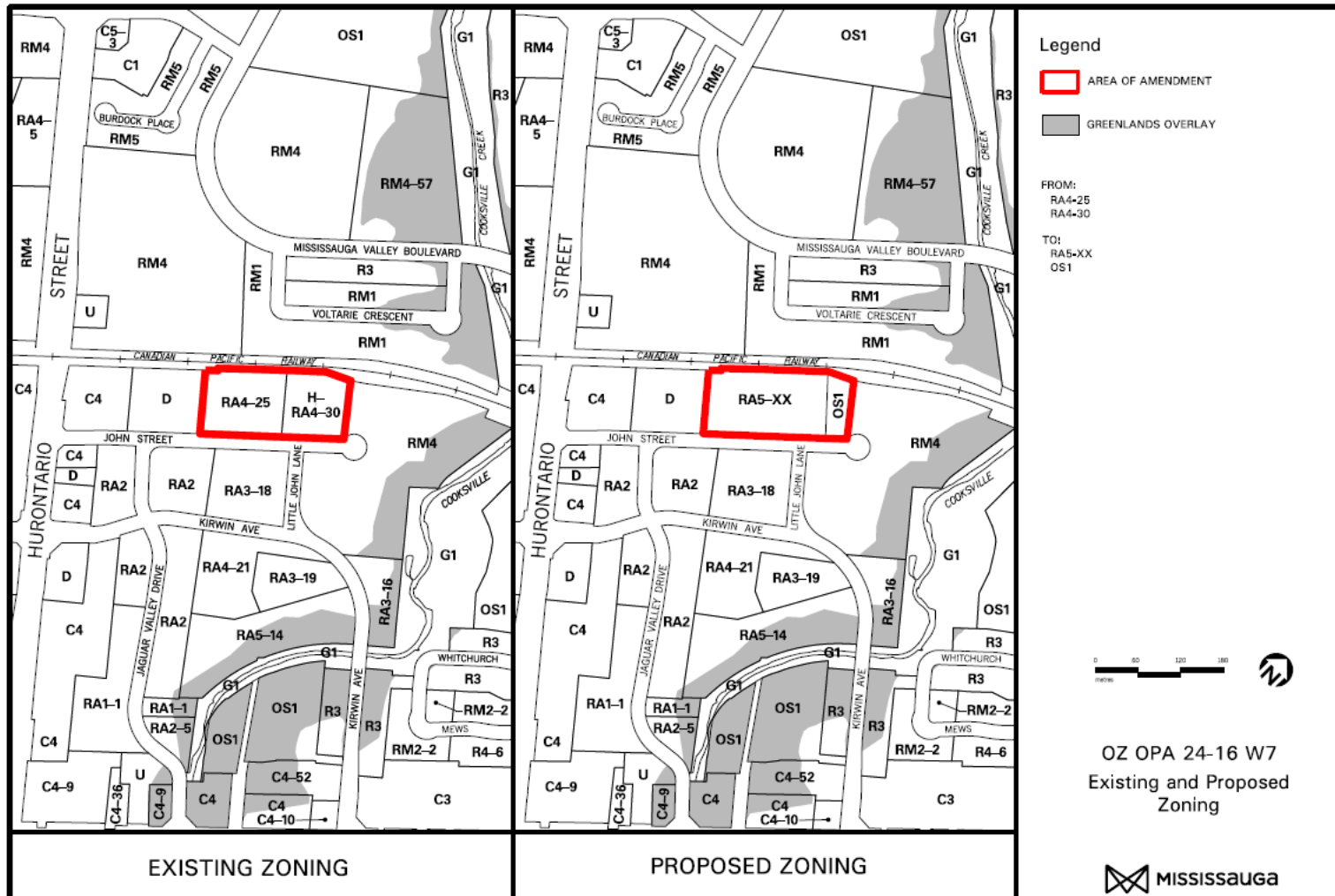
Applications submitted:	Received: December 17, 2024 Deemed complete: January 16, 2025 120 days from complete application: May 16, 2025	
Developer/ Owner:	13545130 Ontario Inc. (Bashar Ghreiwati)	
Applicant:	Glen Schnarr & Associates Inc.	
Total Number of Units:	1,342	
Unit Mix:	1 bedroom - 1,092 (81.4%) 2 bedroom – 191 (14.2%) 3 bedroom – 60 (4.4%)	
Height:	Building A – 31 storeys / 96.0 m (315.0 ft.), Building B – 30 storeys / 93.0 m (305.1 ft.), Building C – 20 storeys / 63.0 m (206.7 ft.)	
Floor Space Index	5.37	
Road Type:	Public	
Anticipated Population:	2,939* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required: None (MTSA)	Provided: 0.61 spaces/unit = 822 spaces
Green Initiatives:	Not specified	

### 3. Existing and Proposed Development Official Plan Map





#### 4. Existing and Proposed Development Zoning By-law Map



## 5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing Zone Regulations – RA4-25 and H-RA4-30 (Apartments – Exception)	Proposed Base Zone Regulations – RA5 (Apartments)	Proposed Amended RA5 (Apartments) Exception Zone Regulations
Day Care Use	<p>The following provisions apply to a Day Care:</p> <p>3.1: Shall have frontage on a street</p> <p>3.4: Minimum setback of a parking area to an abutting lot in a Residential Zone – 4.5m (14.8 ft.)</p> <p>3.5: Minimum depth of a landscape buffer from a lot line to a street line – 4.5m (14.8 ft.)</p>	<p>The following provisions apply to a Day Care:</p> <p>3.1: Shall have frontage on a street</p> <p>3.4: Minimum setback of a parking area to an abutting lot in a Residential Zone – 4.5m (14.8 ft.)</p> <p>3.5: Minimum depth of a landscape buffer from a lot line to a street line – 4.5m (14.8 ft.)</p>	<p>Allow for a Day Care use as exception to specific regulations in the general provisions</p>
Rooftop <b>Balcony</b>	<p>A rooftop <b>balcony</b> shall be set back 1.2 m (3.9 ft.) from all exterior edges of a <b>building</b> or <b>structure</b>.</p> <p>Notwithstanding Article 2.1.30.1, a setback for a rooftop <b>balcony</b> may be 0.0 m (0 ft.) where:</p> <p>(1) the exterior edge of the <b>building</b> faces a <b>street</b> and the <b>building</b> is located in a non-residential zone;</p>	<p>A rooftop <b>balcony</b> shall be set back 1.2 m (3.9 ft.) from all exterior edges of a <b>building</b> or <b>structure</b>.</p> <p>Notwithstanding Article 2.1.30.1, a setback for a rooftop <b>balcony</b> may be 0.0 m (0 ft.) where:</p> <p>(1) the exterior edge of the <b>building</b> faces a <b>street</b> and the <b>building</b> is located in a non-residential zone;</p>	<p>Delete Provisions</p>

	(2) the exterior edge of the rooftop <b>balcony</b> does not abut a Residential Zone and the <b>building</b> is located in a non-residential zone.	(2) the exterior edge of the rooftop <b>balcony</b> does not abut a Residential Zone and the <b>building</b> is located in a non-residential zone.	
Required Number of <b>Bicycle Parking Spaces</b> for Residential Uses	Class A - 0.6 spaces per unit Class B – the greater of 0.05 spaces per unit or 6.0 spaces	Class A - 0.6 spaces per unit Class B – the greater of 0.05 spaces per unit or 6.0 spaces	Total <b>Bicycle parking spaces</b> to be provided for residential and non-residential uses: 877
Required Number of <b>Bicycle Parking Spaces</b> for Non-Residential Uses	Class A - 0.1 spaces per 100 m <sup>2</sup> <b>GFA – non-residential</b> Class B - 0.1 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) <b>GFA – non-residential</b>  Total <b>Bicycle parking spaces</b> to be provided for residential and non-residential uses: 885	Class A - 0.1 spaces per 100 m <sup>2</sup> <b>GFA – non-residential</b> Class B - 0.1 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) <b>GFA – non-residential</b>  Total <b>Bicycle parking spaces</b> to be provided for residential and non-residential uses: 885	
<b>Apartment Zones – Additional Uses</b>	<b>Retail store, service establishment, financial institution, office and medical office - restricted</b>	<b>Retail store, service establishment, financial institution, office and medical office - restricted</b>	<b>Retail store, service establishment, financial institution, office, medical office – restricted, live/work units, day care, restaurant, take-out restaurant, recreational establishment, medical office, and veterinary clinic.</b>
<b>Apartment Zones – Additional Uses</b>	Additional <b>uses</b> shall not be permitted above the <b>first storey</b> of an apartment building	Additional <b>uses</b> shall not be permitted above the <b>first storey</b> of an apartment building	Additional <b>uses</b> shall be permitted above the <b>first storey</b> in podium of Building B

Maximum <b>Floor Space Index – Apartment Zone</b>	2.9	2.9	5.4
Maximum <b>Height</b>	<b>RA4-25</b> 16 storeys  <b>H-RA4-30</b> 56.0 m (183.7 ft.) and 18 storeys	77.0 m (252.6 ft.) and 25 storeys	101.0 m (331.4 ft.) and 31 storeys
Minimum <b>Front and Exterior Side Yards</b>  For that portion of the dwelling with a <b>height</b> :  Less than or equal to 13.0 m (42.7 ft.):  Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):  Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):	<b>RA4-25</b> 3.5 m (11.5 ft.) to John Street  <b>RA4- 25 and H-RA4-30</b>  7.5 m (24.6 ft.)  8.5 m (27.9 ft.)  9.5 m (31.2 ft.)	7.5 m (24.6 ft.)  8.5 m (27.9 ft.)  9.5 m (31.2 ft.)	0.9 m (3.0 ft.)
Minimum <b>Rear Yard</b> For that portion of the dwelling with a <b>height</b> :  Less than or equal to 13.0 m (42.7 ft.):	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	30.0 m (98.4 ft.)

Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):	10.0 m (32.8 ft.)	10.0 m (32.8 ft.)	
Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):	12.5 m (41.0 ft.)	12.5 m (41.0 ft.)	
Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	
Maximum encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a maximum width of 6.0m (19.6 ft.)	1.8 m (5.9 ft.)	1.8 m (5.9 ft.)	3.5 m (11.5 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	3.0 m (9.8 ft.)
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.5 m (1.6 ft.)
Minimum <b>landscaped area</b>	<b>RA4-25:</b> 24%	40%	30%

	<b>H-RA4-30:</b> 40%		
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an <b>Apartment Zone</b>	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	0.7 m (2.3 ft.)
Minimum depth of a <b>landscape buffer</b> along any other <b>lot line</b>	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup> (592 ft <sup>2</sup> )	55.0 m <sup>2</sup> (592 ft <sup>2</sup> )	A minimum <b>amenity area</b> can also be provided above grade.
Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	50%	25%
<b>Landscaped Buffer:</b> means a continuous, open, unobstructed width of land substantially parallel to and adjoining a <b>lot line</b> that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls. The landscaped buffer may include signage and lighting and may be traversed by a <b>driveway</b> and/or walkway, the angle of which must be at least 60° but no greater than 120° measured from the applicable <b>lot line</b> .	✓	✓	Stairs, walkways, planters, utility equipment, and ventilation shafts are permitted to encroach into a required yard and <b>landscaped buffer</b>



<b>Tandem Parking Spaces</b>	Not permitted	Not permitted	<b>Tandem parking spaces</b> will be permitted
Maximum percentage of required resident <b>parking spaces</b> that may be <b>tandem parking spaces</b>	Not permitted	Not permitted	20%
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 6. Departmental and Agency Comments

Agency / Comment Date	Comments
City Forestry Department (February 26, 2025)	<p>The applicant is advised that permission is required to injure and remove any tree. All trees not removed on the property will require protective hoarding to be installed.</p> <p>A completed Tree Removal Permit application is required.</p>
Region of Peel (February 26, 2025)	<p>The Functional Servicing Report that was submitted was modelled and deemed satisfactory.</p> <p>The Region has requested updates to the plan to address matters relating to waste management.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 31, 2025 and February 20, 2025)	<p>Neither school board raised objections to the proposed development and provided warning clauses to include within the required Development Agreement. Please see full comments Section 7.</p>
City Community Services Department – Park Planning Section (April 8, 2025)	<p>Community Services has no objection to a parkland dedication consisting of 1 900 m<sup>2</sup> (20,451.4 ft<sup>2</sup>) along the easterly portion of the property, but they have noted that there are areas proposed for parkland that will not be eligible for dedication due to the unsuitable terrain.</p>
City Transportation and Works Department (April 24, 2025)	<p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b><u>Stormwater:</u></b>          A Functional Servicing and Stormwater Management Report prepared by C.F. Crozier &amp; Associates Inc., dated October 2024, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with</p>

Agency / Comment Date	Comments
	<p>a connection to the City of Mississauga's storm infrastructure on John Street, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer, including capacity and that the orifice-controlled outflow meet the City's allowable release rate;</li> <li>• demonstrate that the 5 mm (.2 in) water balance requirement will be achieved through Low Impact Development (LID) measures; and</li> <li>• demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site</li> </ul> <p><b><u>Traffic</u></b>  A traffic impact study (TIS), prepared by C.F. Crozier &amp; Associates Ltd. dated September 2024, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Provide turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the easterly driveway access to ensure alignment with Little John Lane and the internal driveway can operate efficiently;</li> <li>• Address any traffic concerns from the Community related to the proposed development; and</li> <li>• Provide functional designs showing how the proposed road network improvements can be implemented.</li> </ul> <p><b><u>Environmental Compliance</u></b>  The Phase One Environmental Site Assessment (ESA), dated March 22, 2019, prepared by Chung &amp; Vander Doelen Engineering Ltd., and the draft Phase Two ESA, dated November 27, 2023, prepared</p>

Agency / Comment Date	Comments
	<p>by Palmers were submitted in support of the proposed development. The reports identified localized soil impacts on the property and further environmental work is required to remediate the contamination. Therefore, the following documents are to be submitted for review:</p> <ul style="list-style-type: none"> <li>• A Letter of Reliance for both Phase One and Two ESA reports;</li> <li>• A Remedial Action Plan to address the identified contamination;</li> <li>• A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; and</li> <li>• A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><b><u>Noise and Vibration</u></b></p> <p>A Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated October 2, 2024, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic. Noise mitigation will be required in the form of air conditioning requirements and upgraded building facade materials. A revised noise study is required as part of the next submission to address staff comments.</p> <p>A Railway Vibration Feasibility Study prepared by Valcoustics Canada Ltd., dated October 2, 2024, was received for review. The study evaluates the potential impact of environmental vibration to the development and recommends mitigation measure to reduce any negative impacts. The vibration source that may have an impact on this development is rail traffic. Vibration mitigation will be required in the form of footing isolation, acoustic isolation joints, increased setback, or a combination of these mitigation measures.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing</p>

Agency / Comment Date	Comments
	plans), which are to be revised as part of subsequent submissions, in accordance with City standards.
Metrolinx (February 19, 2025)	Metrolinx has indicated that the vibration control measures described in the submitted Railway Vibration Study will need to be implemented at the site plan approval stage.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- City Planning Strategies – Housing, City of Mississauga</li> <li>- Fire and Emergency Services, City of Mississauga</li> <li>- Heritage Planning, City of Mississauga</li> <li>- Alectra Utilities</li> <li>- Canada Post</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Canadian Pacific Railway</li> <li>- Rogers</li> <li>- Public Art Coordinator, Community Services, City of Mississauga</li> <li>- Trillium Health Partners</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- CS Viamonde</li> <li>- Hurontario LRT Office, City of Mississauga</li> <li>- Bell</li> </ul>

## 7. School Accommodation Summary

### The Peel District School Board

Student Yield	School Accommodation		
108 Kindergarten to Grade 5 24 Grade 6 to Grade 8 14 Grade 9 to Grade 12	Clifton Public School	Camilla Road Sr. Public School	T.L. Kennedy Secondary School
	Enrolment: 420 Capacity: 468 Portables: 0	Enrolment: 617 Capacity: 655 Portables: 3	Enrolment: 669 Capacity: 1,476 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in any Agreements of Purchase and Sale.

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
1 Kindergarten to Grade 8 31 Grade 9 to Grade 12	Metropolitan Andrei Catholic Elementary School	Father Michael Goetz Catholic Secondary School
	Enrolment: 492 Capacity: 582 Portables: 8	Enrolment: 1,141 Capacity: 1,530 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in any Agreements of Purchase and Sale.



# City of Mississauga

# Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 25-3 W11</p>
	<p>Meeting date: May 26, 2025</p>

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)**

**Official Plan Amendment and Rezoning applications to permit three apartment buildings at heights of 12, 18 and 22 storeys, with the 18 and 22 storey towers connected by an eight storey podium, all of which would contain 1,043 apartment units**

**64 & 66 Thomas Street, 95 Joymar Drive & 65 Tannery Street, northeast corner of Thomas Street and Joymar Drive**

**Owner: Dezen Realty Company Limited**

**File: OZ/OPA 25-3 W11**

## Recommendation

1. That the report dated May 7, 2025, from the Commissioner of Planning and Building regarding the official plan amendment and rezoning applications at 64 and 66 Thomas Street, 95 Joymar Drive and 65 Tannery Street, to permit three apartment buildings at heights of 12, 18 and 22 storeys, with the 18 and 22 storey towers connected by an eight storey podium, all of which would contain 1,043 apartment units, under file number OZ/OPA 25-3 W11, be received for information.
2. That Planning and Building staff report back to Planning and Development Committee prior to the earlier of 120 days from May 26, 2025, or following a resubmission filed by the applicant that adequately addresses all issues identified in this report.

## Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to permit three apartment buildings at heights of 12, 18 and 22 storeys, with the 18 and 22 storey towers connected by an eight storey podium, all of which would contain 1,043 apartment units

- The site is located within one of the City's designated strategic growth areas where intensification is anticipated. The policies of the Streetsville Community Node Character Area provide a clear vision for the type of development and built form intended for the area, emphasizing how new growth should integrate with the existing context
- Provincial, Regional and Local planning policies support intensification on the site. While increased residential density is supported on the site, staff will require more information before a recommendation can be provided
- Staff will continue working with the applicant to address issues including built form and site organization

## Background

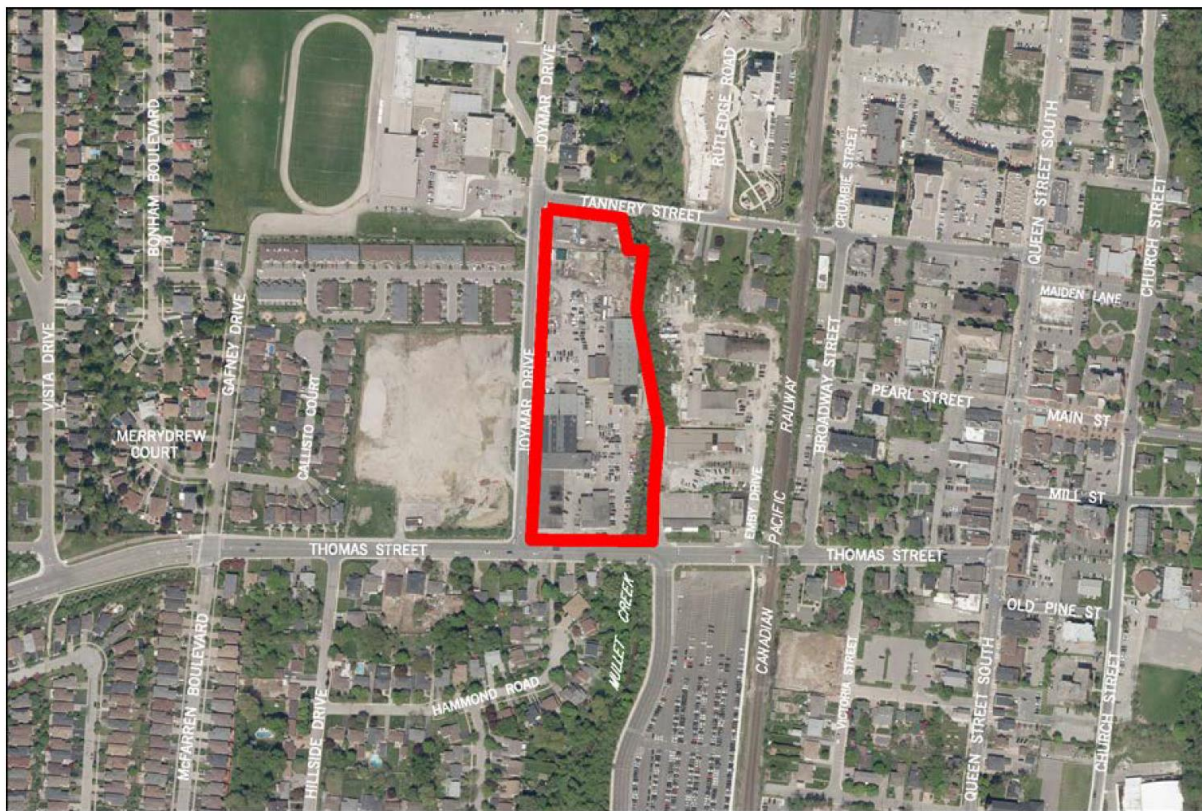
The official plan amendment and rezoning applications were deemed complete on January 17, 2025, and subsequently circulated for technical comments. The purpose of this report is to provide details of the applications and to inform Planning and Development Committee (PDC) on the issues that are to be addressed prior to providing a final report recommendation for Committee's consideration.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The property is located on the east side of Joymar Drive between Tannery and Thomas Streets within the Streetsville Community Node Character Area. The site is currently occupied by multi-tenant commercial/industrial buildings which include an automobile repair shops, landscaping and personal service businesses. The east side of the property is a steep slope that is the edge of Mullet Creek.



**Aerial Photo of 64-66 Thomas Street, 95 Joymar Drive and 65 Tannery Street**

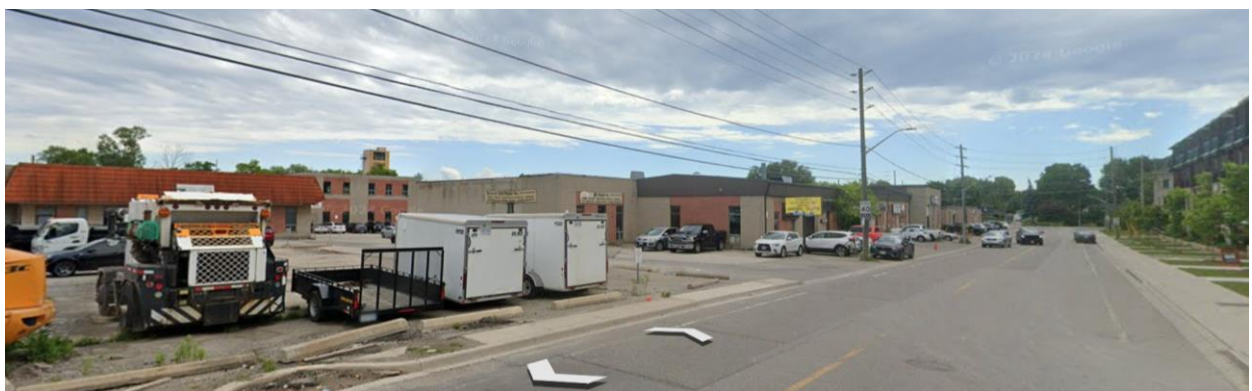
Property Size and Use	
Frontages:	
Thomas Street	105 m (355.5 ft.)
Tannery Street	91 m (299 ft.)
Joymar Drive	294 m (965 ft.)
Gross Lot Area:	2.78 ha (6.87 ac.)



**Google Maps Image of Existing Site Condition  
(view looking northeast from the Joymar Drive and Thomas Street intersection)**



**Google Maps Image of Existing Site Condition  
(view looking northeast from Joymar Drive and Lunar Crescent)**



**Google Maps Image of Existing Site Condition  
(view looking southeast from Joymar Drive and Lunar Crescent)**





**Google Maps Image of Existing Site Condition  
(view looking south from the north side of Tannery Street)**

**(b) Site History**

- November 2, 2006 – The Streetsville District Plan Review redesignated the subject site from **Mixed Commercial/Industrial** and **Greenlands** to **Residential Medium Density II** and **Greenlands**
- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the subject site **D** (Development) and **G1** (Greenlands - Natural Hazards)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force and designated the site **Residential Medium Density – Special Site 2, Greenlands** and **Natural Hazards** in the Streetsville Community Node
- July 5, 2019 - Dezen Realty Company Limited submitted an application to amend the zoning by-law (OZ 19/011 W11) to permit 239 back-to-back and stacked townhomes on property
- October 29, 2024 – A pre-application meeting was held with the proponent and City staff to provide submission requirements and preliminary feedback on the current proposal
- December 17, 2024 – The proposal was presented to the Mississauga Urban Design Advisory Panel
- January 7, 2025 - Official plan and rezoning applications were submitted to permit the development of three apartment buildings at heights of 12, 18 and 22 storeys, with the 18 and 22 storey towers connected by an eight storey podium, all of which would contain 1,043 apartment units
- January 17, 2025 – The subject applications were deemed complete
- January 23, 2025 – The previous townhouse zoning by-law amendment application (OZ 19/011 W11) was formally withdrawn

**(c) Site Context**

The subject site is located in the Streetsville Community Node Character Area. The Streetsville Community Node is a historic area, incorporated in 1858 as a village. The immediate and broader area is undergoing transition and growth and comprises a mix of industrial uses, and more recent medium density residential developments. The community node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly. The site is surrounded by low-rise residential dwellings to the north, west and south, and the Mullet Creek natural lands to the east.

The site is in the Credit Valley Conservation Authority's regulated area because of the existing Regional floodplain and slope hazards associated with Mullet Creek.

The surrounding land uses are:

- North: Streetsville Secondary School, low-rise residential dwellings, and a seven storey retirement facility
- East: Mullet Creek and the natural hazards lands
- South: Low rise residential homes and the Streetsville GO station
- West: Three to four storey townhomes

**2. Surrounding Development Applications**

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 21-155 W11– 190 Rutledge Road – application under review for a five-storey apartment building containing 79 apartment units
- OZ/OPA 24-12 W11 – 150 Rutledge Road – applications under review for a ten-storey apartment building containing 301 apartment units and four townhouses
- OZ/OPA 21-14 W11 – 8, 10 and 12 Queen Street South, 16 James Street and 2 William Street – approval of an eight-storey mixed-use building in April 2024
- OZ/OPA 22-9 W11 - 21-51 Queen Street North – approval of a nine-storey mixed-use building in April 2024 (approval issued by OLT)
- OZ/OPA 24-7 W11 – 51 and 57 Tannery Street and 208 Emby Drive – applications to permit 12 and 14 storey apartment buildings which were appealed to the OLT in November 2024
- SP 21-80 W11 – 31 Queen Street – application under review to permit a three-storey mixed use building
- SP 23-1 W11 – 29 Queen Street South – application under review to permit a two-storey mixed-use building



- OZ/OPA 24-8 W11/21T-M 24-4 W11 - applications to permit a phased redevelopment of the existing commercial plaza to construct five mixed-use buildings including eight towers with building heights ranging from two to 15 storeys, new public roads, and private open space which were appealed to the OLT in October 2024

### 3. Mississauga Official Plan (MOP)

The lands are located within the **Streetsville Community Node Character Area** and are designated **Residential Medium Density – Special Site 2**. The **Greenlands** designation applies to the easternly portion of the site adjacent to Mullet Creek located outside of the proposed development area.

The **Residential Medium Density – Special Site 2** designation permits all forms of townhouse dwellings and a maximum building height of three storeys and floor space index of 1.0. Special Site 2 policies require developments to have regard for the extent of the floodplain and erosion hazards associated with Mullet Creek. The **Greenlands** designation is generally associated with natural hazards and natural areas and features to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site is identified as containing natural hazard. The lands to the rear of the subject property are identified as **Natural Hazard Lands** within the City's Natural Heritage System as Natural Green Space.

The subject site is located within 800 m (2,625 ft.) of the Streetsville GO Station. The boundaries for the Streetsville GO Station MTSA have not been delineated and will be studied through a municipal review. Until such time, the existing Official Plan and Character Area policies pertaining to height and density continue to apply.

### 4. Mississauga Official Plan 2051 (MOP2051)

On April 16, 2025, Mississauga City Council adopted MOP2051 establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the *Provincial Planning Statement*, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP2051 has been submitted to the Ministry of Municipal Affairs and Housing and will be in-force following Minister's approval. Upon approval by the Ministry, MOP2051 will replace both Mississauga Official Plan and the Region of Peel Official Plan (2022).

Development applications will continue to be evaluated under the current Mississauga Official Plan. However, should MOP2051 be approved before a final decision is made by Council, the applications will be evaluated based on the policies in MOP2051. Applicants will be required to submit a request to amend the new policies and may be required to submit additional materials and justification for evaluation.

## 5. Zoning

The western portion of the site is zoned **D** (Development), which permits uses legally existing on the date of the passage of the Zoning By-law. The remainder of the site is zoned **G1** (Greenland), which permits natural heritage protection and conservation, flood, erosion and stormwater management related uses. Refer to Appendix 1 for the existing and proposed Zoning Map.

## 6. Proposed Development

### (a) Description

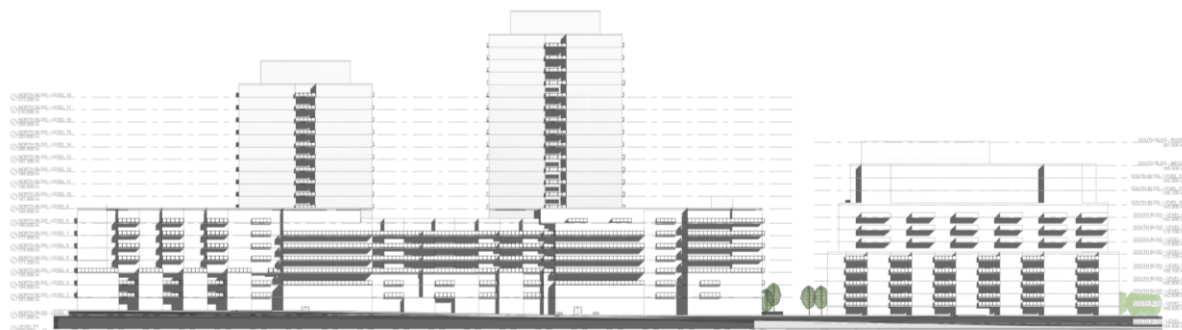
The applicant proposes to develop three apartment buildings at heights of 12, 18 and 22 storeys, all of which would contain 1,043 apartment units.

The proposed 12-storey apartment building would be separated from the rest of the development and be situated at the corner of Joymar Drive and Thomas Street, while the proposed 18 and 22 storey towers connected by an eight storey podium would be situated on the rest of the property. The podium is predominately eight storeys in height, with the exception of a seven storey segment along Joymar Drive. The proposed podium spans 176 uninterrupted metres (577 ft.) along the site's Joymar Drive frontage.

The application departs from the conventional tower-podium tall building typology, with two free-standing towers situated at the rear of the site connected by the eight-storey podium, rather than rising above it.

The site is proposed to be accessed by two driveways, one from Joymar Drive and the other from Tannery Street. The access points lead to a series of proposed driveways that stretch throughout the site providing access to the central vehicle turning circle, the underground garage and servicing areas for each building. The proposed access from Joymar Drive is located north of Lunar Crescent.

Refer to Appendix 1 for the details of the proposed development.



**Elevation of Proposed Development**

**(b) Supporting Studies**

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>.

**(c) Green Development Initiatives**

The City of Mississauga has updated its green development standard to a framework of mandatory and voluntary measures to meet goals in its Climate Change Action Plan. All new residential and non-residential site plan applications submitted on or after March 1, 2025, must comply with all the Tier 1 Green Development Standard. Tier 2 will continue to be voluntary until 2028.

**(d) Mississauga Urban Design Advisory Panel**

The application was reviewed by the Mississauga Urban Design Advisory Panel on December 17, 2024. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration.

**6. Reason for Applications**

An official plan and rezoning applications are required to permit the proposed development.

An official plan amendment would be required to redesignate the subject site from **Residential Medium Density** to **Residential High Density** and to replace the existing Special Site 2 policies to permit a building height and floor space index that exceeds the maximum permissions of three storeys and 1.0, respectively. The limits of the Greenlands designation will also need to be amended to recognize the hazards and to protect the Mullet Creek valley lands. The Natural Hazards overlay may also be amended.

A zoning by-law amendment would be required to rezone a portion of the subject from **D** (Development) and **G1** (Greenlands– Natural Hazard) to **RA5-Exception** (Residential Apartment) to permit apartment buildings. The boundary of the **G1** (Greenlands – Natural Hazard) zone would have to be amended to accurately reflect the revised limits of development.

**Land Use Policies and Regulations**

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the *Act*.

The Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, replacing the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe. This new policy statement marks a significant shift in Ontario's land use planning by consolidating the two frameworks into a single, province-wide document. The update aims to

streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planning public infrastructure. The *Planning Act* instructs municipalities to make planning decisions that are consistent with the Provincial Planning Statement.

## Comments

Prior to presenting a final Recommendation Report to Planning and Development Committee, the following issues, as well as other technical and feasibility matters and any additional issues identified through subsequent reviews, will need to be addressed:

### 1. Building Heights and Massing

The MOP identifies the Streetsville Community Node as an intensification area where growth is anticipated and prescribes a maximum building height of three storeys for this site. Intensification areas are to be planned to reflect their role in the City Structure hierarchy.

The City Structure policies of the MOP direct greatest building heights and densities to the Downtown Character Areas, with heights and densities lowering in Major Nodes down to the Community Node Character Areas. The MOP prescribes a maximum building height of 25 storey for Major Nodes and states that "Community Nodes will provide for a similar use as in Major Nodes, but with lower densities and heights". To maintain a clear distinction among the various elements of the City Structure, a substantial variation in building height is required.

The MOP Community Node policies indicate that proposals with heights exceeding four storeys or differ from the height established in the Character Area policies will only be considered where it can be demonstrated that:

- a. An appropriate transition in height that respects the surrounding context will be achieved
- b. The development proposal enhances the existing or planned development
- c. The City Structure is maintained
- d. The development proposal is consistent with the policies of the Official Plan

The MOP Site Development and Buildings policies acknowledge that developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following:

- The size and distribution of building mass and height
- The orientation and function of buildings, structures and landscapes on a property
- Privacy and overlook

- Natural heritage system and hazards

MOP Policy 9.5.1.5 stipulates that new development is to provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. MOP policies also require the lower portion of tall building developments to include a built form that achieves street frontages and at grade relationships to support a pedestrian oriented environment.

The subject site is located on the western boundary of the Streetsville Community Node and is directly adjacent to low-rise Neighbourhood lands. The maximum building height of three storeys was determined with consideration of its surrounding context while balancing the potential for intensification.

Although growth is intended to occur on this site, the level of intensification must reflect and enhance the existing and planned context as established by the MOP policies. The proposal includes building heights of 12, 18 and 22 storeys, whereas the predominant character of the Community Node consists of buildings ranging from two to seven storeys.

## 2. Site Organization

MOP requires that site organization, building placement and landscaping be designed to enhance natural surveillance and promote personal safety. In addition, MOP policies are intended to guide city development while preserving and enhancing its natural and environmental resources.

The proposed site organization including driveways, turning circles and building accesses includes extensive hardscaping, multiple pick-up/drop-off areas, and several potential conflict points between vehicles and pedestrians. The design does not integrate the natural landscape of Mullet Creek and creates a poor interface between the buildings, driveways and the outdoor amenity space.

The site should be organized to maximize the expansion of the public realm and enhance the streetscape, ensure pedestrian priority by reducing the extent of hard surfaces and area devoted to vehicular movement, promote high quality space for resident amenity, improve the siting of the proposed buildings, and integrate the natural landscape of Mullet Creek.

## 3. Non-Residential Uses

The MOP identifies Downtown, Major and Community Nodes as the primary locations for retail uses. Retail uses within these locations are encouraged to contribute to a vibrant, mixed-use environment and be developed in combination with residential and office uses.

MOP Policy 5.3.3.9 encourages investment in commercial uses in Community Nodes. This site, along with several properties on Thomas Street extending toward Queen Street, are currently occupied by non-residential uses that serve the Streetsville community. To promote walkability and contribute to the creation of a complete community, retail space should be incorporated at grade along the Thomas Street frontage. This retail space would be within a comfortable

walking distance for residents living to the north, west and south of the site, offering a convenient amenity for future residents.

### **Departmental and Agency Comments**

The applications were circulated to all City departments and commenting agencies. The following section summarizes the comments received.

#### **(a) Region of Peel**

The Region is in receipt of the Functional Servicing Report, and notes that the report is incomplete, pending the submission of a hydrant flow test which will be required through subsequent submissions to confirm water pressures. Furthermore, clarification is required regarding sanitary servicing for each building as the submitted drawings show only one building connecting to the municipal sanitary system. The applicant must confirm servicing for each building and implications for phasing and occupancy.

#### **(b) City Transportation and Works Department**

Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a final recommendation on the applications, as follows:

#### Stormwater

The Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associated Ltd. in December 2024 indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed storm water management tanks as a Low Impact Design feature that will store storm water before it is released into city storm sewers at pre-development rates/levels. Ultimately, the site's private storm sewer systems will connect into the existing municipal storm sewers on Thomas Street and Joymar Drive. Further technical information and clarification is required to address staff comments related to the storm water tanks sizing and technical information regarding the proposed storm sewer infrastructure on private property.

#### Traffic

A Traffic Impact Study (TIS) prepared by C.F. Crozier & Associates Ltd. dated December 2024, was submitted in support of the proposed development and a full review and audit

was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.

The report concluded that the proposed development is anticipated to generate approximately 283 (74 in, 209 out) and 336 (209 in, 127 out) two-way site trips upon build-out for the weekday AM and PM peak hours, respectively. Staff require additional clarification on the traffic generated by the proposed development, the study area intersections, and proposed vehicular accesses.

The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- Provide an updated TIS addressing all staff comments
- Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently
- Provide a reference plan to address the future property lines due to the road allowance widening towards the ultimate 26 m (85 ft.) right-of-way of Thomas Street as identified in the Official Plan and the 7.5 m (25 ft.) sight triangles at Thomas and Joymar Drive
- Address any traffic concerns from the Community related to the proposed development

#### Environmental Compliance

The Phase One Environmental Site Assessment (ESA) Update (SP24-00306-00), dated December 18, 2024, and the Phase Two ESA (SP18-306-20-02) dated June 17, 2022, both prepared by Sirati & Partners Consultants Limited, have been received. The report identified soil and groundwater impacts on the property and additional investigation is required to delineate the contamination. Therefore, the following documents are to be submitted for review:

- A letter of reliance for the Phase One and Two ESA reports
- A delineation program and/or remedial action plan to address the identified contaminations
- A written document prepared by a Qualified Person that includes a plan to decommission the wells or proof of decommissioning
- A written document prepared by a Qualified Person that includes a plan to remove the Aboveground and/or underground storage tank or proof of removal if already completed
- A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use

As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.



Noise

An Environmental Noise Report prepared by Jade Acoustics Inc., revised April 26, 2024, was submitted in support of the proposed development. The report evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic, as well as existing stationary sources. Noise mitigation measures will be required. The applicant is required to update the report with additional information to further evaluate acoustic feasibility, and the suitability of the appropriate Ministry of the Environment and Climate Change NPC-300 Class area designation.

Engineering Matters

The applicant has provided several technical reports, plans and drawings (i.e. grading and servicing plans), which are to be revised in accordance with City Standards as part of subsequent submissions.

**(c) City Community Services Section**

In comments dated February 2025, the Parks and Culture Planning, Community Services Department provide the following comments. The proposed development will be partially served by John Clipperton Park (P-512), zoned **OS1**, which is 0.19 ha (0.46 ac) and contains a playground that is located approximately 500 m (1,640.4 ft.) from the subject property. Streetsville Rotary Park (P-375), zoned **C4-51** contains a playground and parking lot, is 0.17 ha (0.41 ac) and located 600 m (1,968 ft.) from the subject lands.

City Staff recommend parkland dedication on the subject property to improve the parkland deficiency in the Streetsville Community Node Character Area and to support the proposed density and population increase. As established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha per 1,000 persons is not being achieved and the Parkland Character Area is currently underserved with a deficiency of 1.2 ha (2021). Staff recommend the maximum allowable parkland dedication under the *Planning Act* on the subject property, providing future residents with accessible neighbourhood public amenity space.

The lands to the rear of the subject property are identified as Natural Hazard Lands within the City's Natural Heritage System as Natural Green Space. City Staff require that the Natural Heritage System be protected, enhanced, restored and expanded through the following measures:

- a) ensuring that development in or adjacent to the Natural Heritage System protects and maintains the natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading and landscaping;
- b) placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible. It is recommended that the identified hazard lands are

deeded gratuitously to the City as greenlands for conservation purposes and be appropriately zoned.

Should this application be approved, hoarding and fencing will be required along the boundary of the greenlands. Additionally, securities will be required for greenlands clean-up, restoration, hoarding, and fencing.

Furthermore, for any balance of parkland dedication, prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with City Policies and By-laws.

**(d) Dufferin-Peel Catholic District School Board and Peel District School Board**

The Dufferin-Peel Catholic School District Board and the Peel District School Board (PDSB) have advised there is capacity within their elementary and secondary school catchment areas to accommodate the students anticipated from the proposed development. Both school boards have requested a warning clause in all offers of purchase and sale be included to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighbourhood.

The PDSB is aware of the development interest occurring within Streetsville and has requested a sign be installed at the entrance to the development site warning prospective buyers of potential accommodation issues in the area.

**(e) Credit Valley Conservation Authority**

The current proposal for the subject site proposes modifications to the existing floodplain and erosion hazards associated with Mullet Creek. In comments dated February and March 2025, Credit Valley Conservation (CVC) requested confirmation of the proposed limits of development in relation to the on-site hazards. In terms of the floodplain, the consulting team continues to work through the details of the hydraulic model in consultation with CVC staff. Upon confirmation of the limits of the hazards as well as the proposed buffer/setback, CVC staff recommends that these lands are dedicated to the City of Mississauga for protection and placed into the appropriate restrictive Greenbelt zone (**G1**). In addition, clarifications and technical details regarding the proposed stormwater management approach were requested to ensure alignment with CVC's stormwater management guidelines and to confirm the feasibility of the approach. Further details related to the proposed enhancement plan will be provided to guide restoration of the area adjacent to Mullet Creek at the detailed design stage.

**(f) Affordable Housing**

Housing supply and affordability within the City of Mississauga are critical priorities. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balance mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom and three-bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

The applications propose market ownership dwelling units, with five percent identified as three-bedroom units. To foster the development of a complete community, a diverse mix of housing options should be offered, addressing various income levels, tenures and household types.

## Engagement and Consultation

### 1. Community Feedback

A community meeting was held by Ward 11 Councillor, Brad Butt, on February 5, 2025. Approximately 120 people attended the community meeting and written correspondence has been received. The following summarizes comments received to date on the applications:

- The proposed height and density are inappropriate and out of context with the character of the surrounding area and the overall Streetsville village
- The proposed building heights will establish a precedent for the remaining sites within the Community Node
- Concerns regarding the lack of proposed affordable and rental units
- Concerns related to the range of unit types and the lack of family sized units
- Concerns regarding the impact to surrounding infrastructure and the need for infrastructure upgrades to meet the new demand
- Concerns regarding capacity of local schools, hospitals and community services and facilities
- Concerns related to traffic infiltration into the surrounding neighbourhoods
- Concerns with the traffic impacts along both the surrounding local and arterial roads, which residents felt were already too congested
- Concerns related to the loss of existing retail uses and the lack of proposed non-residential uses within the development to serve both the existing and new communities

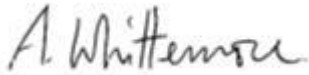
## Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project once the issues identified in this report have been adequately addressed. The matters to be addressed include appropriate built form and building heights, reorganize the site layout, integrate the natural landscape of Mullet Creek, and the provision of technical engineering and transportation information. Staff remain committed to collaboratively working with the applicant to resolve the identified issues while

ensuring the proposal is in keeping with the objectives of the Official Plan and represents good planning.

## Attachments

Appendix 1: Supplementary Information



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jennifer Renaud-Nicholson, Development Planner

## **Supplementary Information**

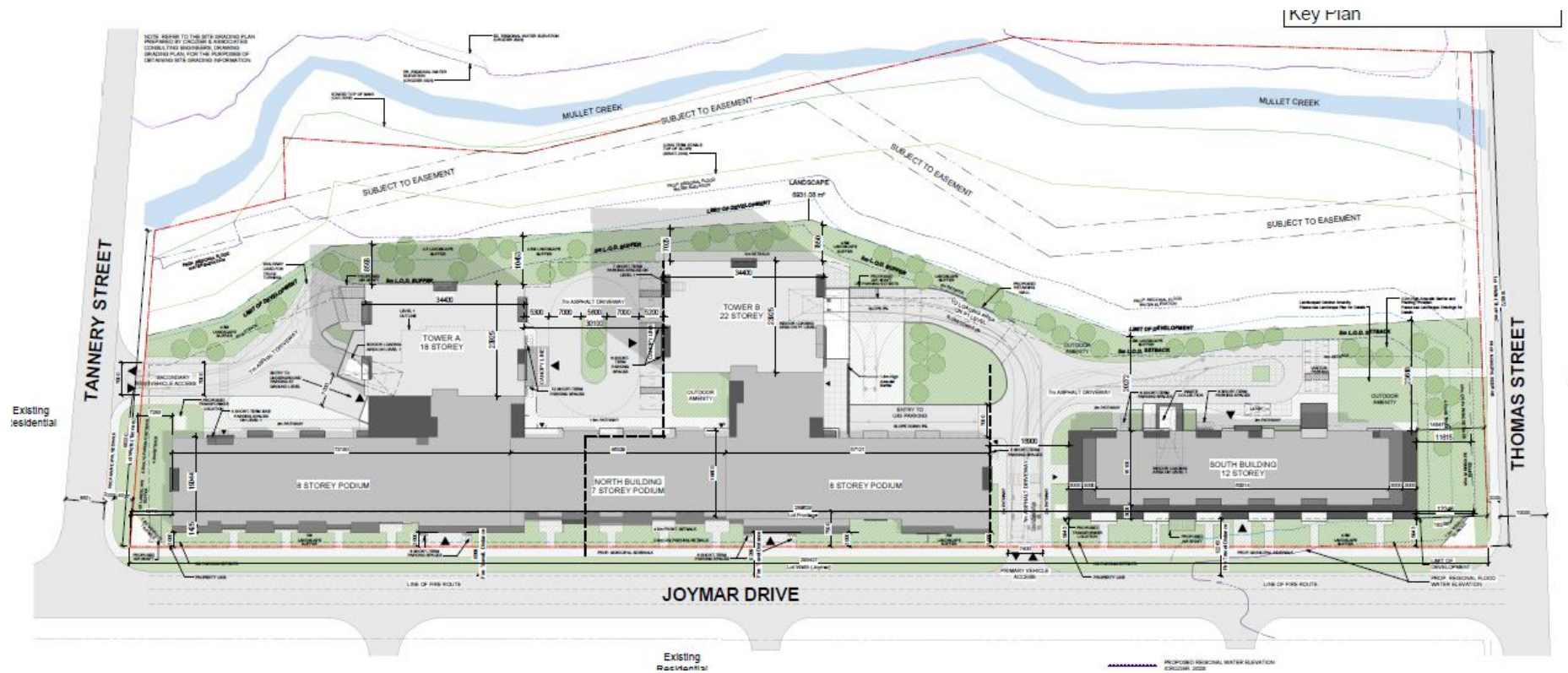
**Owner: Dezen Realty Company Limited**

**64 & 66 Thomas Street, 95 Joymar Drive and 65 Tannery Street**

### Table of Contents

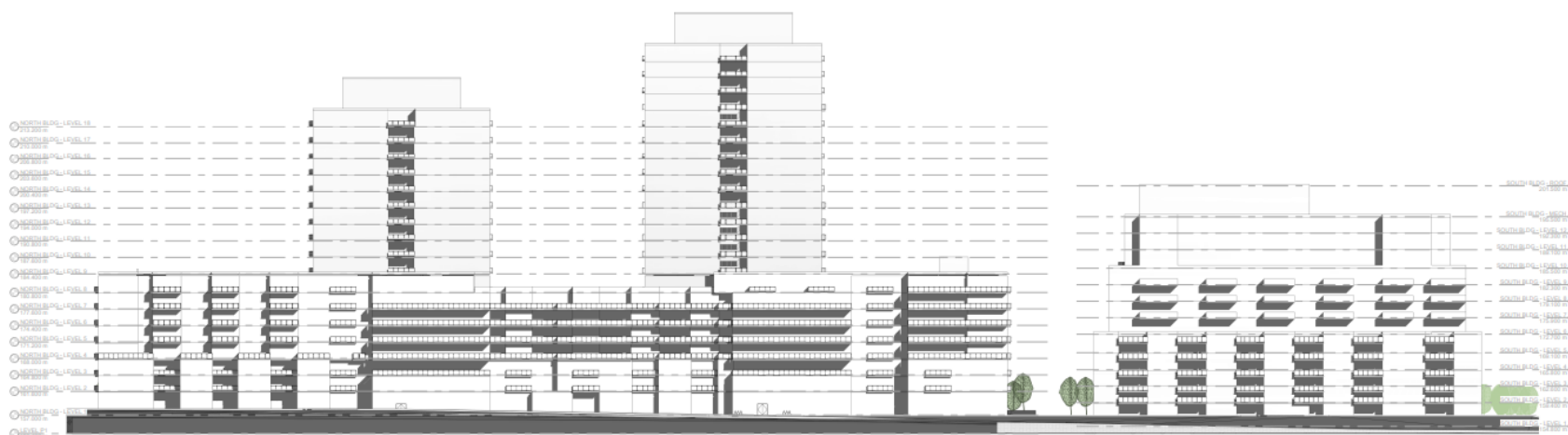
1.	Concept Plan, Elevations and Renderings .....	2
2.	Development Statistics.....	5
3.	Existing and Proposed Development Official Plan Map .....	6
4.	Existing and Proposed Development Zoning By-law Map and Regulations .....	7

## 1. Concept Plan, Elevations and Renderings



Concept Plan

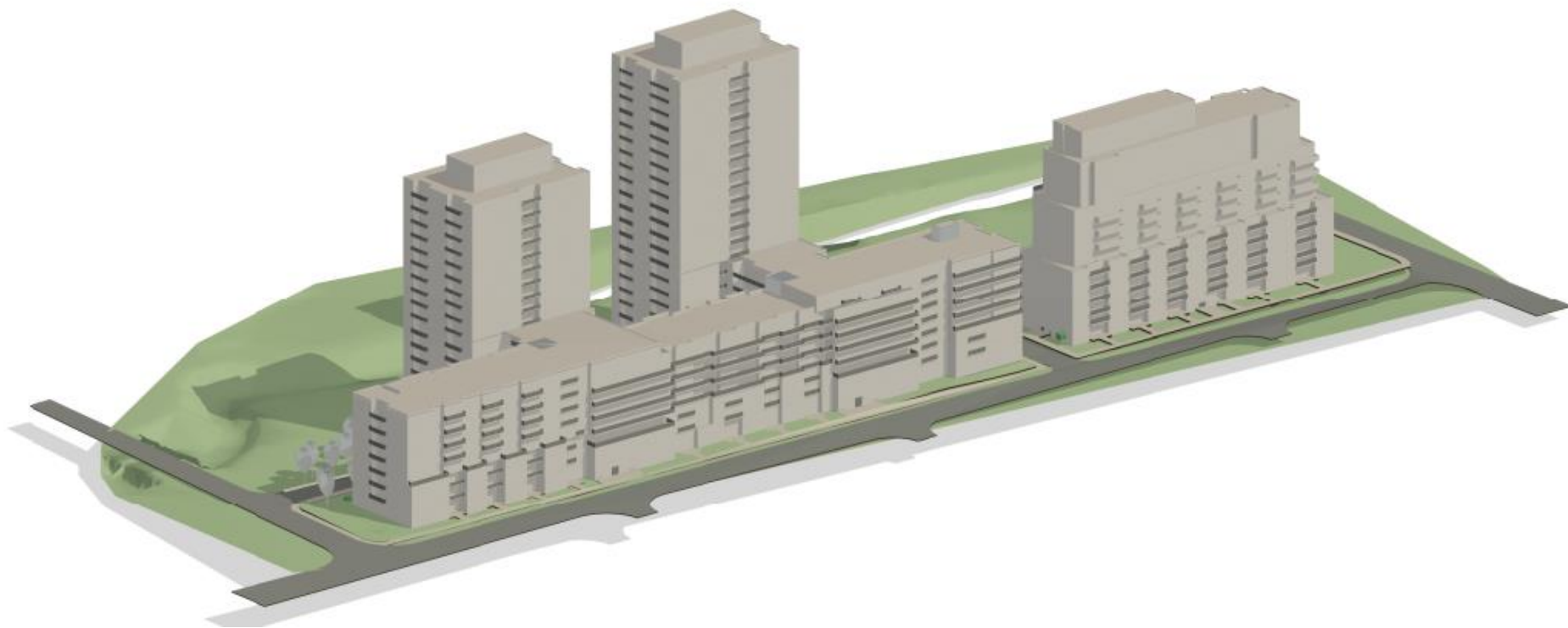




**West Elevation**



**East Elevation**



**Renderings of Proposed Development**

## 2. Development Statistics

Applications submitted:	Received: January 7, 2025 Deemed complete: January 17, 2024 120 days from complete application: May 17, 2025	
Developer/Owner:	Dezen Realty Company Limited	
Applicant:	Design Plan Services	
Existing Gross Floor Area:	Not Provided	
Proposed Gross Floor Area:	72 588 m <sup>2</sup> (781,330.7 ft <sup>2</sup> )	
Residential Gross Floor Area:	72 588 m <sup>2</sup> (781,330.7 ft <sup>2</sup> )	
Non-residential Gross Floor Area:	0 m <sup>2</sup> (0 ft <sup>2</sup> )	
Floor Space Index:	3.96	
Total Number of Units:	1,043 units	
Unit Mix:	30 studio units (3% of the total number of units) 681 one-bedroom units (65% of total number of units) 280 two-bedroom units (27% of total number of units) 52 three-bedroom units (5% of total number of units)	
Net Density:	375 units/ha 154 units/ac	
Height (exclusive of mechanicals):	12 to 22 storeys / 47 m (154.2 ft.) to 72 m (236.2 ft.)	
Landscaped Area:	Required: 40% Proposed: 25%	
Amenity Area (per unit):	Required: 5.6 m <sup>2</sup> (60 ft <sup>2</sup> ) Proposed 4.98 m <sup>2</sup> (53.6 ft <sup>2</sup> )	
Anticipated Population:	2,263	
Parking:	Required	Proposed
Resident Spaces	939	835
Visitor Spaces	209	131
Total	1,148	966
Green Initiatives:	Not Provided	

**LAND USE DESIGNATIONS**

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

**BASE MAP INFORMATION**

- Heritage Conservation District
- 1996 NEP/2000 NEP Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

**CITY STRUCTURE**

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

**AREA OF AMENDMENT**

**FROM:**

- RESIDENTIAL MEDIUM DENSITY

**TO:**

- RESIDENTIAL HIGH DENSITY
- GREENLANDS

0 45 90 135 METERS

Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan

**MISSISSAUGA**

**EXISTING LAND USE DESIGNATION**

**PROPOSED LAND USE DESIGNATION**

**Legend**

AREA OF AMENDMENT

GREENLANDS OVERLAY

FROM:  
D  
G1

TO:  
RA5-Exception  
G1

0 40 80 120  
meters

OZ OPA 25-3 W11  
Existing and Proposed  
Zoning

MISSISSAUGA

Zone Regulations	Existing D Development Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	N/A	2.9	3.96
Minimum <b>Front Yard:</b>	7.5 m (24.6 ft.)		
For that portion of the dwelling with a <b>height</b> less than 13.0 m (42.7 ft.)	N/A	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
For that portion of the dwelling with a <b>height</b> greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	N/A	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
For that portion of the dwelling with a <b>height</b> greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	N/A	9.5 m (31.2 ft.)	3.0 m (9.8 ft.)
For that portion of the dwelling with a <b>height</b> greater than 26.0 m (85.3 ft.)	N/A	10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum <b>Exterior Side Yard:</b>	7.5 m (24.6 ft.)		
For that portion of the dwelling with a <b>height</b> less than 13.0 m (42.7 ft.)	N/A	7.5 m (25.6 ft.)	7.3 m (24 ft.)
For that portion of the dwelling with a <b>height</b> greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	N/A	8.5 m (27.9 ft.)	7.3 m (24 ft.)
For that portion of the dwelling with a <b>height</b> greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	N/A	9.5 m (31.2 ft.)	7.3 m (24 ft.)



<b>Zone Regulations</b>	<b>Existing D Development Zone Regulations</b>	<b>Proposed Base Zone Regulations -RA5 (Residential Apartment)</b>	<b>Proposed Amended RA5 Exception Zone Regulations</b>
For that portion of the dwelling with a <b>height</b> greater than 26.0m (85.3 ft.)	N/A	10.5 m (34.4 ft.)	7.3 m (24 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwell, to any lot line	N/A	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum <b>Landscaped Area</b>	NA	40% of the lot area	25% of the lot area
Minimum depth of a <b>landscape buffer</b> abutting a lot line that is a street line and/or abutting lands with <b>an Open Space, Greenlands</b> and/or <b>Residential Zone</b> with the exception of an <b>Apartment Zone</b>	N/A	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum Amenity Area	N/A	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) per dwelling unit or 10% of the total site area (5 840 m <sup>2</sup> or 62,861 ft <sup>2</sup> )	4.98 m <sup>2</sup> (53.6 ft <sup>2</sup> ) per dwelling unit (5 194 m <sup>2</sup> or 55,908 ft <sup>2</sup> )

Zone Regulations	Existing D Development Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
Minimum Residential Parking Rate	Use and precinct specific	Precinct 2  Condominium Apartment:  0.9 residential spaces per dwelling unit = 939 spaces  0.20 visitor spaces per unit = 209 spaces	0.8 residential spaces per dwelling unit = 835 spaces  0.12 visitor spaces per unit = 131 spaces
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.			

# City of Mississauga

# Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 25-2 W1</p> <hr/> <p>Meeting date: May 26, 2025</p>
---	--

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)**

**Official Plan Amendment and Rezoning applications to permit 6 townhomes on a common element condominium road and 4 semi-detached dwellings fronting Mona Road 1148 and 1154 Mona Road, south of Mineola Road West, west of Hurontario Street**

**Owner: Queenscorp (Mona II) Inc.**

**File: OZ/OPA 25-2 W1**

## Recommendation

1. That the applications under File OZ/OPA 25-2 W1, Queenscorp (Mona II) Inc., 1148 and 1154 Mona Road to amend Mississauga Official Plan, Special Site Policies of the Mineola Neighbourhood Character Area; to change the zoning to **H-RM6-41** (Townhouses on a CEC - Road – Exception) and **H-RS-255** (Residential Small Lot – Exception) to permit 6 townhomes on a CEC road and 4 semi-detached dwellings, be approved in conformity with the provisions outlined in the staff report dated May 7, 2025 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding provision is to be removed from the **H-RM6-41** (Townhouses on a CEC - Road – Exception) and **H-RS-255** (Residential Small Lot – Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and

City Departments that matters as outlined in the report dated May 7, 2025, from the Commissioner of Planning and Building have been satisfactorily addressed.

## Executive Summary

- The applications are to amend the policies of the official plan and change the zoning to permit 6 townhomes on a Common Element Condominium (CEC) road and 4 semi-detached dwellings fronting Mona Road
- The applications contribute to adding additional housing options within an established neighbourhood, in proximity to transit and community infrastructure
- The existing municipal infrastructure, public transit and community facilities are adequate to support the proposal
- The massing of the proposed townhomes and semi-detached dwellings maintain the characteristics of the existing neighbourhood, limiting the visual impact to the character streetscape
- Staff are satisfied with the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

Official plan amendment and rezoning applications were deemed complete on January 23, 2025 and subsequently circulated for technical comments. The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located at 1148 and 1154 Mona Road, on the west side on Hurontario Street, south of Mineola Road West, in the Mineola Neighbourhood Character Area. The site is rectangular in shape and contains mature vegetation throughout. The properties contain detached dwellings which are planned to be demolished to accommodate the proposal.



**Aerial image of 1148 and 1154 Monar Road**

Property Size and Use	
Frontages:	41 m (134.51 ft.)
Depth:	61 m (200.13 ft.)
Gross Lot Area:	2 844 m <sup>2</sup> (30,612.56 ft <sup>2</sup> )



**Applicant Photo of 1148 and 1154 Monar Road**

**(b) Site History**

- June 24, 1943 – Plan of Subdivision 323 is registered
- 1953 – detached dwellings are constructed on 1148 and 1154 Monar Road

- June 20, 2007 – Zoning By-law 0225-2007 came into force and the subject lands were zoned **R3-1** (Detached Dwellings – Exception)
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Residential Low Density I**
- December 9, 2024 – Official Plan and Zoning Amendment applications received and were deemed complete on January 23, 2025
- April 2, 2025 – Zoning By-law 0048-2025 came into force and the subject lands were zoned **RL-9** (Residential Large Lot – Exception)

### **(c) Site Context**

The site is located within the Mineola Neighbourhood Character Area, which is predominantly residential, with commercial uses located on the east side of Hurontario Street and further south of the site on Lakeshore Road East. The site is located within an established residential area, characterized by one and two storey detached dwellings with mature vegetation throughout the neighbourhood.

The surrounding area is characterized by detached dwellings with townhomes abutting the site on the south and west side. Along Hurontario Street, east of the site are commercial and service uses. Further south of the site is the Port Credit GO Station and high-rise residential apartments. The Lakeshore Corridor is located approximately 750 m (2,460.63 ft.) south of the subject site which contains additional commercial uses.

The surrounding land uses are:

North: detached dwellings

East: detached dwellings, commercial and service uses

South: townhomes and the railway corridor

West: townhomes, significant mature vegetation, Kenollie Creek, and detached dwellings

## **2. Surrounding Development Applications**

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 16-6 and SP 20-92 – formerly 1130, 1136 and 1138 Mona Road – Official Plan and Zoning Amendment applications approved by the Ontario Land Tribunal (OLT) for 17 townhomes on a CEC road and one detached dwelling fronting Mona Road. The site plan application was approved on June 15, 2023
- OZ/OPA 22-10 – 88 Park Street East – applications appealed to the OLT for two high-rise apartment dwellings with heights of 36 and 29 storeys with ground floor commercial space
- OZ/OPA 23-3 – 70 Park Street East – applications appealed to the OLT to redevelop the northern portion of the site with a 38 storey, mixed use building



### 3. Official Plan

The lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex dwellings.

The subject site is not located within a Major Transit Station Area (MTSA) and is not identified as an Intensification Area in Mississauga Official Plan (MOP). MOP contains policies to guide intensification within neighbourhoods while still respecting the existing and planned context of the neighbourhood. Refer to Appendix 1 for the existing Official Plan map.

### 4. Zoning

The subject property is currently zoned **RL-9** (Residential Large Lot – Exception), which permits detached dwellings and semi-detached dwellings with exception regulations related to side yard setbacks, gross floor area and garage projection.

Refer to Appendix 1 for the existing and proposed Zoning Map.

### 5. Proposed Development

#### (a) Description

The applicant proposes to develop the property with 6 townhomes on a CEC road and 4 semi-detached dwellings fronting onto Mona Road. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 1 for details of the proposed development.



**Elevation of the townhouse block**



**Elevation of the semi-detached dwellings**

### **(b) Supporting Studies**

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://www.mississauga.ca/services-and-programs/planning-and-development/development-applications/active-development-applications/development-application-oz-opa-25-2-w1/>.

### **(c) Green Development Initiatives**

The applicant has not identified which green development initiatives will be incorporated into the development.

## **Comments**

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

### **1. Reason for Applications**

An Official Plan Amendment is required to implement the proposal and amend Special Site 5 of the Mineola Neighbourhood Character Area, to include the subject site, which permits townhouses. The site is not located within the Special Site Policy and is designated **Residential Low Density I**, which only permits detached, semi-detached and duplex dwellings.

An amendment to Zoning By-law 0225-2007 is required to implement the proposal as the current **RL-9** (Residential Large Lot – Exception) zoning permits semi-detached dwellings with specific regulations. An **RM6 – 41** (Townhouses on a CEC – Road – Exception) and **RS – 255** (Residential Small Lot – Exception) is required to implement the current proposal.

### **2. Policy Summary**

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular

development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

**(a) Provincial Policy Statement, 2024**

The *Provincial Policy Statement* (PPS) provides policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

The PPS recognizes that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

*Consistency with the PPS, 2024*

Section 2.2 (1) of the PPS requires development to reflect densities and a mix of land uses which efficiently use land, resources and infrastructure. Additionally, the PPS promotes appropriate development standards that facilitate intensification, redevelopment and compact built forms while maintaining appropriate levels of public health and safety.

Section 2.3.1 (3) of the PPS states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including a range of housing options.

Section 4.1 (1) of the PPS states the natural features and areas shall be protected for the long term.

The proposal is consistent with the PPS as it promotes gentle intensification on an underutilized site while maintaining compatibility with the existing character of the neighbourhood.

**(b) Regional Official Plan**

General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development does not require an amendment to the ROP. The site is located within the Urban System and conforms to the policies of ROP. The proposal efficiently uses land and achieves a compact built form that promotes intensification within an established neighbourhood, while maintaining the character of the existing low rise dwelling context.

### **(c) Mississauga Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 6 townhomes and 4 semi-detached dwellings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application.

The following is an analysis of the key policies and criteria:

#### **(i) Directing Growth**

The subject site is located in the Mineola Neighbourhood Character Area and is designated **Residential Low Density I**, which permits detached, semi-detached and duplex dwellings. The immediate neighbourhood mostly contains detached dwellings on larger lots. The adjacent property to the south was approved to permit 17 townhomes and 1 detached dwelling. While the greater neighbourhood primarily contains detached dwellings, there are examples of townhomes integrated within the neighbourhood while still respecting the existing low-rise dwelling context.

Residential intensification within Neighbourhoods is subject to specific criteria set forth in MOP, including:

- 5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan
- 5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale

While the Mineola neighbourhood is not intended to accommodate significant intensification, this doesn't mean that they will remain static and that new development can only imitate previous development patterns, but rather when development occurs, it should be sensitive to the existing and planned character. While the proposed townhomes and semi-detached dwellings are a different built form to the detached dwellings that are seen throughout the immediate area, the proposed massing of the units represent the characteristics of the neighbourhood and the layout of the site minimizes impacts to the adjacent residential properties. The townhomes are located at the rear of the site and semi-detached dwellings fronting onto Mona Road, ensuring an appropriate transition in height and built form to the existing neighbourhood.

MOP also implements policies to create complete communities. Section 7.1.3 a and b, states that the City will:

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;

Additionally, Section 7.2.2a states that Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.

The development will be served by transit along the Hurontario and Lakeshore Corridor. The site is also within 200 m (656.17 ft.) of a MTSA and the Port Credit GO Station. Additionally, the application contributes to the growing variety of housing options within an established neighbourhood.

## **(ii) Compatibility**

While Neighbourhoods aren't intended for significant intensification, new development is to be compatible in built form and scale to surrounding development. MOP defines "compatibility" as,

*Development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impacts.*

Further, MOP guides development within Non-Intensification Areas such as neighbourhoods to ensure that developments can coexist. Chapter 9, Section 9.2.2.3 states, 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;
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate stormwater best management practices;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

The townhomes will front onto a CEC road thereby, lessening the visual impact from Mona Road. Only the two pairs of semi-detached homes will front directly onto Mona Road. The semi-detached dwellings and townhomes contain architectural features such as gables and dormers to break up the overall massing of the dwellings. The third storey is also contained within the roofline, minimizing overlook and shadowing conditions to adjacent neighbours and reducing the impact to the streetscape character. The proposed side yard setbacks are generally in-keeping with the surrounding area, limiting the impact to adjacent properties.

While the townhomes and semi-detached homes are a different built form and represent a higher density than detached dwellings, the overall design enhances and is compatible with the neighbourhood. The proposed development represents an appropriate level of intensification in close proximity to an MTSA. As such, the proposed applications meet the directives of MOP regarding compatibility within the Mineola Neighbourhood Character Area.

### **(iii) Value the environment**

Chapter 6 of MOP helps to guide development to ensure that development does not compromise the natural environment.

- 6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.
- 6.3.19 Development proposals and site alteration for lands within a Residential



Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:

- a. existing topography and drainage patterns;
- b. maintenance of a high proportion of permeable ground cover to facilitate ground water recharge;
- c. habitat for tolerant canopy birds (both in migration and for breeding);
- d. habitat for urban wildlife; and
- e. connections to other elements within the Green System.

An Environmental Impact Study (EIS), Arborist Report and Planning Justification Study have been submitted in support of the application. Approximately 23 trees are proposed to be removed while 10 trees will be preserved. The EIS states, while there are some trees cover within the site, these trees are not part of an ecological feature and that the proposed development does not encroach into a significant natural area.

#### **(iv) Services and Infrastructure**

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The following community services are located in proximity to the site:

- Port Credit Memorial Arena
- Port Credit Memorial Park
- Port Credit Library
- Port Credit Memorial Park
- Huron Park Recreation Centre

The site is located 240 m (787.4 ft.) from the Port Credit GO Station, which is served by several routes, including the following:

- Route 2 – Hurontario
- Route 8 – Cawthra
- Route 14 – Lorne Park
- Route 23 – Lakeshore

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

**(d) Zoning By-law**

The proposed **RM6 – 41** (Townhouses on a CEC - Road – Exception) and **RS – 255** (Residential Small Lot – Exception) zone is appropriate to accommodate the proposal.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

**(e) “H” Holding Provision**

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Receipt of a revised servicing, grading and site plan
- Receipt of a signed Development Agreement
- Receipt of a letter from the Ministry confirming that all archaeological resource concerns have been met
- Receipt of a revised Noise and Vibration Feasibility study
- Receipt of a registered easement with Metrolinx

**3. Other Relevant Documents and Guidelines****Draft Mississauga Official Plan 2051**

Mississauga Official Plan 2051 (MOP 2051) will replace the current MOP. As of writing this report, the new MOP 2051 has been adopted by Council but has not been approved by the Ministry of Municipal Affairs and Housing and the policies are not yet in effect.

The recommendations made in this report are based on the current MOP, however, it is important to note that the draft MOP 2051 policies are also supportive of the proposal for 6 townhomes and 4 semi-detached dwellings. In MOP 2051, the lands would be designated **Residential Low Rise I**, which permits all low-rise street facing dwellings up to 3 storeys. The semi-detached dwellings would be permitted within MOP 2051 if not amended. However, due to the CEC road, an official plan amendment would still be required for the townhome portion of this development to redesignate this portion of the site to **Residential Low Rise II**. If the townhomes were fronting onto Mona Road, an amendment to MOP 2051 would not be required.

**4. Departmental and Agency Comments**

The applications were circulated to all City departments and commenting agencies on January 23, 2025. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

**(a) Region of Peel**

Comments dated March 18, 2025, state that the Functional Servicing Report is satisfactory. The servicing drawing is to be revised to indicate how the townhomes will be metered which may require a Common Water Servicing Agreement. Additionally, the waste management plan is to be revised to include measurements regarding the CEC road.

**(b) City Transportation and Works Department**

Comments dated April 23, 2025, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted, staff are generally satisfied with the details to confirm the engineering feasibility of the development proposal. A Development Agreement and additional technical details and revisions are required to comply with City requirements from an engineering standpoint.

**(c) Community Services**

Comments dated April 25, 2025, state the Mineola Neighbourhood Character Area is achieving a surplus of the parkland provision that was established in the 2022 Parks Plan. As such, a Cash-in-Lieu of Parkland Dedication will be required prior to the issuance of building permit.

While the subject property is no longer part of a contiguous woodland, there are concerns with the loss of mature vegetation. It is recommended that the applicant explore alternative layouts of the site to prioritize the preservation of the mature tree canopy.

**(d) Dufferin-Peel Catholic District School Board and Peel District School Board**

Comments dated January 31, 2025, state that the Dufferin-Peel Catholic District School Board is requesting that warning clauses be entered into the Development Agreement, stating sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Comments dated February 6, 2025 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. The Peel District School Board is requesting that warning clauses be placed in the Development Agreement.

**5. Affordable Housing**

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

As the application proposes 10 units, the contribution rate for affordable housing is not applicable.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Engagement and Consultation

### 1. Community Feedback

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on July 9, 2024. Approximately 30 people were in attendance at the community meeting and 3 pieces of written correspondence have been received. The following summarizes comments received on the applications:

#### Comment

Concerns regarding the impact of increased traffic on the surrounding streets.

#### Response

The applicant has submitted a traffic impact study prepared by GHD Ltd. which was reviewed by the Transportation and Works Department. It has been determined that the additional trips generated by this development will not significantly impact the operations of the existing road network.

#### Comment

Concerns regarding the loss of the mature vegetation within the site.

**Response**

An Environmental Impact Study (EIS) by Beacon Planning was submitted in support of the application. The purpose of the EIS is to evaluate the natural features on-site and recommend mitigation measures to avoid, minimize and compensate for potential impacts.

Additionally, an Arborist report was submitted which found that there are a total of 33 trees on site, 23 of which will be required to be removed in order to accommodate the development. To compensate for the loss of vegetation, a total of 88 trees are required to be planted. Any trees that cannot be planted on site due to the spacing requirements, will be compensated through cash-in-lieu.

**Comment**

Concerns associated with noise, dust and mud tracking during construction.

**Response**

The applicant will be required to submit a road occupancy permit, development securities, erosion and sediment control plan that will address access, safety, dust and road cleanup concerns that have been raised by the community. In addition, the City's Noise Control By-law governs the hours of work on-site and any contravention can be addressed through By-law Enforcement.

**Comment**

The proposed development is too dense and not compatible with the surrounding area.

**Response**

The proposed development modestly intensifies the site while maintaining appropriate design standards such as adequate setbacks, massing, height and the positioning of the townhomes in relation to adjacent properties. New development can look different while still respecting the planned function of a neighbourhood. While the land use and built form is different, the proposal still represents a low density use within a neighbourhood characterized by detached dwellings.

The adjacent site, formerly known as 1130, 1136 and 1138 Mona Road, was approved by the Ontario Land Tribunal proposed 17 townhomes and 1 detached dwelling. The Tribunal stated that townhomes can coexist within the established community without unacceptable adverse impacts on the surrounding area.

**Comment**

Concerns regarding how waste collection would occur and if there is only curbside pickup along Mona Road.

**Response**

The Region of Peel has advised that there will be curbside pickup for each unit rather than a singular collection point on Mona Road. The semi-detached dwellings will have curbside pickup along Mona Road and the townhomes will have curbside pickup along the CEC road.

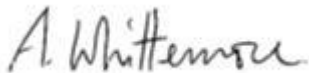
**Conclusion**

In conclusion, City staff has evaluated the applications to permit 6 townhomes on a CEC road and 4 semi-detached dwellings, against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed townhomes and semi-detached dwellings, modestly intensify the site while maintaining appropriate design standards such as adequate setbacks, height and the positioning of the townhomes in relation to residential neighbourhood. The proposal provides for an appropriate transition to the existing low-rise residential dwellings and is compatible with the Mineola Neighbourhood Character Area. The applications will also add to the range of housing options within an established neighbourhood that is located close to a MTSA. Therefore, staff is of the opinion that the applications conform to and maintain the goals and general objectives of the *Provincial Policy Statement*, Regional Official Plan, and Mississauga Official Plan.

**Attachments**

Appendix 1: Supplementary Information



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lucas Petricca, Development Planner



## **Supplementary Information**

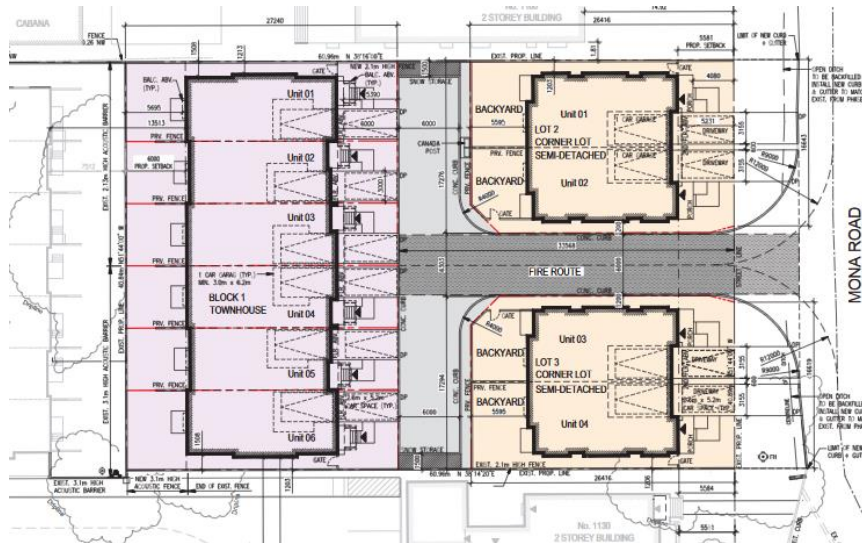
**Owner: Queenscorp (Mona II) Inc.**

**1148 and 1154 Mona Road**

### Table of Contents

1	Concept Plan and Elevations .....	2
2.	Development Proposal Statistics.....	3
3.	Existing Development Official Plan Map.....	4
4.	Existing and Proposed Development Zoning By-law Map .....	5
5.	Applicant Proposed Zoning Regulations.....	6
6.	Departmental and Agency Comments.....	8
7.	School Accommodation Summary .....	12

# 1 Concept Plan and Elevations



Proposed Concept Plan



Proposed semi-detached dwellings

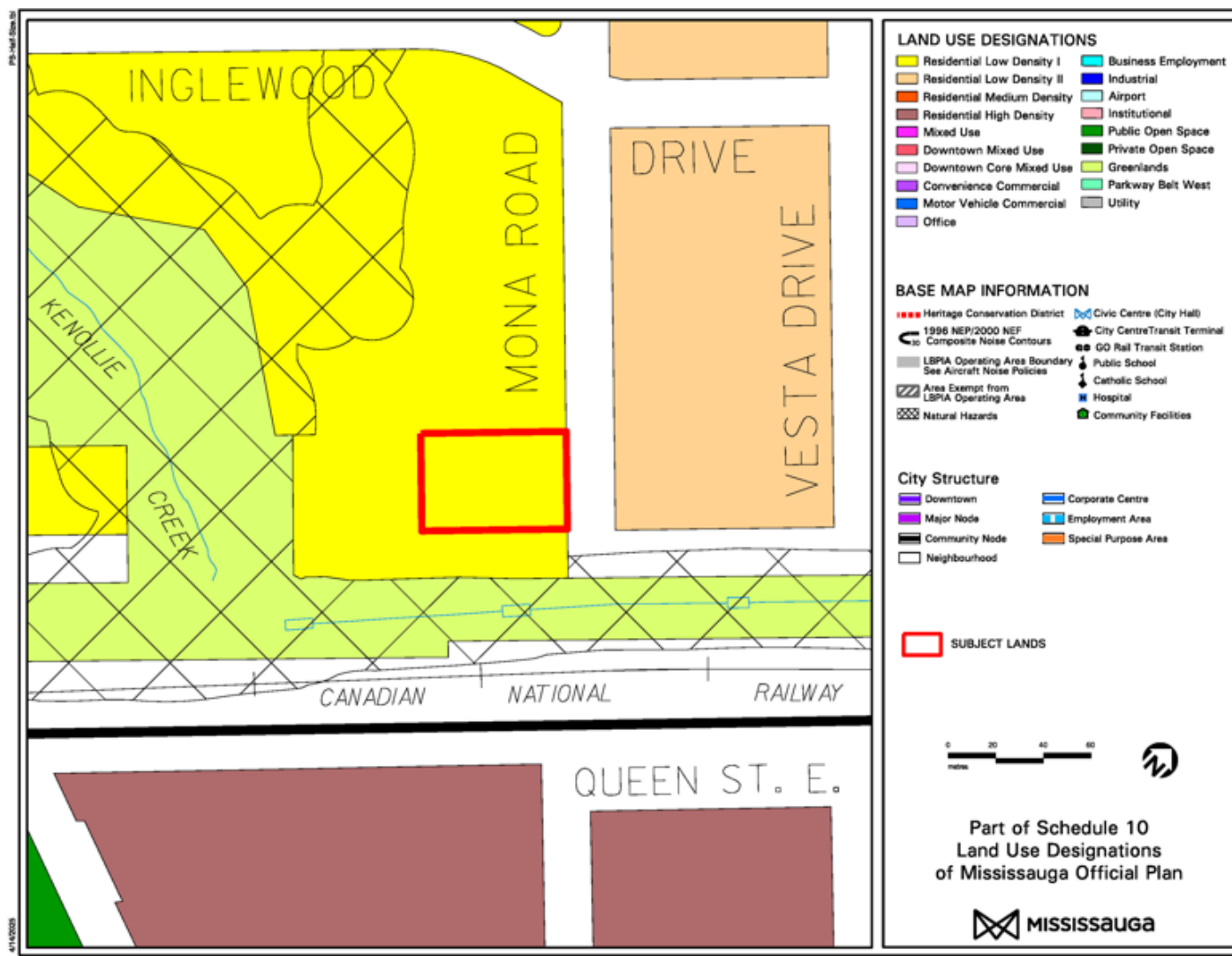


Proposed townhomes

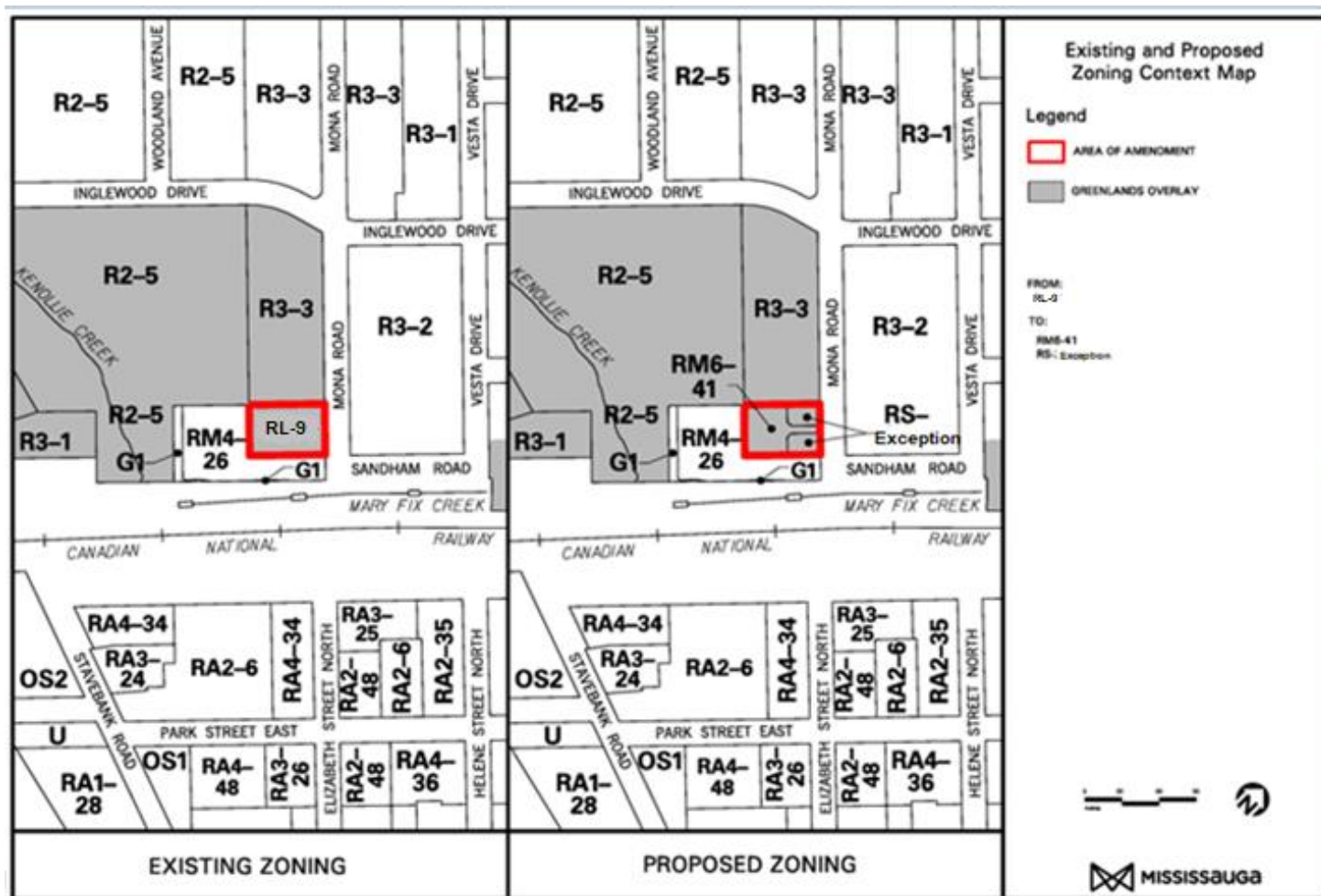
## 2. Development Proposal Statistics

Applications submitted:	Received: December 9, 2024 Deemed complete: January 23, 2025 120 days from complete application: May 22, 2025	
Developer/ Owner:	Queenscorp (Mona II) Inc.	
Applicant:	Queenscorp Inc.	
Site Area:	2 488.44 m <sup>2</sup> (30,617.3 ft <sup>2</sup> )	
Lot Coverage (per lot)	50%	
Total Number of Units:	10 units	
Height:	3 storeys / approximately 11 m (36.09 ft.)	
Landscaped Area:	Approximately 30-43% per lot	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	32 *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Resident Spaces	20	20
Visitor Spaces	2	0
Total	22	20

### 3. Existing Development Official Plan Map



#### 4. Existing and Proposed Development Zoning By-law Map



## 5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing RL (Residential Large Lot) Zone Regulations	Proposed RM6 (Townhouses on CEC – Road) Zone Regulations	Proposed RM6-41 Exception Zone Regulations	Proposed RS– Exception Zone
Minimum Lot Frontage (Interior / Corner)	9 m (29.53 ft.) / 12 m (39.37 ft.)	5 m (16.4 ft.)	6 m (19.69 ft.)	7.9 m (25.92 ft.)
Minimum Lot Area	340 m <sup>2</sup> (3,659.73 ft <sup>2</sup> ) / 400 m <sup>2</sup> (4,305.56 ft <sup>2</sup> )	115 m <sup>2</sup> (1,237.85 ft <sup>2</sup> )	169 m <sup>2</sup> (1,819.1 ft <sup>2</sup> )	220 m <sup>2</sup> (2,368.06 ft <sup>2</sup> )
Maximum Lot Coverage	35%	N/A	N/A	51%
Minimum Front Yard (to garage face)	6 m (19.69 ft.)	6 m (19.69 ft.)	6 m (19.69 ft.)	6 m (19.69 ft.)
Minimum Interior Side Yard	1.8 m (5.91 ft.) unattached side	1.5 m (4.92 ft.) unattached side	1.2 m (3.94 ft.)	1.2 m (3.94 ft.)
Minimum Exterior Side Yard	6 m (19.69 ft.)	4.5 m (14.76 ft.)	N/A	1.2 m (3.94 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6 m (19.69 ft.)	5.5 m (18 ft.)
Maximum Height – Highest Ridge (sloped roof)	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	9.07 m (29.76 ft.)	11.69 m (35.35 ft.)
Maximum Driveway Width	5.2 m (17.06 ft.)	3 m (9.84 ft.)	3 m (9.84 ft.)	3.15 m (10.33 ft.)

<b>Zone Regulations</b>	<b>Existing RL (Residential Large Lot) Zone Regulations</b>	<b>Proposed RM6 (Townhouses on CEC – Road) Zone Regulations</b>	<b>Proposed RM6-41 Exception Zone Regulations</b>	<b>Proposed RS– Exception Zone</b>
Minimum Width of CEC road	N/A	7 m (22.97 ft.)	6 m (19.69 ft.)	N/A
Maximum encroachment of a porch or deck inclusive of stairs in the front yard	N/A	1.5 m (4.92 ft.)	3 m (9.84 ft.)	1.8 m (5.91 ft.)
Projection of a balcony in the front yard	1 m (3.28 ft.)	1 m (3.28 ft.)	1.2 m (3.94 ft.)	1.5 m (4.92 ft.)
Minimum width of sidewalk	N/A	2 m (6.56 ft.)	0.75 m (2.64 ft.)	N/A
Projection of the second and third storey	N/A	N/A	0.65 m (2.13 ft.)	1 m (3.28 ft.)
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p>				



## 6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (March 18, 2025)	The Region of Peel has accepted the Functional Servicing Report and does not require any further revisions. The servicing drawing and waste management plan are missing dimensions which will be required on a revised drawing.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 6, 2025)	Neither school board raised objections to the proposed development regarding existing school facilities. Both school boards provided warning clauses to be included within the Subdivision Agreement. Refer to Section 7 for a summary of the surrounding school capacity.
Planning and Building Department – Park Planning Section (April 25, 2025)	<p>The parkland provision of 1.2 ha per 1000 people is being achieved with a current surplus of 2.2 ha of parking within the Mineola Neighbourhood Character Area that was established in the 2022 Parks Plan. The subject property is located within 800 m (2,624.67 ft.) of Harold E. Kennedy Park (P-110), however it is impeded by a railroad track to the east and major road to the north. Though the walking distance provision to a city-owned playground is not being met, staff note that due to the limited ability to secure a public park on-site and the surplus of parkland in the Mineola Neighbourhood Character Area, Cash-in-Lieu of Parkland Dedication will be required for this development.</p> <p>While City Forestry acknowledges and does not dispute the applicant's position that the subject property is no longer part of a contiguous woodland within the neighbouring Significant Natural Area (known as site MI7), the current proposal raises concerns relating to the Residential Woodland features within the property. Specifically, the removal of 23 trees – representing 70% of the trees on property (and 74% of the native tree species present) - would result in a significant loss of mature urban canopy. In keeping with the intent of the City's Official Plan policies relating to Residential Woodlands, we strongly recommend the exploration of an alternative buildable envelope that prioritizes the preservation of the existing mature tree canopy to the greatest extent possible. The loss of mature trees, particularly the Eastern White Pines, cannot be meaningfully mitigated through replacement plantings due to their age, size, and the rarity of mature pine stands within the City.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department (April 23, 2025)</p>	<p>Two Traffic Impact Study (TIS) submissions were provided by GHD Ltd. in support of the proposed development. Each submission was reviewed and audited by staff. Based on the first submission, dated November 26, 2024, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 5 (1 in, 4 out) and 6 (4 in, 2 out) two-way site trips for the weekday AM and PM peak hours in 2029.</p> <p>With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><b><u>Stormwater:</u></b></p> <p>The Functional Servicing Report (FSR) and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. To mitigate the change in impervious area from the proposed development and its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>The applicant has demonstrated a satisfactory stormwater servicing concept. The applicant is proposing to install a 200 mm culvert and headwalls under the new entrance to maintain drainage in the existing ditch along Mona Road. A Holding ('H') provision will be included in the Zoning By-law to ensure the final design meets municipal requirements.</p> <p><b><u>Environmental Compliance:</u></b></p> <p>The Phase One Environmental Site Assessment (ESA) dated June 25, 2024, prepared by Grounded Engineering Inc., has been received in support of the proposed development. The report indicated that the site is suitable for the proposed use and no further investigation is required at this time.</p> <p><b><u>Noise:</u></b></p> <p>A Noise &amp; Vibration Feasibility study prepared by GHD dated Oct. 30, 2024 evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.</p> <p>Noise sources that may have an impact on this development include future rail traffic and vibration impacts due to rail traffic. The submitted noise assessment confirms that noise mitigation will be required, including special construction requirements, acoustic barriers and ventilation requirements</p>

Agency / Comment Date	Comments
	<p>such as central air conditioning, the details of which will be confirmed through the building permit process.</p> <p><b><u>Engineering matters</u></b></p> <p>The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint. The application proposes the private utilities within the condominium road, a non standard location for a Common Element Condominium (CEC). This was reviewed by the utility companies and found to generally be acceptable.</p> <p>The Owner will be required to enter into a Development Agreement with the City to construct the required municipal works and include matters such as existing road and boulevard improvements and other municipal works as required.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra</li> <li>- City of Mississauga – Heritage</li> <li>- City of Mississauga – Fire</li> <li>- City of Mississauga – Parking</li> <li>- City of Mississauga – Arborist</li> <li>- Canada Post Corporation</li> <li>- Metrolinx</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Credit Valley Conservation Authority</li> <li>- City of Mississauga – Transit</li> <li>- City of Mississauga – Urban Design</li> <li>- City of Mississauga – Public Art Coordinator</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"><li>- Greater Toronto Airport Authority</li><li>- Trillium Health Partners</li><li>- CS Viamonde</li><li>- Enbridge</li><li>- Rogers</li></ul>

## 7. School Accommodation Summary

### The Peel District School Board

Student Yield	School Accommodation		
2 Kindergarten to Grade 6	Kenollie Public School	Queen Elizabeth Senior Public School	Port Credit Secondary School
1 Grade 7 to Grade 8			
1 Grade 9 to Grade 12	Enrolment: 185 Capacity: 245 Portables: 0	Enrolment: 337 Capacity: 262 Portables: 5	Enrolment: 1,333 Capacity: 1,203 Portables: 7

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Junior kindergarten to Grade 8	St. Timothy Catholic Elementary School	St. Paul Catholic Secondary School
1 Grade 9 to Grade 12	Enrolment: 503 Capacity: 366 Portables: 10	Enrolment: 889 Capacity: 786 Portables: 0

# City of Mississauga

# Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 25-4 W8</p>
	<p>Meeting date: May 26, 2025</p>

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 8)**

**Official Plan Amendment and Rezoning applications to permit 32 townhomes and 4 semi-detached dwellings on a common element condominium road**

**4601 Mississauga Road (Polaris Way), south of Eglinton Avenue West, east side of Mississauga Road**

**Owner: Mississauga Road Properties Inc.**

**File: OZ/OPA 25-4 W8**

## Recommendation

1. That the applications under File OZ/OPA 25-4 W8, Mississauga Road Properties Inc., 4601 Mississauga Road (Polaris Way) to amend Mississauga Official Plan to **Medium Density**; to change the zoning to **RM6-42** (Townhouses on a CEC-Road – Exception) to permit 32 townhomes and 4 semi-detached dwellings on a common element condominium road, be approved in conformity with the provisions outlined in the staff report dated May 7, 2025 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Executive Summary

- An Official Plan Amendment and Rezoning application has been submitted to permit 32 townhomes and 4 semi-detached dwellings on a common element condominium (CEC) road
- The applications contribute to adding additional housing options within an established neighbourhood
- There is adequate existing infrastructure and servicing to support the proposed development
- The applications propose a sufficient setback to the adjacent Greenlands zone
- Based on staff's evaluation, the development conforms to relevant planning policies and is supportable from a planning perspective
- Staff recommend approval of the proposed infill development application which will facilitate 36 new residential homes

## Background

Official plan amendment and rezoning applications were deemed complete on February 3, 2025 and subsequently circulated for technical comments. The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located at 4601 Mississauga Road (Polaris Way), in the Central Erin Mills Neighbourhood Character Area. The site is irregular in shape and is adjacent to a woodlot which is zoned as Greenlands. The site is vacant and contains mature vegetation lining the northerly and easterly property lines.





**Aerial Photo of 4601 Mississauga Road (Polaris Way)**

Property Size and Use	
Frontages:	70 m (229.66 ft.)
Depth:	144 m (472.44 ft.)
Gross Lot Area:	7 950.56 m <sup>2</sup> (85,579.12 ft <sup>2</sup> )



**Photo of Subject Site (Looking east)**

#### **(b) Site History**

- June 20, 2007 – Zoning By-law 0225-2007 came into force and the subject lands were zoned **R1** (Detached Dwellings – Typical Lots)
- 2012 – Plan of Subdivision application, 21-T-M 09002 and rezoning application, OZ 9/4, approved for 11 detached dwellings on a CEC road
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Residential Low Density I**
- September 16, 2020 – Site Plan application (SP 16-20) was approved

- 2022 – Property is sold to Mississauga Road Properties Inc.
- November 9, 2024 – Official Plan and Zoning By-law Amendment applications received and were deemed complete on February 3, 2025

### (c) Site Context

The Central Erin Mills Neighbourhood Character Area, is predominantly residential, containing a mix of detached dwellings on the west side of Mississauga Road and south of the subject site. Further south of the site are townhomes, and a retirement home located on the west side of Mississauga Road. Immediately north of the subject site is the Croation Martyrs Parish, and detached dwellings further north. Abutting the subject site to the east is a park belonging to the Croation Parish.

The greater neighbourhood is largely characterized by detached dwellings and more townhomes located on the south side of Eglinton Avenue West. There are also commercial, and service uses located along Eglinton Avenue West. Credit Valley Hospital and Erin Mills Town Centre are also located near the subject site.

The surrounding land uses are:

North: Croation Parish and detached dwellings  
 East: Croatian Parish Park - Father Kamber and the Credit River  
 South: detached dwellings  
 West: detached dwellings

## 2. Surrounding Development Applications

There are no active development applications in the vicinity of the subject property.

## 3. Official Plan

The lands are located within the Central Erin Mills Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex dwellings.

The subject site is not located within a Major Transit Station Area (MTSA) and is not identified as an Intensification Area in Mississauga Official Plan. However, the Official Plan contains policies to guide intensification within neighbourhoods while still respecting the existing and planned context of the neighbourhood. Refer to Appendix 1 for the existing Official Plan map.

## 4. Zoning

The subject property is currently zoned **R16-9** (Detached Dwellings on a CEC-Road – Exception) with a minor portion also zoned **G2-4(17)** (Greenlands – Natural Features – Exception). The **R16-9** zoning permits 11 detached dwellings with exception regulations related to lot frontage and lot area, setbacks, coverage, etc. The **G2-4(17)** zone does not permit development. Refer to Appendix 1 for the existing and proposed Zoning Map.

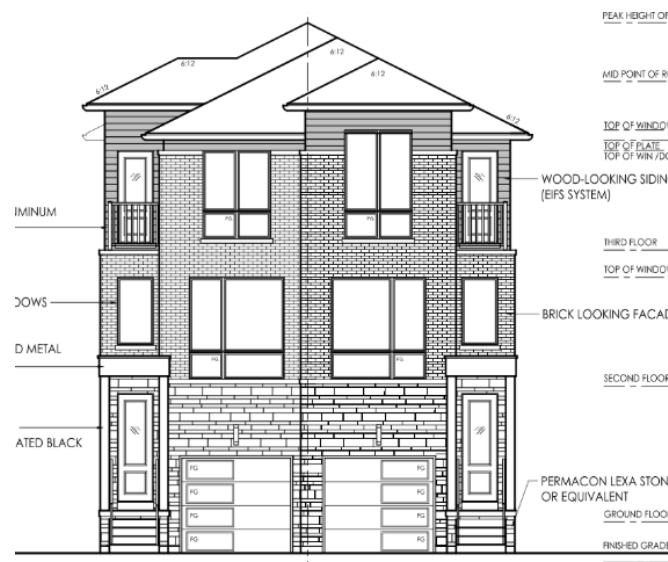
## 5. Proposed Development

### (a) Description

The applicant proposes to develop the property with 32 townhomes and 4 semi-detached dwellings on a CEC road. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 1 for details of the proposed development.



**Rendering of townhomes**



**Elevation of semi-detached dwellings**

### (b) Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://www.mississauga.ca/services-and-programs/planning-and-development/development-applications/active-development-applications/development-application-oz-opa-25-4-w8/>

**(c) Green Development Initiatives**

The applicant has not identified which green development initiatives will be incorporated into the development

**Comments**

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

**1. Reason for Applications**

An Official Plan Amendment is required to implement the proposal and redesignate the site to **Medium Density** which permits townhouses and to add a Special Site Policy to include the use of semi-detached dwellings. The **Residential Low Density I** designation does not permit townhomes.

An amendment to Zoning By-law 0225-2007 is required to implement the proposal as the current **R16-9** zoning only permits detached dwellings. An **RM6 – 42** (Townhouses on a CEC – Road – Exception) is required to implement the current proposal.

**2. Policy Summary**

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

**(a) Provincial Policy Statement**

The *Provincial Policy Statement* (PPS) provides policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

The PPS recognizes that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

*Consistency with the PPS, 2024*

Section 2.2 (1) of the PPS requires development to reflect densities and a mix of land uses which efficiently use land, resources and infrastructure. Additionally, the PPS promotes appropriate development standards that facilitate intensification, redevelopment and compact built forms while maintaining appropriate levels of public health and safety.

Section 2.3.1 (3) of the PPS states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including a range of housing options.

The proposed development conforms to the PPS as the application efficiently intensifies an underutilized site while applying appropriate development standards to produce a built form that maintains the planned function and character of the neighbourhood.

**(b) Regional Official Plan**

General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development does not require an amendment to the ROP. The site is located within the Urban System and conforms to the policies of ROP. The proposal efficiently uses land and achieves a compact built form that promotes intensification within an established neighbourhood, while maintaining the character of the existing low-rise context.

**(c) Mississauga Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Central Erin Mills Neighbourhood Character Area, to permit 32 townhomes and 4 semi-detached dwellings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***

- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application.

The following is an analysis of the key policies and criteria:

#### **(i) Directing Growth**

The subject site is located in the Central Erin Mills Neighbourhood Character Area and is designated **Residential Low Density I** which permits detached, semi-detached and duplex dwellings. The greater neighbourhood contains a mix of townhomes, detached dwellings and a retirement home.

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP state that neighbourhoods aren't meant to remain static and do not have to imitate previous development patterns, however, when development does occur, it should be sensitive to the existing and planned character of the neighbourhood. The proposed use of semi-detached dwellings and townhomes maintains the existing low-rise context of the neighbourhood.

The proposed development is compatible in built form and scale to surrounding uses and enhances the existing and planned context of the neighbourhood. The design of the semi-detached dwellings and townhomes ensure that there is an appropriate transition in height and built form, while maintaining adequate setbacks to adjacent properties. As such, the proposed development conforms to the directive of the policies regarding intensification within the Central Erin Mills Neighbourhood Character Area.

#### **(ii) Compatibility**

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context.

MOP guides development within Non-Intensification Areas such as neighbourhoods to ensure that developments can coexist. Chapter 9, Section 9.2.2.3 states, while new development need not mirror existing development, new development in Neighbourhoods will:

- respect existing lotting patterns;
- respect the continuity of front, rear and side yard setbacks;
- respect the scale and character of the surrounding area;
- minimize overshadowing and overlook on adjacent neighbours;
- incorporate stormwater best management practices;

- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

The proposed development is designed in a manner that co-exists with the existing character of the surrounding neighbourhood. The development incorporates sufficient rear yard setbacks and design standards that provides for a transition between the semi-detached dwellings and townhomes to the adjacent detached dwelling. The subject site is also located on the east side of Mississauga Road which provides an additional buffer to the existing subdivision, west of the subject site.

MOP defines compatibility as, "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area". While the townhomes are a different built form and represent a higher density than the previous approved detached dwellings, the overall design enhances and is compatible with the neighbourhood. As such, the proposed applications meet the directives of MOP regarding compatibility with the Central Erin Mills Neighbourhood Character Area.

### **(iii) Services and Infrastructure**

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The following community services are located in proximity to the site:

- Vic Johnson Community Centre
- Erin Meadows Community Centre
- Hewick Meadows
- Forest Hill Park
- Credit Valley Hospital

The following major MiWay bus routes currently service the site:

- Route 44 – Mississauga Road
- Route 9 – Rathburn
- Route 35 – Eglinton

There is a transit stop on Mississauga Road within 190 m (623.36 ft.) of the site.



For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the PPS.

#### **(d) Zoning By-law**

The proposed **RM6 – 42 exception** zone is appropriate to accommodate this development.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

### **3. Other Relevant Documents and Guidelines**

Mississauga Official Plan 2051 (MOP 2051) will replace the current MOP. As of writing this report, the new MOP 2051 has been adopted by Council but has not been approved by the Ministry of Municipal Affairs and Housing. Therefore, the policies are not yet in effect.

The recommendations made in this report are based on the current MOP, however, it is important to note that the draft MOP 2051 policies are also supportive of the proposal for 32 townhomes and 4 semi-detached dwellings. In MOP 2051, the lands would be designated **Residential Low-Rise I**, which permits all low-rise, street facing, dwellings up to 3 storeys. Since the application is proposing a CEC road to accommodate the proposal, an official plan amendment would still be required to redesignate the site to **Residential Low-Rise II**, which permits all types of townhouse dwellings and apartment buildings, up to 4 storeys.

### **4. Departmental and Agency Comments**

The applications were circulated to all City departments and commenting agencies on February 3, 2025. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

#### **(a) Region of Peel**

Comments dated March 10, 2025 state that the Region of Peel has no concerns regarding the rezoning application. Prior to site plan approval, the applicant will be required to provide a waste management plan with the requested dimensions and address comments related to servicing.

#### **(b) City Transportation and Works Department**

Comments dated April 17, 2025, state that technical reports and drawings have been reviewed and concerns have been met relating to noise, grading/servicing, stormwater management, traffic and environmental compliance. There are minor outstanding revisions required to the noise report to show the full extent of the noise fence which is to be shown on all drawings and a written document is required prior to site plan approval that includes a plan to decommission the wells or proof of decommissioning.

#### **(c) City Community Services Department**

Comments dated April 22, 2025, state that it is recommended the identified Greenlands located on the eastern boundary, P-539 (Not Yet Named), be preserved and protected for conservation purposes. Hoarding and fencing will be required along the boundary of the

Greenlands for long term protection. Additionally, securities will be required for Greenlands clean-up, restoration, hoarding, and fencing.

**(d) Dufferin-Peel Catholic District School Board and Peel District School Board**

Comments dated March 3, 2025, state that the Dufferin-Peel Catholic District School Board is requesting that warning clauses be entered into the Development Agreement, stating sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Comments dated February 19, 2025 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. Peel District School Board is requesting that warning clauses be placed in the Development Agreement.

Refer to Appendix 1 for the School Accommodations Summary by school board.

## **5. Affordable Housing**

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

As the application proposes 36 units, the contribution rate for affordable housing is not applicable.

## **6. Next Steps**

### **Site Plan**

Prior to development of the lands, the applicant will be required to obtain site plan approval. While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as an updated grading and site plan showing the noise wall and additional fencing, location of utilities and all access road works. Through the site plan process, further refinements are anticipated for the design of the exterior side wall of the units fronting Mississauga Road and the enhancement of the Mississauga Road frontage which will include the planting of trees and shrubs.

## **Financial Impact**

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## **Engagement and Consultation**

### **1. Community Feedback**

A community meeting was held by Ward 8 Councillor, Matt Mahoney, on December 5, 2023. Approximately 10 people were in attendance at the community meeting and 2 pieces of written correspondence have been received. The following summarizes comments received on the applications:

#### **Comment**

Concern regarding the traffic that will be generated by this development and the amount of on site parking.

#### **Response**

The applicant has submitted a traffic impact study prepared by UrbanTrans Engineering Solutions Inc. which was reviewed by the Transportation and Works Department. It has been determined that the additional trips generated by this development will not significantly impact the operations of the existing road network. The applicant is proposing to provide the required 2 parking spaces per residential unit.

Additionally, the zoning by-law requires 9 visitor parking spaces on-site. The applicant is proposing 5 visitor parking spaces and has submitted a parking justification letter which was reviewed by Parking Section staff. Through a review of the application, staff is satisfied that the proposed visitor parking is sufficient to accommodate the development.

#### **Comment**

Concerns with emergency vehicles accessing the site.

**Response**

The application was circulated to the City of Mississauga's Fire Department and Trillium Health Partners. There were no concerns with the proposed development with respect to emergency vehicles accessing the site. Additionally, the Fire Department does not have concerns with the on site circulation proposed.

**Comment**

The parcels for the townhomes are too narrow and the development is too dense.

**Response**

The proposed development conforms to the PPS and municipal policies. The proposal is sensitive to and compatible with the surrounding area and maintains appropriate urban design standards, limiting the impact on the adjacent detached dwellings and subdivision on the west side of Mississauga Road.

**Conclusion**

In conclusion, City staff has evaluated the applications to permit 32 townhomes and 4 semi-detached dwellings on a CEC road, against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

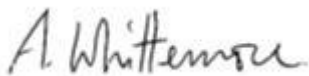
The proposed townhomes modestly intensify the site while maintaining appropriate design standards such as adequate setbacks as well as the positioning of the townhomes in relation to the adjacent residential dwellings. The proposal provides for an appropriate transition to the surrounding land uses and is compatible with the Central Erin Mills Neighbourhood Character Area.

The proposed development represents sensitive intensification that conforms to and maintains the goals and general objectives of the PPS and MOP.

Should the applications be approved by the Planning and Development Committee, the implementing Official Plan policies and zoning by-law will be brought forward to Council at a future date.

**Attachments**

Appendix 1: Supplementary Information



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lucas Petricca, Development Planner

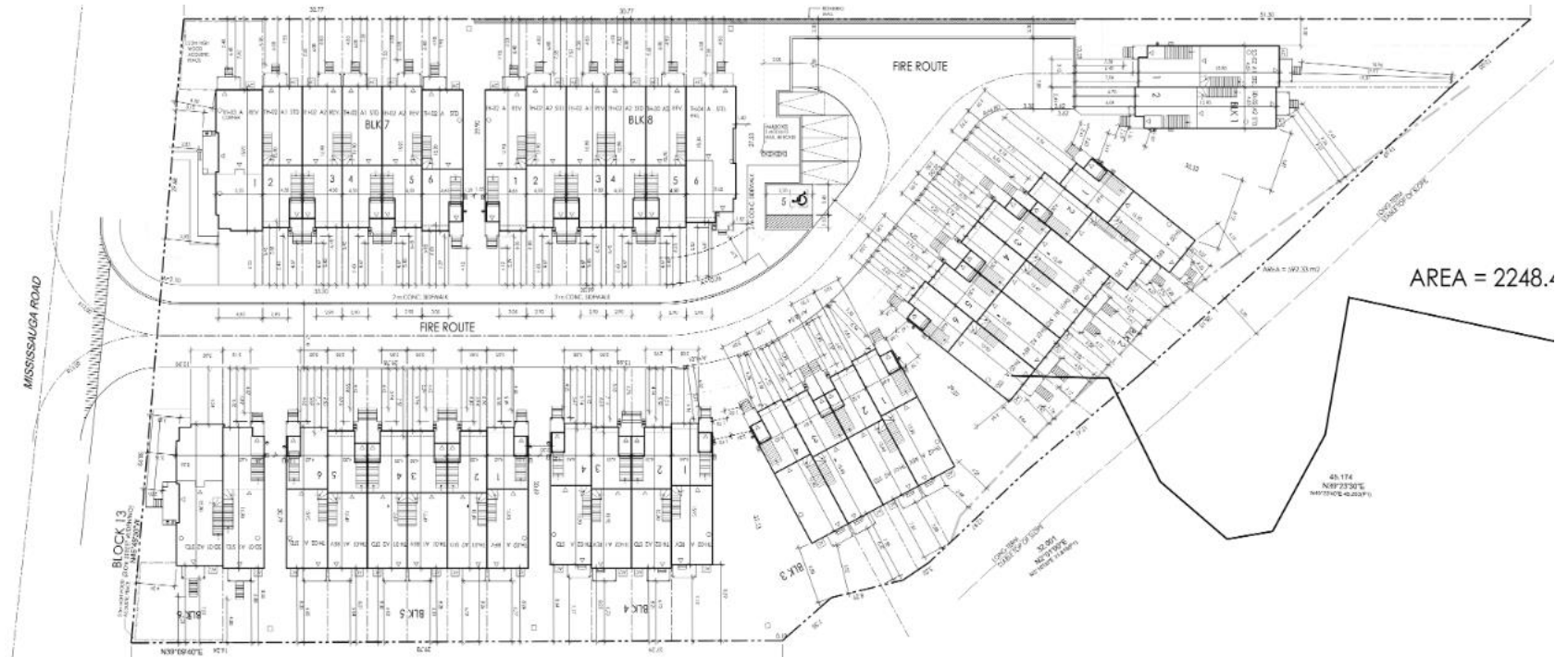
**Supplementary Information**

**Owner: Mississauga Road Properties Inc.**  
**4601 Mississauga Road (Polaris Way)**

Table of Contents

1	Concept Plan, Elevations, Rendering .....	2
2.	Development Proposal Statistics .....	4
3.	Existing and Proposed Development Official Plan Map .....	5
4.	Existing and Proposed Development Zoning By-law Map .....	6
5.	Applicant Proposed Zoning Regulations.....	7
6.	Departmental and Agency Comments.....	8
7.	School Accommodation Summary .....	11

## 1 Concept Plan, Elevations, Rendering



Proposed Concept Plan



**Elevation of Townhomes**



**Rendering of Townhomes**



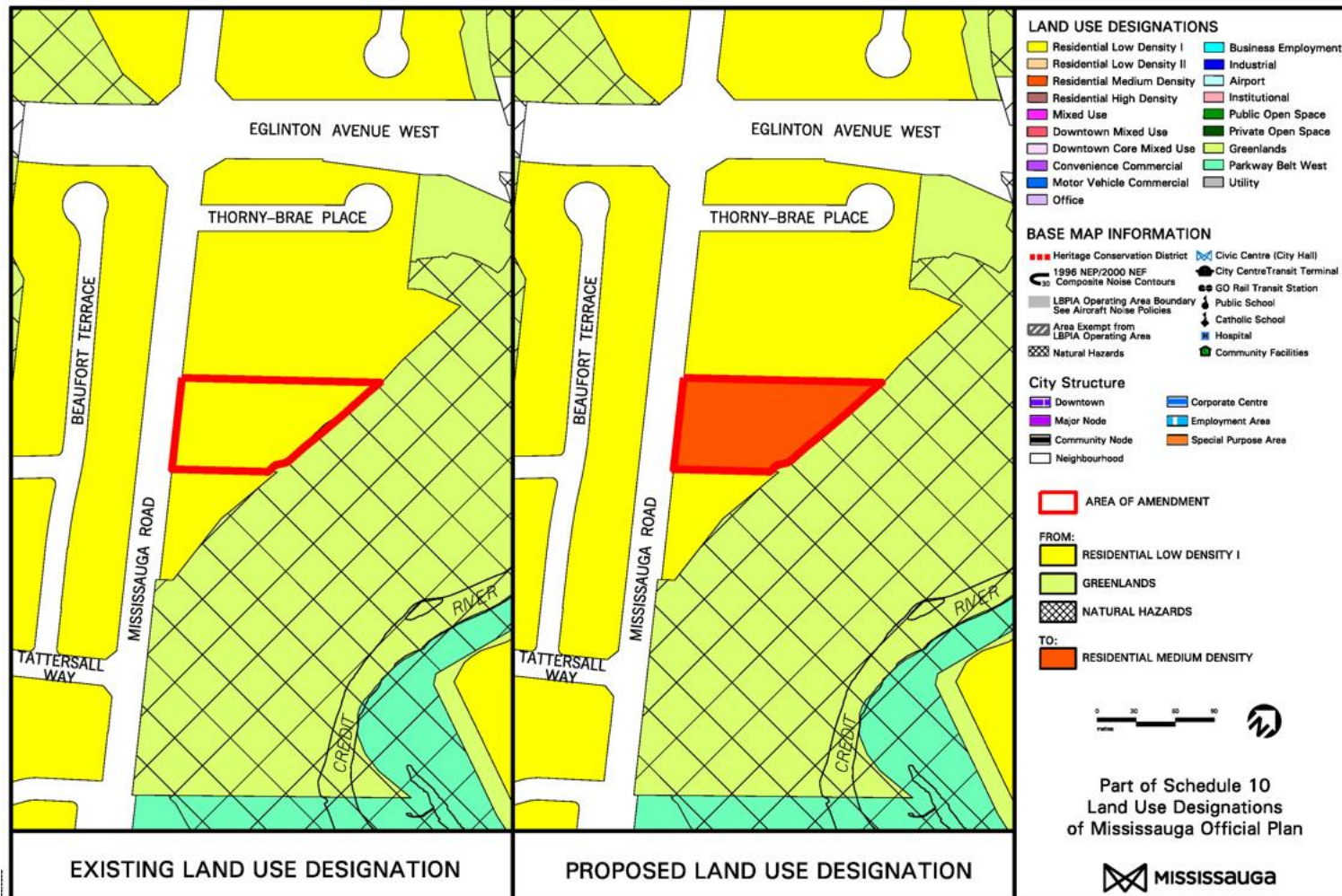
**Elevation of Semi-detached dwellings**



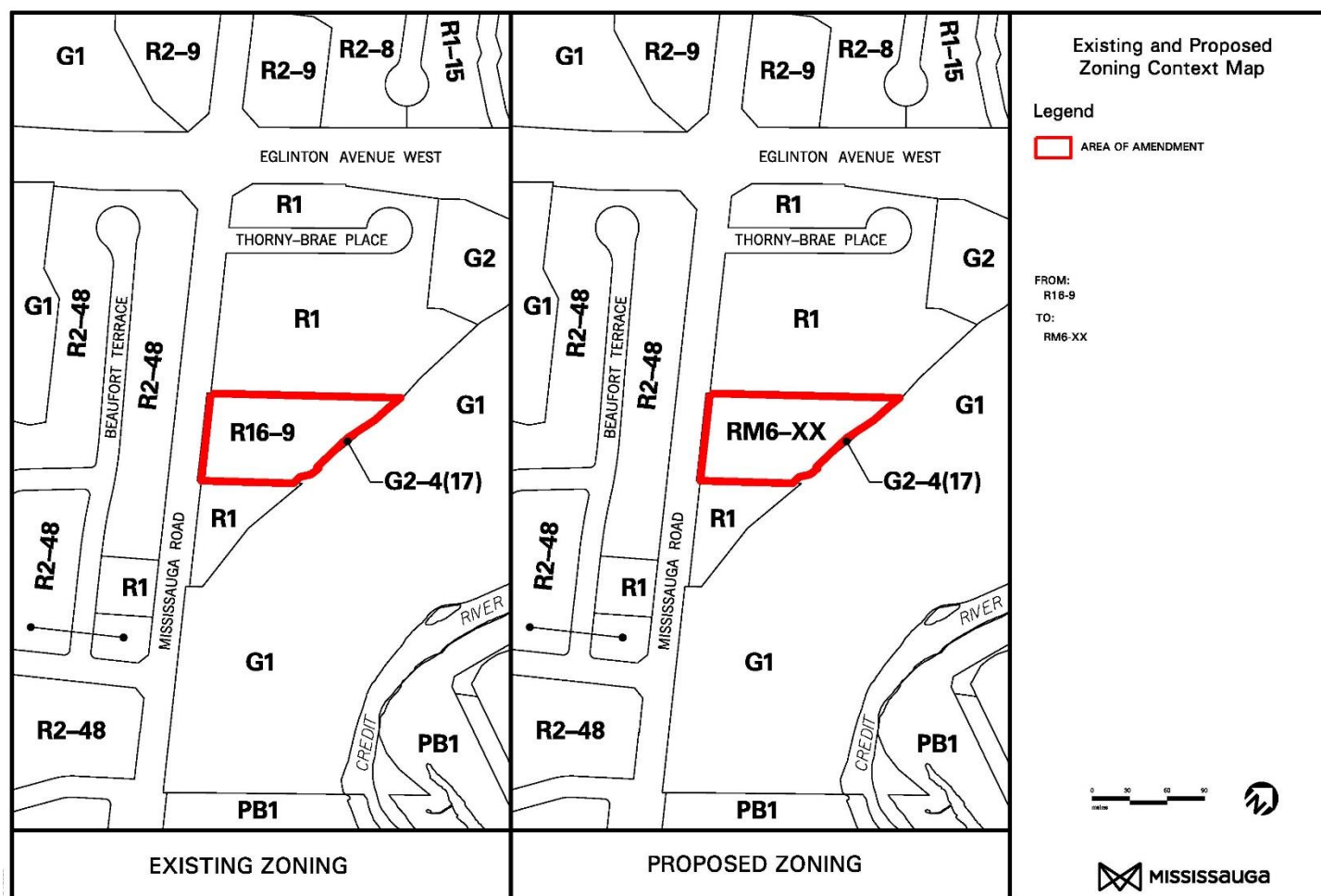
## 2. Development Proposal Statistics

Applications submitted:	Received: November 29, 2024 Deemed complete: February 3, 2025 120 days from complete application: June 3, 2025	
Developer/ Owner:	Mississauga Road Properties Inc.	
Applicant:	Batory Planning and Management	
Site Area:	8 063.78 m <sup>2</sup> (86,797.8 ft.)	
Lot Coverage (per lot)	Approximately 34% per lot	
Total Number of Units:	36 units	
Height:	3 storeys / 12.1 m (39.7 ft.)	
Landscaped Area:	Minimum 25% required	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	111 *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Resident Spaces	72	72
Visitor Spaces	9	5
Total	81	77

### 3. Existing and Proposed Development Official Plan Map



#### 4. Existing and Proposed Development Zoning By-law Map



## 5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing R16-9 (Detached Dwellings on a CEC – Road) Exception Zone	RM6 (Townhouses on a CEC – Road)	Proposed RM6 –42 Zone
Minimum Lot Frontage (Interior / Corner) lot	15 m (49.2 ft.) / 22 m (72.18 ft.)	5 m (16.4 ft.) / 8.3 m (27.23 ft.)	4.5 m (14.76 ft.) / 6.8 m (22.3 ft.)
Dwelling Width	N/A	5 m (16.4 ft.)	4.5 m (14.76 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.5 m (14.76 ft.)	2 m (6.56 ft.)
Minimum Interior Side Yard	1.8 m (5.9 ft.)	1.5 m (4.92 ft.) unattached side	1.25 m (4.1 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6 m (19.69 ft.)
Maximum Height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	13 m (42.65 ft.)
Minimum setback to visitor parking space	3.3 m (10.83 ft.)	3.3 m (10.83 ft.)	3 m (9.84 ft.)
Maximum driveway width	3.5 m (11.48 ft.)	3 m (9.84 ft.)	3.6 m (11.81 ft.)
Minimum visitor parking	N/A but 3 parking spaces per dwelling unit	9 spaces	5 spaces
Maximum encroachment of a porch/deck, inclusive of stairs into the front/exterior side yard	1.5 m (4.92 ft.)	1.5 m (4.92 ft.)	To be shown on exception schedule
Maximum encroachment of a balcony in the front and rear yard	1 m (3.28 m)	1 m (3.28 ft.)	2 m (6.56 ft.)
Dwelling setback to a Greenlands zone	5 m (16.4 ft.)	5 m (16.4 ft.)	4 m (13.12 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.			

## 6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (March 10, 2025)	The Region of Peel did not raise any objections to the rezoning application. Outstanding matters related to servicing and waste management will be addressed through the site plan application.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 6, 2025)	Neither school board raised objections to the proposed development regarding existing school facilities. Both school boards provided warning clauses to be included within the Subdivision Agreement. Refer to Section 7 for a summary of the surrounding school capacity.
Planning and Building Department – Park Planning Section (April 22, 2025)	<p>Future residents of the proposed development will be served by Woodland Chase (P-268) which is located approximately 600 m (1,969 ft) from the subject property, and contains a play structure, ball diamond, and soccer fields. Hewick Meadows (P-286), is located on the east side of the Credit River, approximately 250 m (820 ft.) from the site. This park contains connections to the Culham Trail, providing for recreational uses such as walking and biking along the Credit River.</p> <p>It is recommended the identified Greenlands located on the eastern boundary, P-539 (Not Yet Named), be preserved and protected for conservation purposes. Hoarding and fencing will be required along the boundary of the Greenlands for long term protection. Additionally, securities will be required for Greenlands clean-up, restoration, hoarding, and fencing.</p> <p>Furthermore, prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p>
City Transportation and Works Department (April 17, 2025)	<p>Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p><b><u>Stormwater</u></b></p> <p>The Functional Servicing and Stormwater Management Report prepared by Arcadis Professional Services INC, on December 2024, indicates that an increase in stormwater runoff will occur with the</p>

Agency / Comment Date	Comments
	<p>redevelopment of the site. To mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed rear lot infiltration trenches in some blocks to capture storm water runoff and direct them into the previously constructed storm sewers within Polaris Way. Ultimately, the site's private storm sewer systems will connect into the existing municipal storm sewers on Mississauga Road. Further technical information is required to address staff comments related to the infiltration trenches and its water volume capacity.</p> <p><b><u>Traffic</u></b></p> <p>Two traffic impact study (TIS) submissions were provided by UrbanTrans Engineering Solutions Inc. in support of the proposed development. Each submission was reviewed and audited by staff. Based on the second submission, dated March 25, 2025, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 14 (3 in, 11 out) and 18 (12 in, 6 out) two-way site trips for the weekday AM and PM peak hours in 2028 respectively.</p> <p>With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><b><u>Environmental Compliance</u></b></p> <p>The Phase 1 ESA (Ref # 24082), dated April 2024 and prepared by Landtek Limited Consulting Engineers, have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required. However, the following document is to be submitted for further review prior to site plan approval:</p> <p>A written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning.</p>

Agency / Comment Date	Comments
	<p><b><u>Noise</u></b></p> <p>We have reviewed the revised Noise Feasibility Report prepared by Arcadis Professional Services Inc. The report mentions that OLA's 1-6 will require fencing. Figure 2 in the report is to be revised to show the full extent of these fences including the height. The site and grading plan are to reflect the full fencing indicated within the report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra</li> <li>- City of Mississauga, Arborist</li> <li>- City of Mississauga, Fire</li> <li>- Canada Post</li> <li>- Credit Valley Conservation Authority</li> <li>- Rogers</li> <li>- Enbridge Gas</li> <li>- Transit Infrastructure</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- CS Viamonde</li> <li>- Trillium Health Partners</li> <li>- Bell Canada</li> <li>- Greater Toronto Airport Authority</li> </ul>



## 7. School Accommodation Summary

### The Peel District School Board

Student Yield	School Accommodation		
9 Kindergarten to Grade 5	Credit Valley Public School	Thomas Street Middle School	John Fraser Secondary School
4 Grade 6 to Grade 8	Enrolment: 651	Enrolment: 917	Enrolment: 1,692
7 Grade 9 to Grade 12	Capacity: 893	Capacity: 893	Capacity: 1,236
	Portables: 4	Portables: 7	Portables: 13

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
7 Junior kindergarten to Grade 8	St. Rose of Lima Catholic Elementary School	St. Aloysius Gonzaga Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 254	Enrolment: 1,626
	Capacity: 300	Capacity: 1,656
	Portables: 4	Portables: 0