



1786 POLARIS WAY

Mississauga, Ontario

Planning Rationale

Prepared by Batory Planning + Management – November 2024

BATORY
Planning + Management

EXECUTIVE SUMMARY

Batory Planning + Management has been retained by Kingridge Developments ("Owner") as the planning consultant for the proposed redevelopment of 1786 Polaris Way in Mississauga ("Subject Site"). The Subject Site is located to the east of Mississauga Road, approximately 165 metres south of Eglinton Avenue.

All levels of the applicable planning framework policies clearly intend the efficient use of land to meet overarching Provincial objectives, specifically in transit-supportive, walkable areas nearby amenities, such as the local context. This raises the question of whether such lands adjacent to a major road and proximate to transit, including a Transit Priority Corridor, should continue to be lands designated and regulated as "Residential Low-Rise".

Despite being located along a Major Collector within the settlement boundaries with full municipal servicing infrastructure connection availability and convenient access to transit and nearby shops and services, the Subject Site is regulated in the same manner as properties accessed by local roads, away from transit and walkable amenities.

The proposed development of 1786 Polaris Way represents infill density that is scaled appropriately to fit within its context while promoting a transit-oriented urban setting and reflects a gradual step towards achieving complete communities. It maintains a relatively low-rise form in contrast to the high density development along intensification corridors and nodes.

The Proposed Development consists a new 3 storey (11.0 metres), 32 unit townhouse and 4 semi detached unit development. Each unit is provided 2 private parking spaces with access into the development provided from Mississauga Road. 5 visitors parking spaces are also provided.

Previous owners as well as the current have actively engaged with the City and community since mid-2023, having submitted an initial pre-application for an infill development in July 2023 and hosting a community meeting in December 2023 to introduce the development concept. In response to Staff and neighbourhood comments, a second iteration of the development concept was submitted to the City in March 2024. The Proposed Development incorporates additional feedback received and takes into account recent shifts in Provincial planning policy.

The Proposed Development implements the objectives of the applicable planning framework, including the new implemented Provincial Planning Statement, 2024. It also balances the Official Plan's numerous goals and objectives for transit supportive growth that expands the range of housing options in well-served locations while appropriately limiting impacts related to building mass and scale on the surrounding area.

This rationale provides an overview of the local context and Proposed Development on the Subject Site, a review and analysis of the applicable policy framework, and a rationale of the Official Plan and Zoning By-law Amendments required to facilitate the Proposed Development.

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1.

LOCAL CONTEXT OVERVIEW

1. LOCAL CONTEXT OVERVIEW

1.1 SITE + LOCAL CONTEXT

Subject Site

The Subject Site is located in Ward 8 in the City of Mississauga and known municipally as 1786 Polaris Way. It is approximately 165 metres south of the Mississauga Road and Eglinton Avenue West intersection.

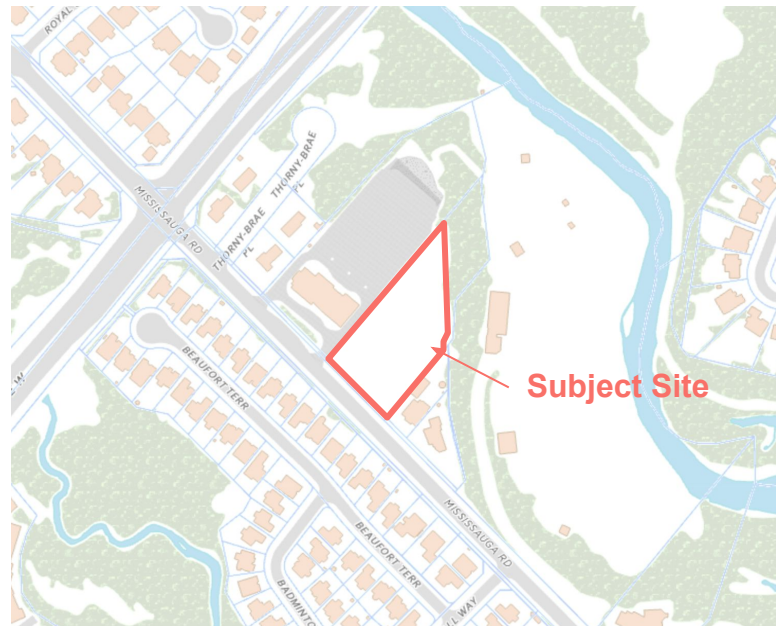
The Subject Site is legally described as:

BLOCK 2, PLAN 43M2076; SUBJECT TO AN EASEMENT AS IN PR3362761; SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 43R39189 AS IN PR3556824; SUBJECT TO AN EASEMENT IN GROSS OVER PART 1 ON PLAN 43R39189 AS IN PR3556828; CITY OF MISSISSAUGA.

It is irregular in shape with a site area of approximately 7,950 square metres. It has approximately 70 metres of frontage along Mississauga Road, which is to the west and varies in lot depth from 73 metres to 152 metres.

A Plan of Subdivision was approved on the Subject Site as it was previously contemplated for the development of ravine lot estates and single detached dwellings. These developments were never completed, and as result, the Subject Site has been left graded and vacant since 2018.

It is located within the Central Erin Mills neighbourhood, which is anchored by the Erin Mills Town Centre approximately 1.5 kilometres to the west. The local context is largely characterized by low density residential forms well supported by amenities, such as parks and open spaces, shops and services, transit, and places of worship.





Looking east from Polaris Way near Mississauga Road towards the Subject Site



(Left) Looking north towards the north side lot line of the Subject Site from Polaris Way; (Right) Looking south towards the south lot line of the Subject Site from Polaris Way



(Left) Looking north towards the Subject Site from the intersection of the south lot line and Mississauga Road; (Right) Looking south towards the Subject Site from the intersection of the north lot line and Mississauga Road

Surrounding Context

The Subject Site is located within the Central Erin Mills neighbourhood. The suburban community was developed in tandem with the broader City's sweeping transformation from rural to suburban expansion in the late 1960's to early 2000's. The Central Erin Mills neighbourhood is anchored by the Erin Mills Town Centre commercial node, which has been the focus of recent intensification efforts to support policy direction for complete and resilient communities through efficient land and infrastructure uses.

Uses surrounding the Subject Site include:

North: North of the Subject Site lands are designated Residential Low Density I. This designation generally continues further north of Eglinton Avenue West up to where the rail lines intersect with Mississauga Road, near the Streetsville GO station.

Immediately north of the Subject Site is the Croatian Martyrs Parish, which comprises a place of worship and gathering space for community functions, and a large surface parking lot at the rear.

Further to the north are properties with frontage on Thorny Brae Place. Several of these properties were assembled and subject to development applications proposing medium density residential uses, including the extension of Thorny Brae Place, a two storey detached house, and 37 three storey townhouse units (refer to OZ 17/018 W8 and T-M17006 W8).

North of Eglinton Avenue West are two storey single detached dwellings fronting Eglinton Avenue and local cul-de-sac roads, industrial uses, and a place of worship. Approximately 1.25 kilometres north of Eglinton Avenue West is the Streetsville GO station and Streetsville neighbourhood.

East: Lands to the east are designated Greenlands with a Natural Hazards overlay. The Greenlands area includes a former woodlot portion of the Subject Site which was dedicated to the City as part of a the previous subdivision application and the Croatian Parish Private Park "Father Kamber", accessed from Mississauga Road.

Adjacent to the private park is Credit River and the Culham Trail, designated Parkway Belt West also with the Natural Hazards overlay.

Further to the east but west of the railway tracks are lands designated Residential Low Density I. Lands east of the railway tracks are designated higher density residential designations and Mixed Use.

South: To the south of the Subject Site are two properties designated Residential Low Density I, consisting of two single detached dwellings followed by the Greenlands designation, which forms part of the Croatian Parish Private Park.

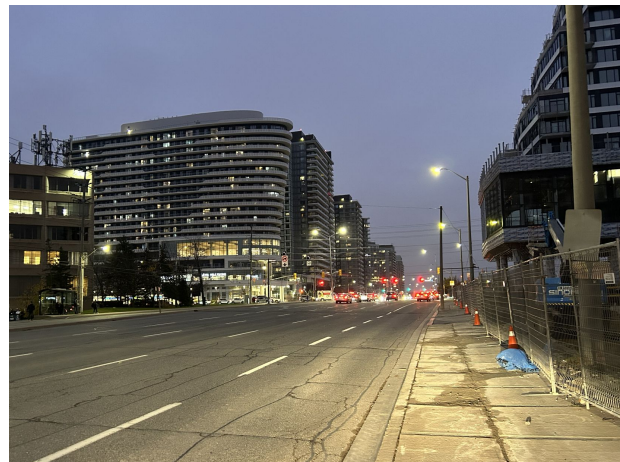
Further south are lands designated Parkway Belt West with the Natural Hazards overlay along the Credit River and its floodplain, eventually leading to Highway 403, approximately 900 metres south.

West: West of the Subject Site, across Mississauga Road, are lands also designated Residential Low Density I which consist of two storey single detached dwellings followed by a naturalized buffer designated Greenlands with a Natural Hazards overlay along Mullet Creek, a Credit Review tributary.

Further west are lands designated Residential Medium Density, Office, Residential Low Density II, and Public Open Space. Approximately 950 metres to the west is the Credit Valley Hospital and Erin Mills Town Centre Major Node.



Context photos taken November 2024 (top to bottom, left to right): opposite street frontage from Subject Site on Mississauga Road; bus stop on Eglinton Avenue West Transit Priority Corridor at Mississauga Road intersection; Streetsville GO station; view of Thorny Brae redevelopment site north of the Subject Site from Mississauga Road; view of residential development south of the Subject Site



Context photos taken November 2024 (top to bottom, left to right): The Chase Square commercial plaza; residential developments along Mississauga Road north of Eglinton Avenue West; Streetsville commercial corridor; high density development near Erin Mills Town Centre

1.2 AREA SCHOOLS, CHILDCARE, COMMUNITY SPACES, AND PARKS

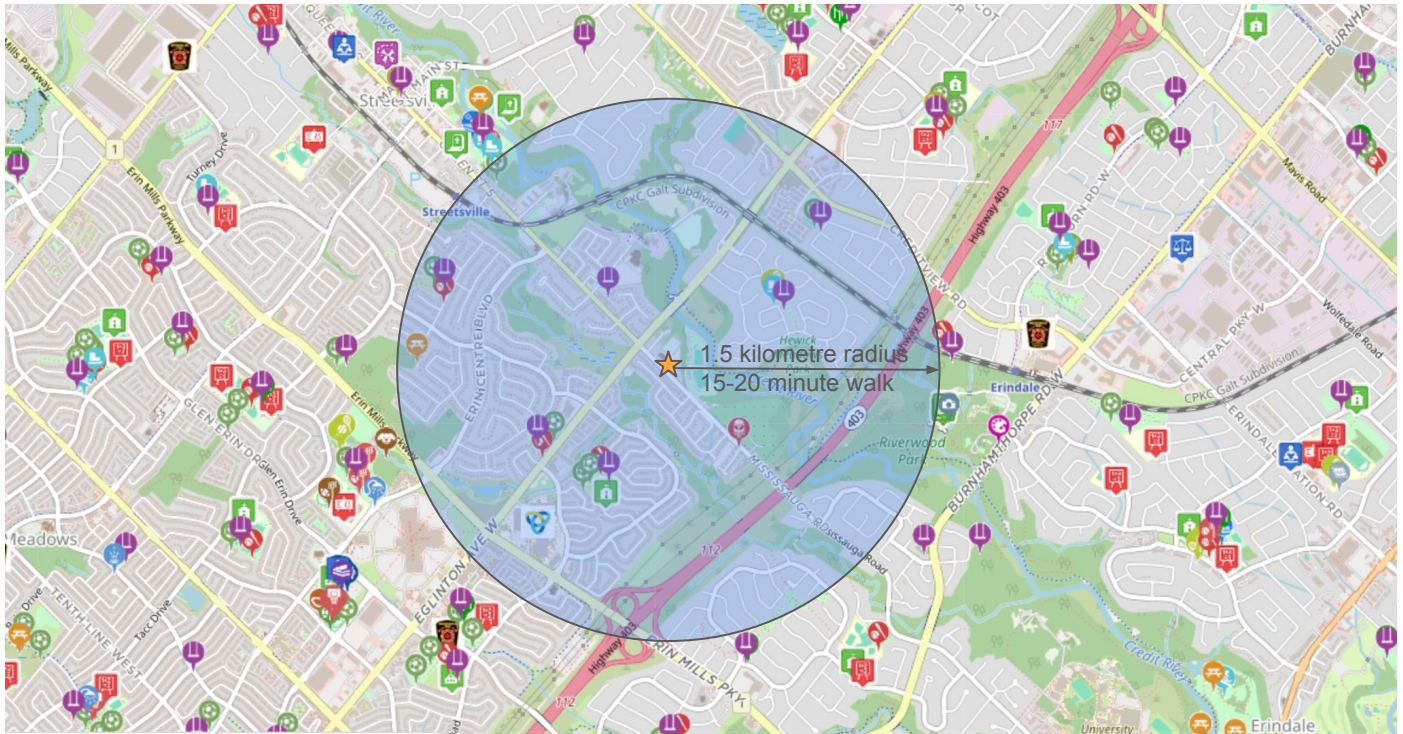
Broadening the contextual catchment area to a 1.5 kilometre radius (15-20 minute walking distance) captures schools, public parks, daycare centres, community and recreation areas, places of worship, and other amenities that support residential uses.

The area benefits from walkable access to public and private schools, and childcare facilities. Within the vicinity are the following schools and daycare facilities:

- Saba's Academy Islamic School (private; preschool-G8; 11 minute walking route)
- St. Rose of Lima Catholic Elementary School (DPCDSB; JK-G8; 19 minute walking route)
- Credit Valley Public School (PDSB; JK-G5; 30 minute walking route)
- John Fraser Secondary School (PDSB; G9-G12; 34 minute walking route)
- Children's Learning Garden (daycare; 18 minute walking route)
- 123 TLC Preschool (daycare; 23 minute walking route)
- EYES Child Care (daycare; 28 minute walking route)
- Little Rascals Preschool (daycare; 34 minute)
- Little Angels Christian Childcare Centre (daycare; 27 minute walking route)
- PLASP Early Learning and Childcare Centre (daycare; 34 minute walking route)
- Mississauga Credit Valley YMCA Child Care Centre (daycare; 33 minute walking route)
- Busy Hands 'n' Minds Childcare Centre (daycare; 35 minute walking route)

Recreation and open spaces located in the immediate vicinity include Hewick Meadows Park, Culham Trail, and the Leslie Log House lands, all of which provide for passive recreation activities along Credit River. On the opposite side of Mississauga Road to the west is Woodland Chase Park and Trail where facilities for active recreation are provided, including a playground, baseball diamond, soccer fields, and ice skating rink in the winter. Several neighbourhood parks are also available within a 15-20 minute walking distance with additional recreation facilities, such as tennis courts and a softball diamond.

In addition to recreation facilities and education centres, the Subject Site is also less than a kilometre away from Credit Valley Hospital, a regional hospital part of the Trillium Health Partners hospital group.



Landmarks

- Beaches
- Cemeteries
- Community Centres
- Cooling Stations
- Courthouse (POA)
- Leash-Free Zones
- Libraries
- Photo Sites
- Picnic Areas

Playgrounds

- Standard & Accessible
- Enhanced
- Senior Centres
- Shade Structures
- Spray Pads
- Washrooms

Arenas

- Baseball**
- Baseball/Universal Diamond Lit
- Baseball Diamond Unlit
- Basketball
- BMX

Bocce

- Bocce court lit
- Bocce court unlit

Cricket

- Cricket batting cage
- Cricket Pitch
- Cricket Pitch Major

Football

- All Other Values
- All Other Values

Golf

- Ice Skating
- Lacrosse
- Lawn Bowling

Multi-purpose Diamonds

- Softball diamond lit
- Softball diamond unlit
- Multi-use Pads
- Outdoor Fitness

Pickleball / Tennis

- Pickleball and Tennis club lit
- Pickleball and Tennis court public lit
- Pickleball and Tennis court public unlit

Pools

- Pools, Indoor
- Pools, Outdoor

Skateboarding

- Skateboard facility lit
- Skateboard facility unlit

Soccer

- Soccer / Football

Softball

- Softball diamond lit
- Softball diamond unlit
- Sports Fields (Artificial, Lit)

Tennis

- Tennis court club lit
- Tennis court public lit
- Tennis court public unlit
- Tobogganing

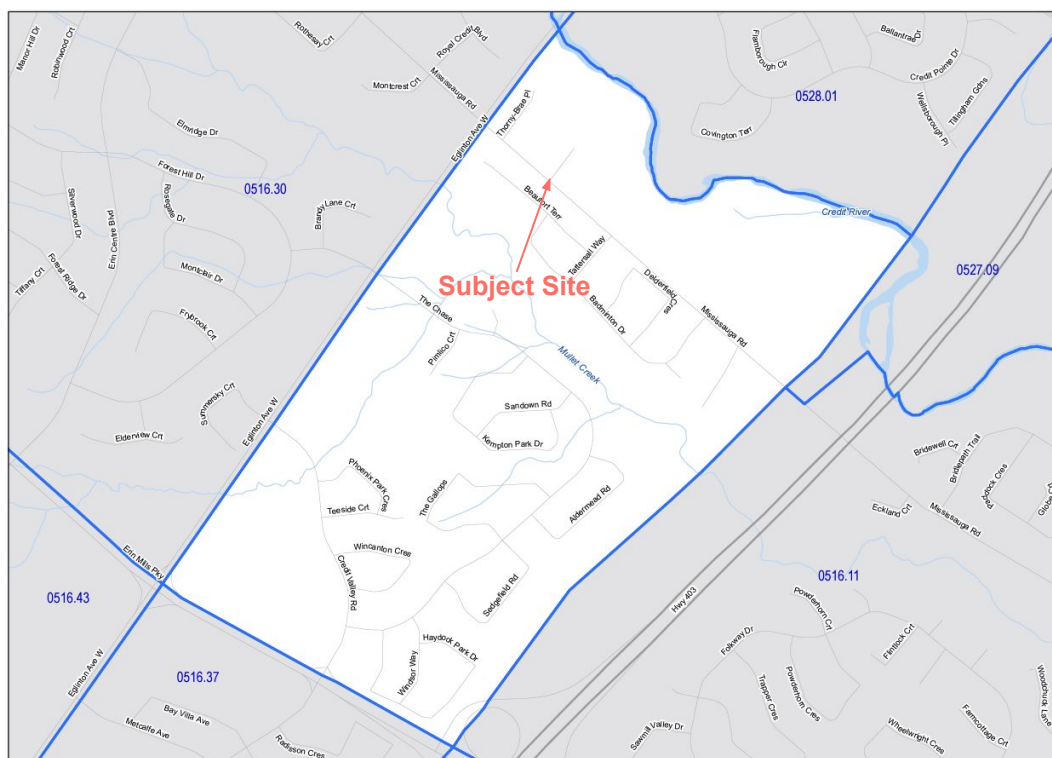
Track & Field

- Running track
- Track and field equipment
- Volleyball

- Art Galleries
- Cultural Features
- Heritage Properties
- Museums
- Performing Arts / Theatres
- Plaques & Monuments
- Public Art
- Fire Stations
- Hospitals
- Police, Ontario Provincial
- Police, Peel Community
- Police, Peel Region
- Schools, Public Elementary
- Schools, Catholic Elementary
- Schools, Public Secondary
- Schools, Catholic Secondary
- Schools, Post-Secondary
- Schools, Private

1.3 AREA DEMOGRAPHIC SUMMARY

The Subject Site is located within the southeast quadrant of the Central Erin Mills neighbourhood. 2021 Statistics Canada data from the census tract area (0516.31) and the City overall was analysed to understand population and household statistics with respect to the Subject Site and in relation to the City as a whole.



Statistics Canada Census Tract 0516.31 Boundary

The southeast section of the Central Erin Mills neighbourhood, identified as Statistics Canada census tract 0516.31 (CT 0516.31) has a population of 2,713 based on the 2021 census data. The area's population has experienced slight decline over the past several years, shrinking by 3.2%, or 91 persons, outpacing the overall City's population decline of 0.5% over the same period of time.

Population Change	CT 0516.31	City of Mississauga
Population, 2021	2,713	717,961
Population, 2016	2,804	721,599
Population Change Rate (2016-2021)	- 3.2%	- 0.5%
Population Change Count (2016-2021)	- 91	- 3,638

CT 0516.31 has a population density of approximately 25% less than the City's average at 1,909.8 persons per square kilometres compared to the City's 2,452.5 persons per square kilometre rate. The median age, at 34.8, is approximately 5 years younger than the overall city's median age of 39.6. The distribution of ages varies from the city average, with lower levels of seniors and children.

Population Distribution (2021)	CT 0516.31	City of Mississauga
Population Density (people per kilometres)	148	44
Median Age (Years)	50.0	40.8
Percentage of Youth (<15 years)	12.7%	15.2%
Percentage of Working Age (15-64 years)	60.8%	68.1%
Percentage of Seniors (65+ years)	26.5%	16.6%

CT 0516.31 has a higher proportion of owners and a lower proportion of renters than the City-wide average.

Tenure	CT 0516.31	City of Mississauga
Owner	91.2%	70.4%
Renter	8.8%	29.6%

CT 0516.31 has a significantly higher proportion of residents living in single detached houses than the City-wide household dwelling characteristics at 74.2% compared to 37.1%. There are also more row house type dwellings and significantly less apartment buildings greater than 4 storeys.

Occupied Dwellings by Type	CT 0516.31	City of Mississauga
Single-detached house	74.2%	37.1%
Semi-detached house	0.0%	11.0%
Row house	21.4%	14.1%
Apartment or flat in a duplex	3.3%	3.2%
Apartment 1-4 Storey	0.0%	7.2%
Apartment 5+ Storey	0.5%	27.3%

The average household size of CT 0516.31 is close to that of the overall city's average at 3.0 persons per household compared to 2.9.

1.4 TRANSPORTATION NETWORK

As Provincial planning trends and policies increasingly focus on recognizing, leveraging, and promoting the effectiveness of transit-oriented communities, there is emphasis for decision making authorities to optimize on transit investment through developments that encourage pedestrian and transit friendly design.

Road Network

The Subject Site is located along a Major Collector road, Mississauga Road, which is also identified as a Scenic Route with a 26 metre planned right-of-way. Traffic is carried in one northbound and one southbound lane separated by a centre aisle reserved for turning vehicles. Closer to the Eglinton Avenue West intersection there are two additional lanes, a left turning lane and a right turning lane.

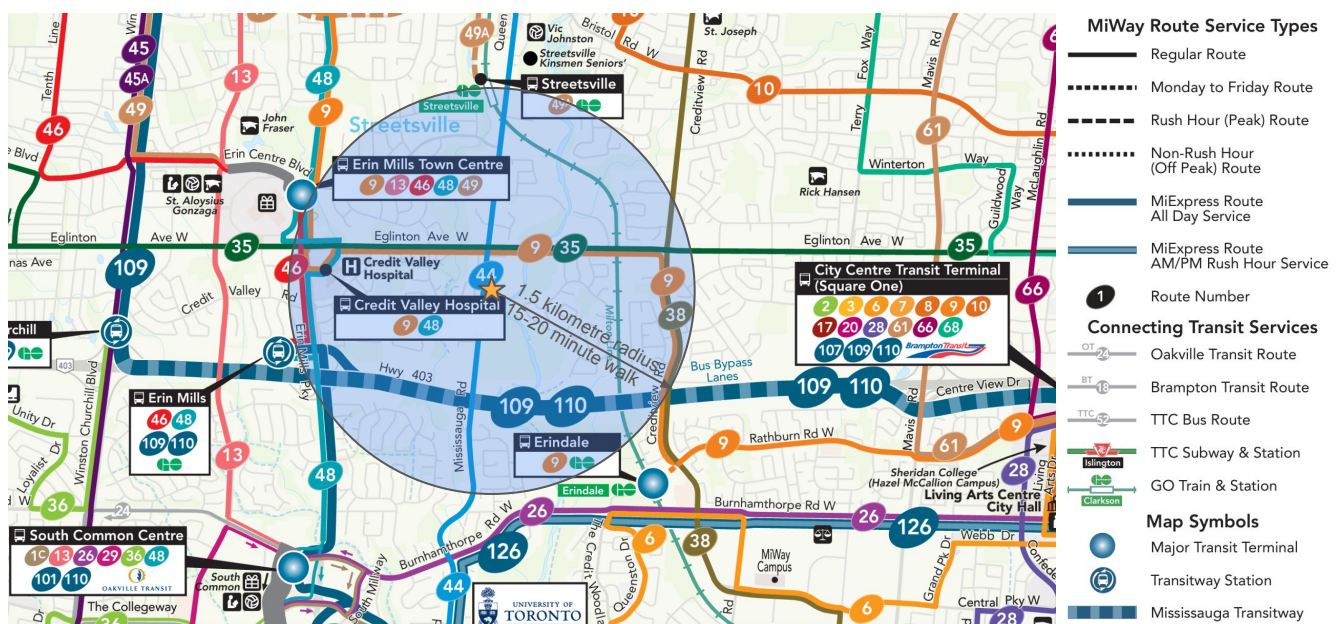
Approximately 165 metres to the north is Eglinton Avenue, an Arterial road with a 45 metre planned right-of-way. Traffic is carried in three eastbound lanes and three westbound lanes with a centre boulevard. Closer to the Mississauga Road intersection a left turning and a right turning lane are introduced.

Transit Network

Several existing surface routes serve the area and are within close proximity to the Subject Site. A well connected system of local transit routes operated by the MiWay include bus routes that connect the Subject Site to an broader transit network, including higher order transit lines, such as GO Transit, and adjacent transit systems, such as Oakville Transit, Brampton Transit, and the Toronto Transit Commission (TTC). Access to the following routes is available within 400 metres (5 minute walking radius) of the Subject Site:

- 9 Rathburn
- 35 Eglinton
- 44 Mississauga Road

Approximately 1.5 kilometres to the west is the Erin Mills Town Centre transit hub, providing connection to MiWay routes 9 Rathburn, 13 Glen Erin, 46 Tenth Line, 48 Erin Mills, and 49 McDowell. Approximately the same distance to the north is the Streetsville GO Station, serviced by the Milton GO Line train and GO bus route 21 Milton.



MiWay Weekday Service Map Excerpt

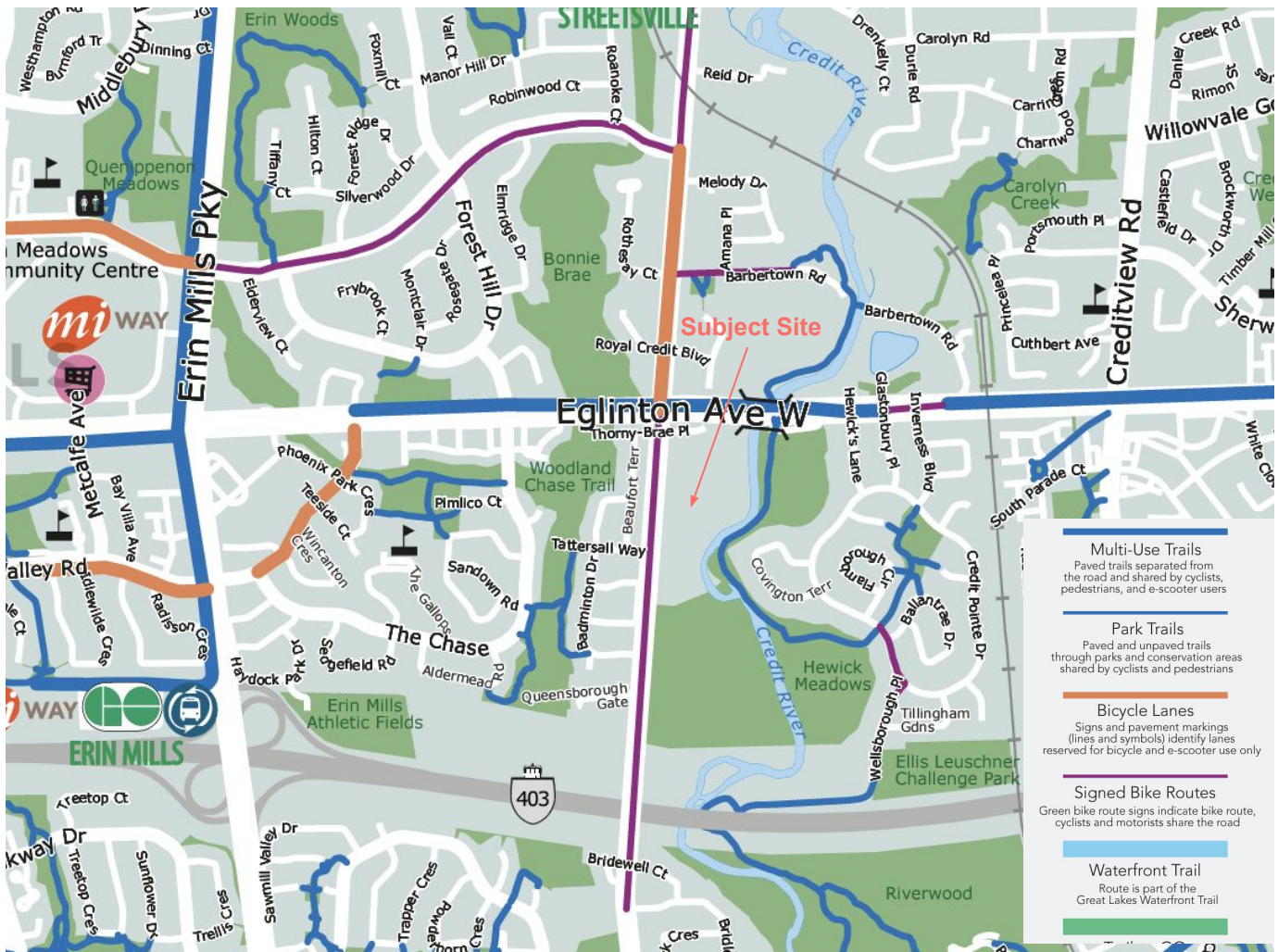
Active Transportation Network

The Subject Site is conveniently accessible to an existing cycling infrastructure network in the immediate vicinity, including a major multi-use trail corridor and signed bike route. This growing network of cycling infrastructure supports and is often coupled with other forms of active transportation, including walking, transit, and rolling, resulting in the redesign of streets to re-prioritize modal space allocation.

Nearby formal cycling infrastructure include:

- Eglinton Avenue West Multi-Use Trail
- Mississauga Road Signed Bike Route and Bicycle Lane
- Culham Park Trail

Sidewalks are not currently available on the east side of Mississauga Road south of the Croatian Martyrs Parish, including the Subject Site.



City of Mississauga 2023 Cycling Map

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT SUMMARY

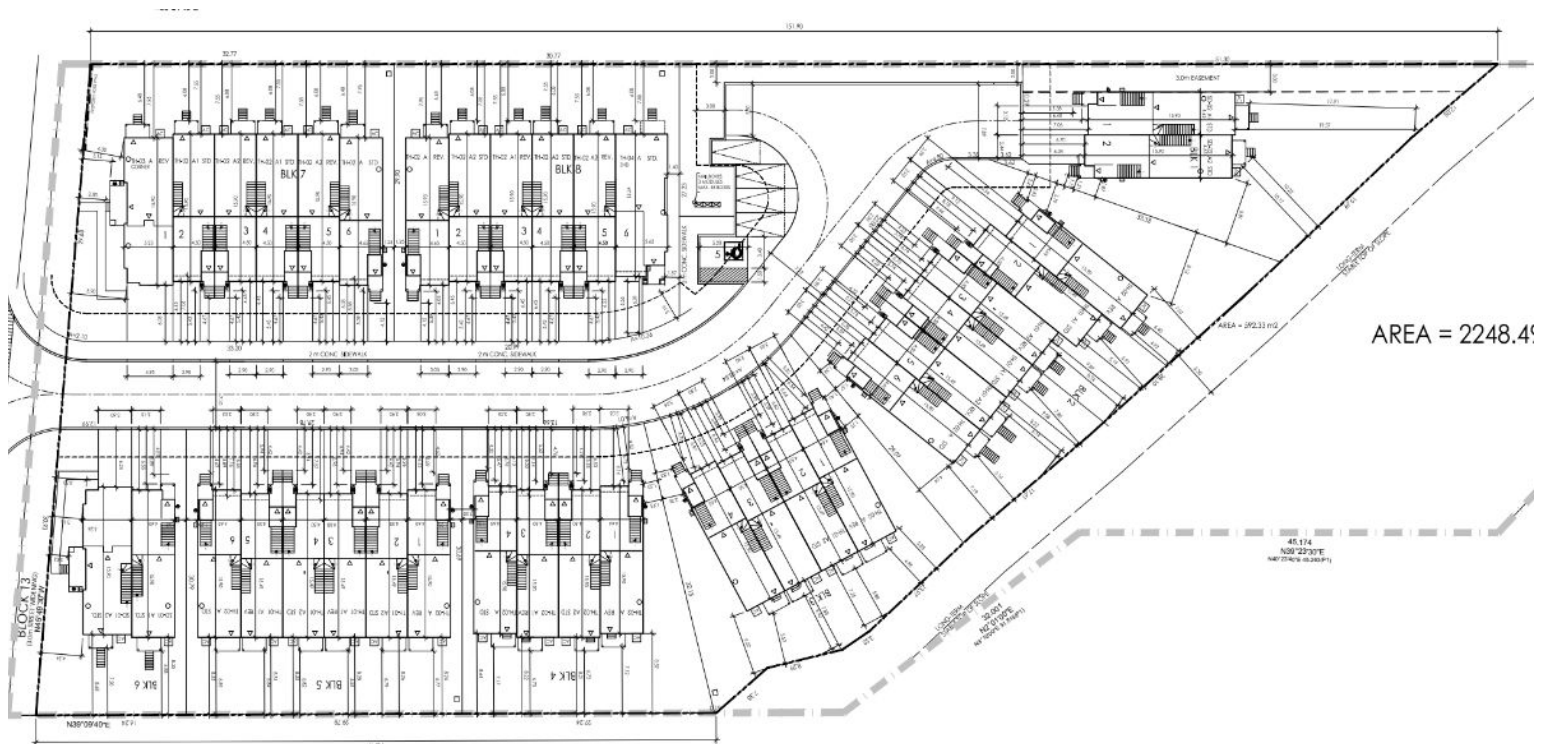
The Proposed Development introduces a transit supportive residential infill development on currently vacant lands. The Proposed Development consists 4 semi detached and 32 townhouse units contained within eight blocks with frontage on a private common elements condominium road - Polaris Way. All blocks are proposed as 3 storeys.

Vehicular access to the site is provided from Mississauga Road. Each unit is provided 2 private parking spaces - one space contained within an integrated ground floor garage and one driveway space. 5 visitors parking spaces are also available at the end of the hammerhead road at a small surface parking lot next to townhouse Block 8.

Private amenity space is provided for each unit as a sodded rear yard and second storey rear deck. All units are proposed as 3 bedroom units.

Key Project Statistics

Lot Area	8090.75 sm
Total GFA	6373.82 sm
Density	44.5 uph
Number of Dwelling Units	36
Townhouse	32
Semi-detached	4
Building Height	3 storey (11.0 m)
Parking Spaces	77
Resident	72
Visitor	5



Proposed Development - Site Plan

2.2 PLANNING HISTORY

Prior to 2010, the Subject Site was occupied by two large single detached dwelling lots. In April 2009, planning applications were submitted (OZ 09/004 W8 & T-M09002 W8) by a previous owner to rezone and subdivide the Subject Site into 11 single detached dwelling lots facing a central common element condominium road.

The applications also considered land conveyances to the City, including a road widening conveyance along Mississauga Road to achieve the planned right-of-way for the Major Collector, as well as land dedication of the Credit River floodplain hazard lands and associated buffer zone at the rear of the Subject Site.

During the application review process, the lands were transferred to a new owner who maintained the proposal. City Council approved the proposed development on April 11, 2012 and the new owner proceeded with clearing the conditions of Draft Approval for the Plan of Subdivision.

In 2015, the lands were again sold to a new owner who would complete the site servicing infrastructure works. The Plan of Subdivision was subsequently registered on October 9, 2019 as Plan 43M-2076 and established three Blocks.

Block 1 - 2,840 square metre land parcel conveyed to the City as Open Space Greenlands. This portion forms part of the natural hazard floodplain lands associated with Credit River and establishes the eastern limit of development for the Subject Site.

Block 2 - 8,090 square metre land parcel constituting the Subject Site, for which this and future applications, as described in Section 2.4, seek to redevelop as a townhouse and semi-detached residential development.

Block 3 - 216 square metre land parcel conveyed to the City as a road widening land conveyance for Mississauga Road.

The Subject Site has since remained vacant, having been cleared for development with a private condominium road constructed in the center of the Site.

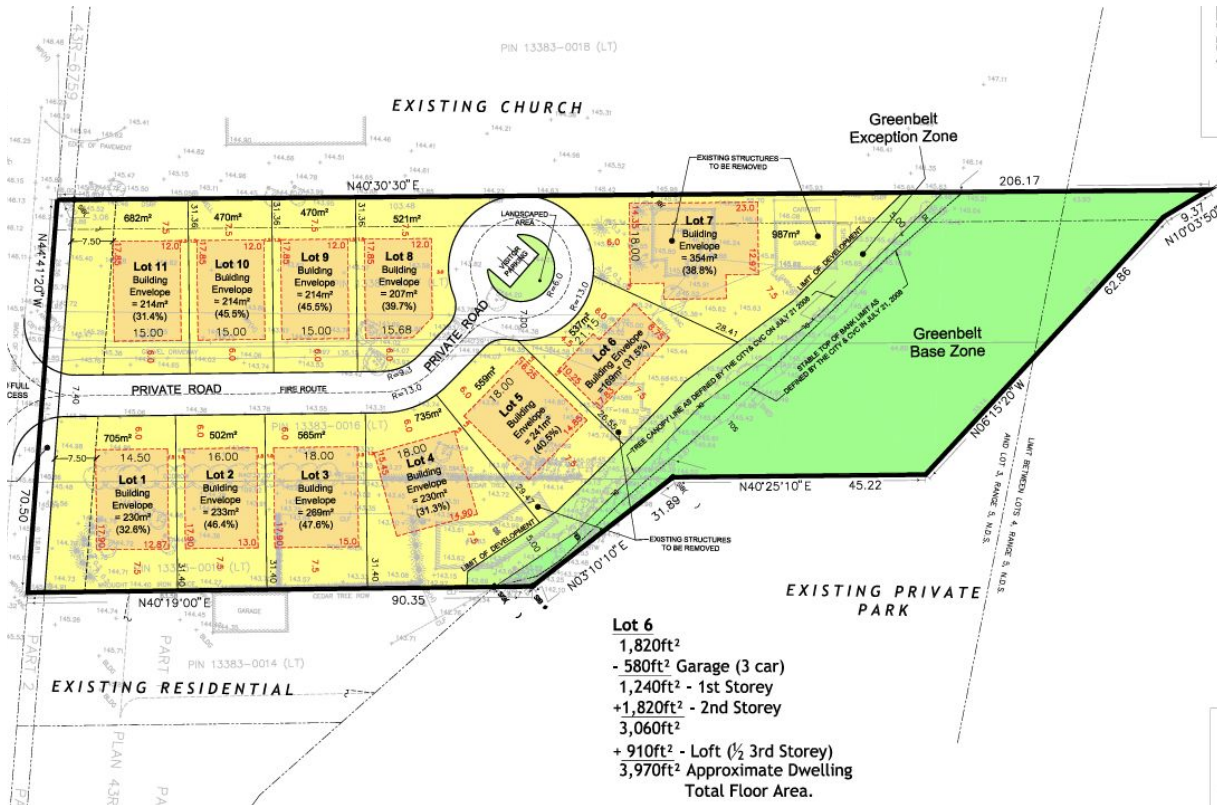
A Site Plan Approval application (SP 16-147 W8) was submitted September 16, 2020 for the detailed design review of the proposed 11 single detached dwellings but was later cancelled in January 2021.

In 2022, the Subject Site was acquired by another owner, who sought to redevelop the lands into a more efficient infill development, opting for townhouse and semi detached dwellings along the private road as opposed to the previous proposals of single detached dwellings. This proposal more aptly responded to changes in Provincial policy since 2010 to promote efficient land and infrastructure use to increase housing options and supply while effectively using available municipal services.

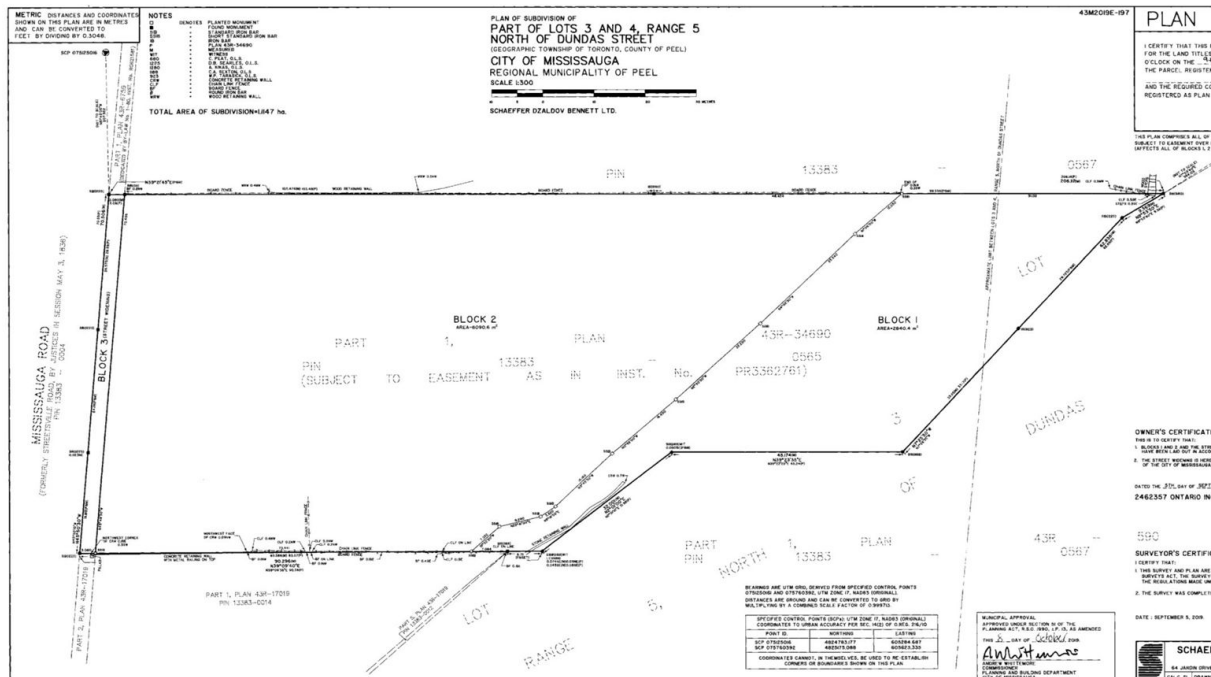
A Pre-Application was submitted to the City in July 2023 for a proposal of 8 semi detached dwellings and 24 block townhouse units. The meeting was held on September 6, 2023 and comments were circulated shortly thereafter. The City noted that an Official Plan Amendment application would be required to introduce a Special Site Policy to allow for townhouses, as well as a Zoning By-law Amendment application.

A Community Meeting was held December 5, 2023. In response to Staff and community feedback, the proposal was revised and a Pre-Application was submitted March 4, 2024 for a revised concept of 32 block townhouses and 4 semi detached dwelling units along the central common element condominium road.

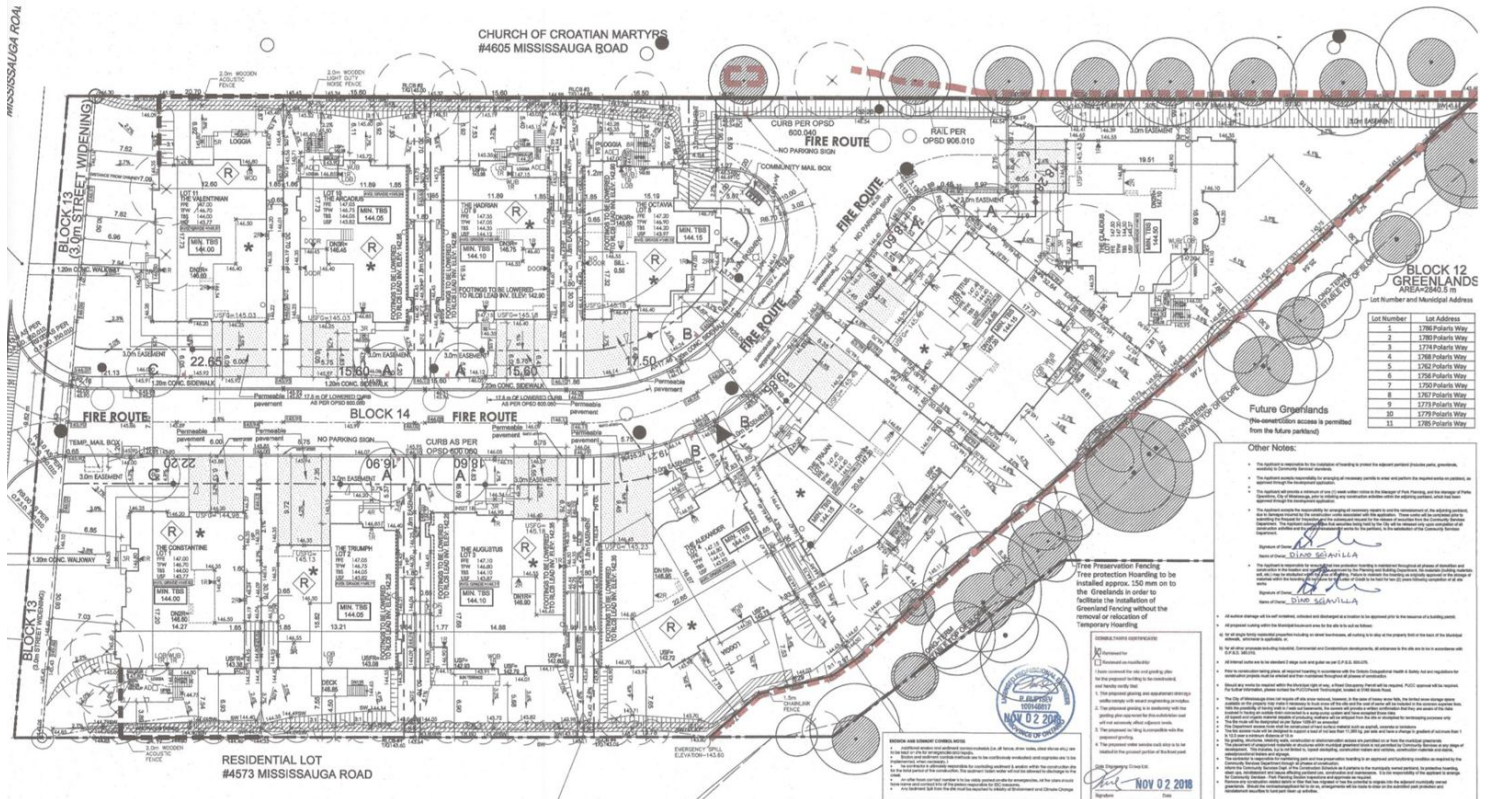
The current Owner acquired the Subject Site mid-2024 and seeks to pursue the most recent iteration development concept with minor refinements responding to Staff comments.



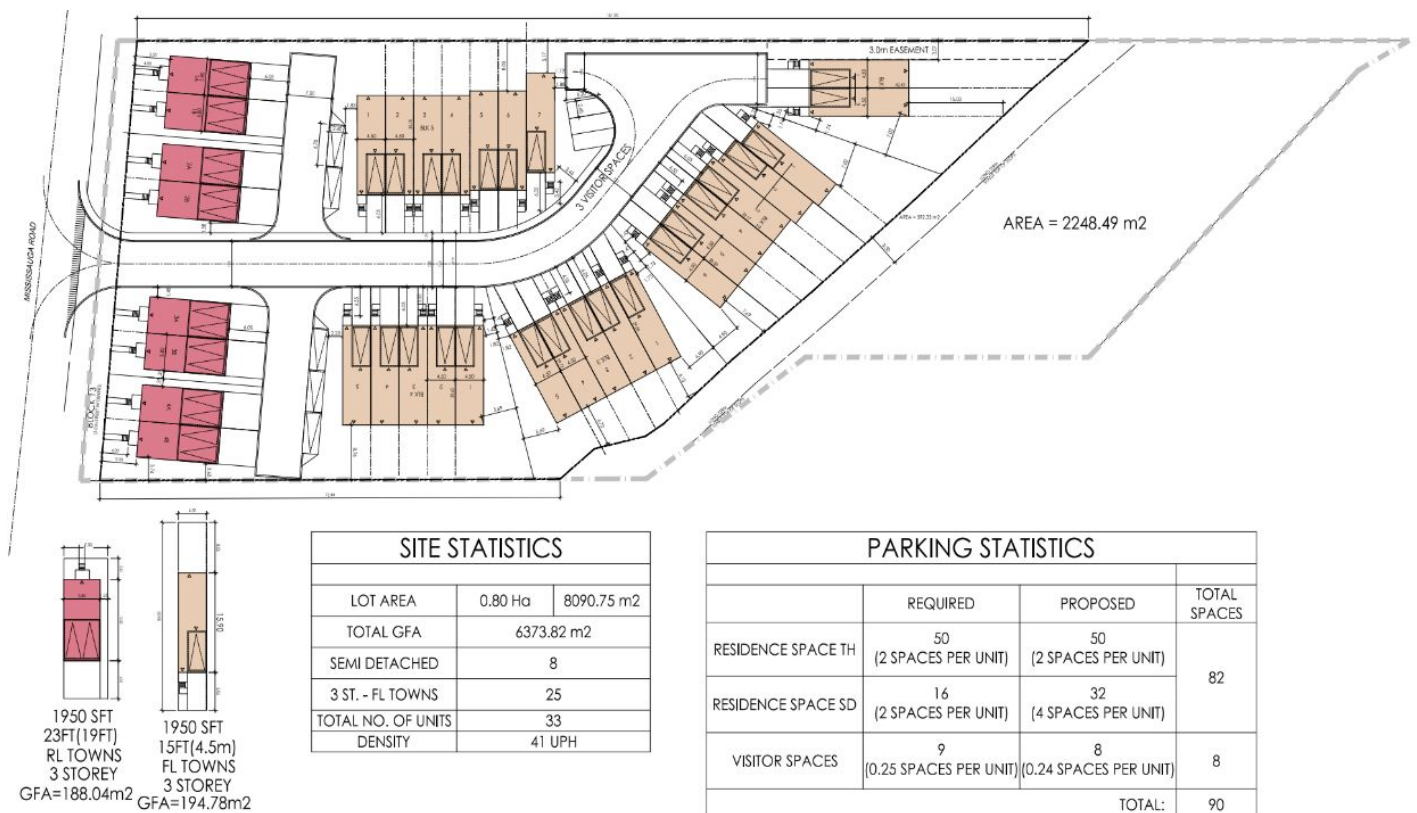
Development concept submitted April 2009 - OZ 09/004 W8 & T-M09002 W8



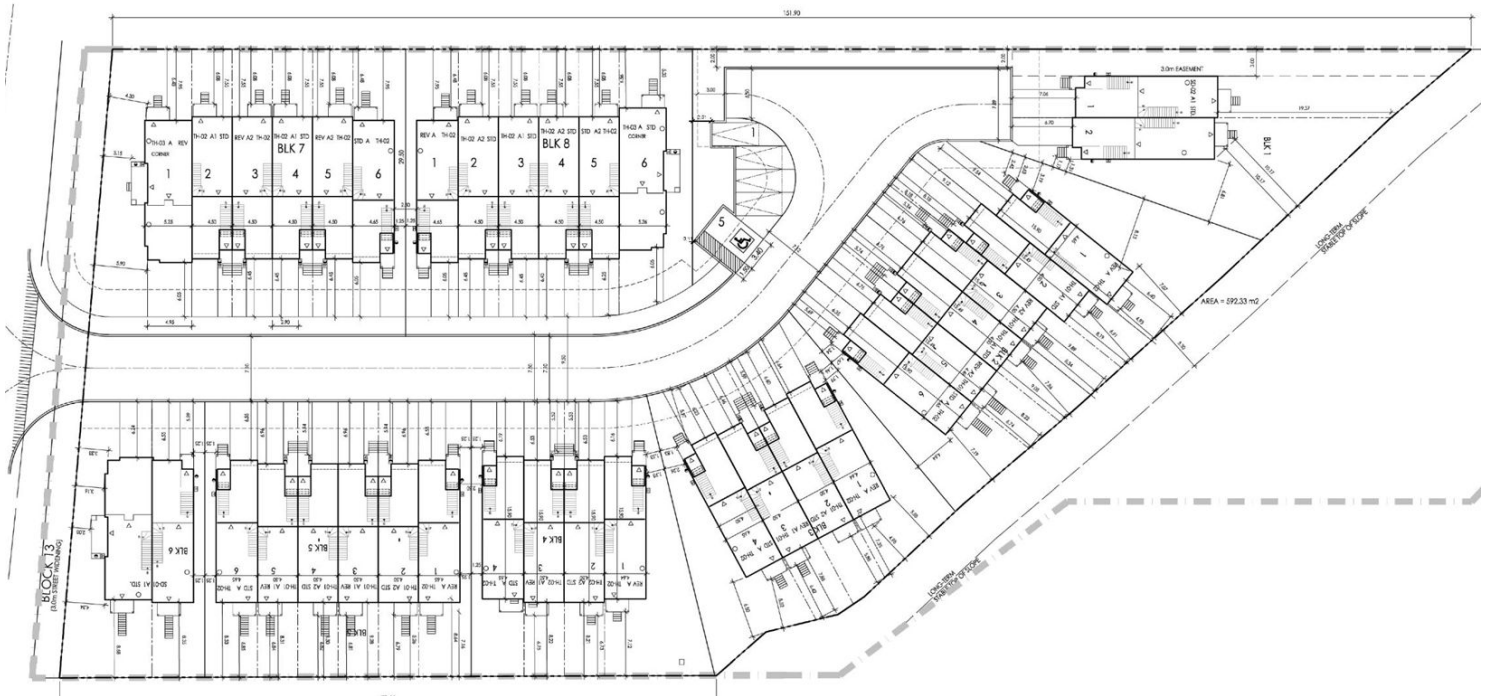
Registered Plan of Subdivision - Plan 43M-2076



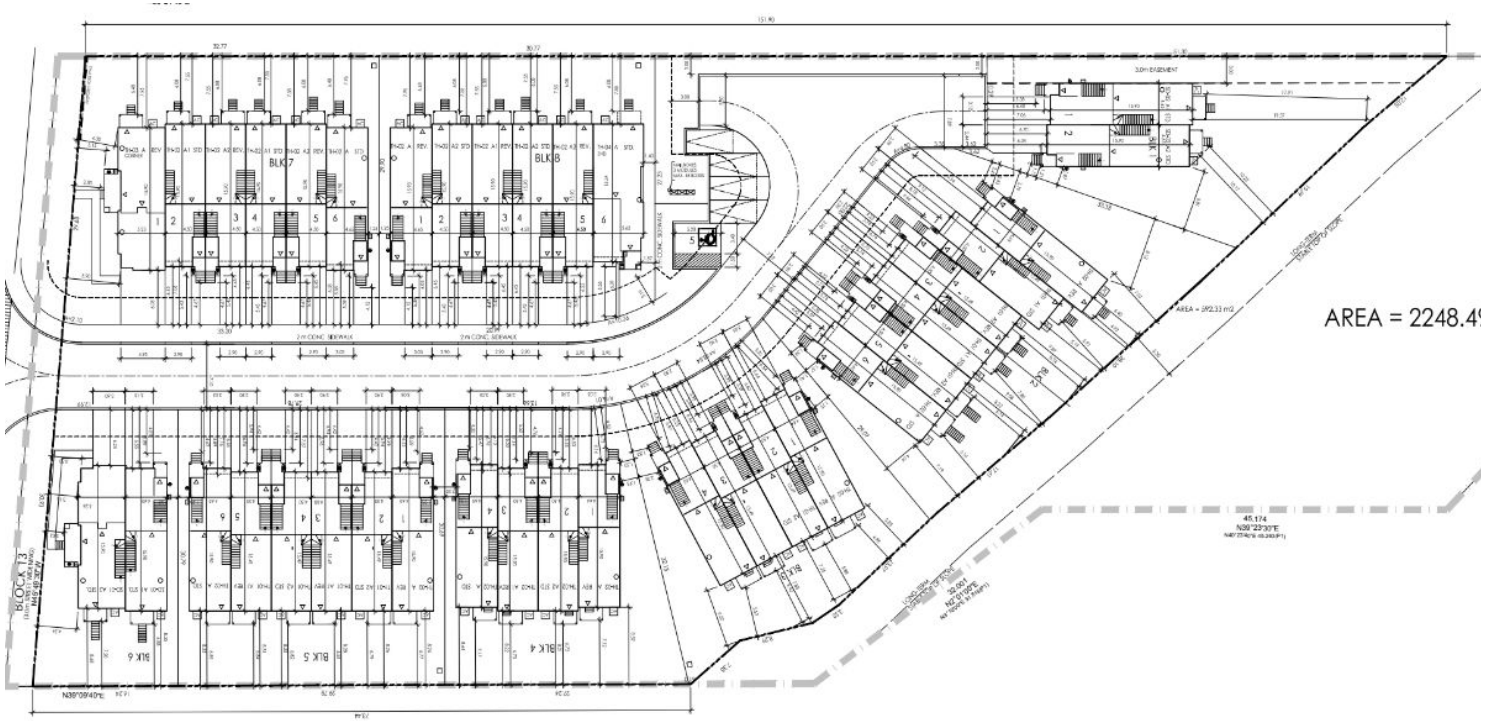
Approved Site Plan submitted September 2020 - SP 16-147 W8



Revised development concept submitted July 2023



Revised development concept submitted March 2024



Current development concept

2.3 BUILDING DESIGN AND LANDSCAPING

At 11.0 metres in height, the Proposed Development has been sited, massed, and scaled to integrate appropriately into the planned and evolving context of within the Central Erin Mills neighbourhood. The Proposed Development benefits from its proximity to transit and amenities as well as natural features to promote a healthy and complete community.

The height and massing are a compatible form of infill intensification within the Central Erin Mills neighbourhood along a 'scenic road' (Mississauga Road). Building orientation, setbacks, and siting have been carefully considered to reduce visual impacts from the public realm and maintain a compatible streetscape along the scenic road, as intentioned by municipal planning policies and guidelines.

The density proposed appropriately balances the existing and transitioning built form context while contributing to the City's achievement of the 2031 housing target of 120,000 new dwelling units.

The blocks along Mississauga Road have been setback between 3.16 metres and 4.30 metres, exclusive of the porch, from the development block property line to ensure ample space for property maintenance, access, and plantings. The units flanking Mississauga Road have also been designed with a pedestrian oriented interface, including openings and entrances to animate the streetscape and create a positive relationship with the public realm.

The townhouse and semi detached units are envisioned with similar building massing and architectural style but use complementary variation in materiality to create visual interest and prevent redundancy.

The architectural elements of the Proposed Development have been carefully considered to ensure compatibility with the surrounding context while also introducing a more contemporary style. It proposes an attractive new built form in the area that transitions from the surrounding context through material selection but uses a more dynamic palette and variation in massing for aesthetic appeal. It provides for CPTED elements with ample openings to the street for natural surveillance, improving sense of safety through design and interaction with the public realm.

Brick is used for the second level and reflects the predominant building material for dwellings in this area. The brick blends into the first and third levels to tie the massing together together while stone accent walls are used on the first level to create an immediate high quality street appeal. Siding is used on the third level to break apart the building massing and add texture and colour.

The building facades are designed to reinforce a consistent street framing along Polaris Way as well as the gateway entry from Mississauga Road. The variation in building material is augmented by the architectural articulation through windows, and push-pull massing to break up the longer townhouse building walls. These include the third storey staggered insets, and projecting porch roofs.

The front of the Proposed Development along both street frontages is landscaped with sodding and spacious planting areas. A pedestrian walkway is also proposed to connect each dwelling unit to the private road leading to Mississauga Road, where a future sidewalk is anticipated to provide north-south pedestrian connection.



Rendering of Proposed Development - north side of Polaris Way



Rendering of Proposed Development - looking northeast from Polaris Way and Mississauga Road intersection



Proposed Development – example front elevation (Block 2)



Proposed Development – example rear elevation (Block 2)

2.4 REQUIRED APPLICATIONS

As confirmed through discussions with City Staff, the Proposed Development requires planning applications to amend the Official Plan and Zoning By-law.

An Official Plan Amendment (OPA) is necessary to permit a townhouse development whereas the current Residential Low Density I designation only permits a detached dwelling, semi detached dwelling, and duplex dwelling as residential uses. The OPA is also required to address the policies regarding Mississauga Road as a scenic route, where lands abutting Mississauga Road are subject to a minimum lot depth of 40 metres.

An amendment to Zoning By-law 0225-2007 (ZBA) is required to permit the Proposed Development by addressing provisions relating to permitted residential use in addition to tailoring a series of performance standards, including height, lot frontage, and setbacks.

As outlined further herein, the proposed OPA and ZBA are consistent with the Provincial planning direction and framework, including the newly implemented Provincial Planning Statement, and conforms with the Regional and Municipal Official Plans. The draft OPA and ZBA are included herein as Appendix A and B.

A Site Plan Approval (SPA) application will be required for the Proposed Development at the site design detail stage. An SPA application will be submitted following the land use entitlements phase.

A Draft Plan of Condominium to establish the parcel of tied land (POTL) and common elements, such as the private road and visitors parking area, will also be required.

2.5 COMMUNITY ENGAGEMENT PLAN

The previous owners had attended two Development Application Review Committee (DARC) meetings: September 3, 2023 and May 28, 2024. A community consultation meeting was held December 5, 2023. Residents' concerns pertained mainly to potential traffic impact, noise, and land use. A summary of the community meeting is provided in the Community Meeting Report dated April 2024 (Appendix C).

Comments from Staff's initial review of the townhouse and semi detached development concept as well as feedback from the community were considered and informed the revisions presented at the second DARC meeting.

The Proposed Development is largely based on the rendition presented at the second DARC meeting with additional adjustments to account for Staff comments at the May 28, 2024 meeting, including, but not limited to:

- Removing staggering of townhouse units to create a consistent rear yard setback;
- Reconfiguring the accessible parking space to be parallel with visitors parking spaces;
- Increasing building setback from Mississauga Road to 3.3 metres;
- Providing pedestrian connection to Mississauga Road from the interior of the site;
- Providing additional dimensions; and
- Illustrating location of mechanical and operational elements, such as air conditioning units; refuse pick up area, transformers, and mailboxes.

The Owner intends to meet the Official Plan policies relating to a collaborative planning process as outlined in Chapter 3.

Following the meeting and receipt of the checklist, the project team prepared the requisite submission items in consideration of the Staff and community comments. The City posts active development applications on their online portal for public viewing. A physical Notice Sign will also be posted on the Subject Site.

Members from the public are able to submit comments and area residents will also be circulated a notice of application ahead of a Statutory Public Meeting, where they will have the opportunity to provide feedback to Council.

While City Councillors are notified of the submission of development applications within their ward, Provincial and Federal representatives may be contacted in specific instances as well.

The Subject Site is located in the Mississauga—Erin Mills electoral district at the Federal and Provincial levels and Ward 8 at the Municipal level.

Federal MP: Iqra Khalid

Constituency Office: 41-3184 Ridgeway Drive
Mississauga, Ontario L5L 5S7
Phone: 905-820-8814
Email: iqra.khalid@parl.gc.ca

Provincial MP: Sheref Sabawy

Constituency Office: 4181 Sladeview Cres, Unit 40
Mississauga ON L5L 5R2
Phone: 905-820-8851
Email: sheref.sabawy@pc.ola.org

Local Councillor: Matt Mahoney

Constituency Office: 300 City Centre Drive
Mississauga, ON L5B 3C1
Phone: 905-896-5800
Email: matt.mahoney@mississauga.ca

3.

PLANNING
FRAMEWORK
SUMMARY

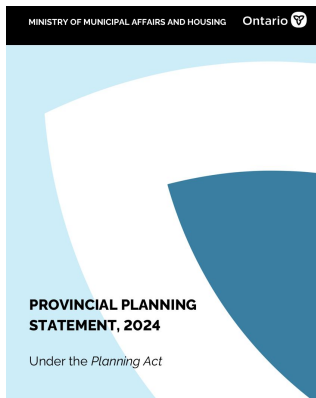
3. PLANNING FRAMEWORK SUMMARY

3.1 PROVINCIAL POLICIES



Planning Act, R.S.O 1990, c. P.13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including: the adequate provision and efficient use of infrastructure, the orderly development of safe and healthy communities; the adequate provision of a full range of housing, the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians; and the appropriate location of growth and development.



Provincial Planning Statement, 2024

On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and released an updated Proposed Provincial Planning Statement, 2024 to supplement the series of legislative changes aimed at supporting Ontario's Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031. On October 20, 2024, the Provincial Planning Statement was introduced to streamline province-wide land use planning policy by effectively consolidating and replacing the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

The new document provides municipalities with the tools and flexibility to build more homes to support the Provincial target of building 1.5 million new homes by 2031. It focuses on facilitating continued growth within the Province through policies that will result in increasing intensification - particularly around transit investments, promoting a range and mix of housing options, providing infrastructure to support development, and making more land available for development.

Bill 23: *More Homes Built Faster Act, 2022* and 2031 Municipal Housing Targets

On October 25, 2022 the Ontario Government introduced Bill 23, the *More Homes Built Faster Act 2022*, that proposes extensive changes to the planning and land development system in Ontario. On the same day Bill 23 was introduced, the Province issued a bulletin assigning housing targets to selected lower and single tier municipalities in Southern Ontario. The Province's goal for the Bill is to facilitate the construction of 1.5 million new homes, of which 120,000 homes are targeted in Mississauga, by 2031.

3.2 2041 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, Metrolinx adopted the 2041 Regional Transportation Plan (RTP) to build on the regional transportation foundations set by The Big Move, 2008. The 2041 RTP continues to respond to the region's rapid growth and outlines a long term transportation framework for governments and agencies to build on an integrated and coordinated transportation system.

The RTP seeks to ensure land use and growth management complement a well-connected, reliable, and frequent transit and active transportation systems that provide seamless travel within and between municipal jurisdictions.

Chapter 3 sets the vision and goals, stating the following as Vision 2041:

“The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”

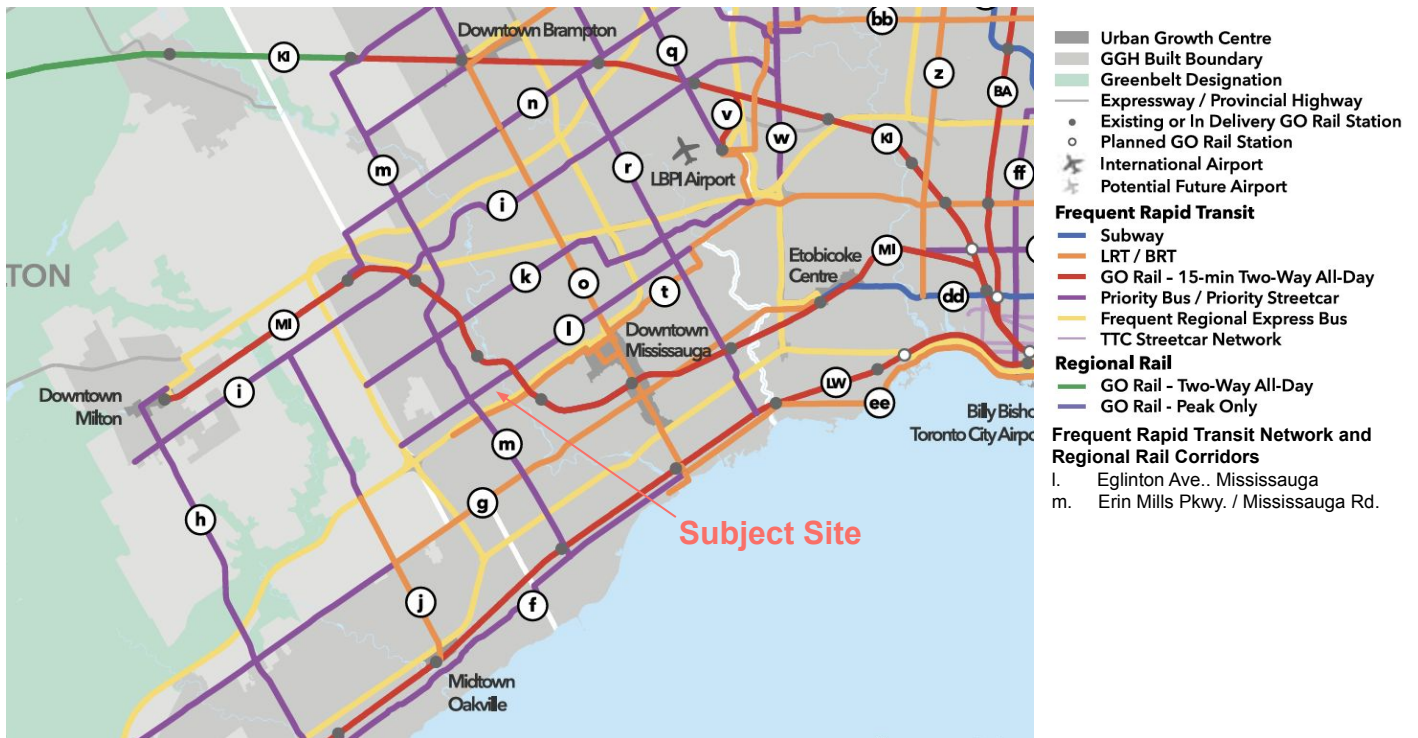
Relevant strategies to achieve the objectives of this vision include Strategy 4 - Integrate transportation and land use, and Strategy 5 - Prepare for an uncertain future. Each strategy includes a number of priority action items including:

- Pedestrian access to workplaces and destinations;
- Ensure that design excellence is applied to architecture, urban design and landscape architecture;
- Proactively prepare for a future with low-carbon mobility options; and
- Continue supporting compact and mixed use development that help reduce travel by motor vehicles.

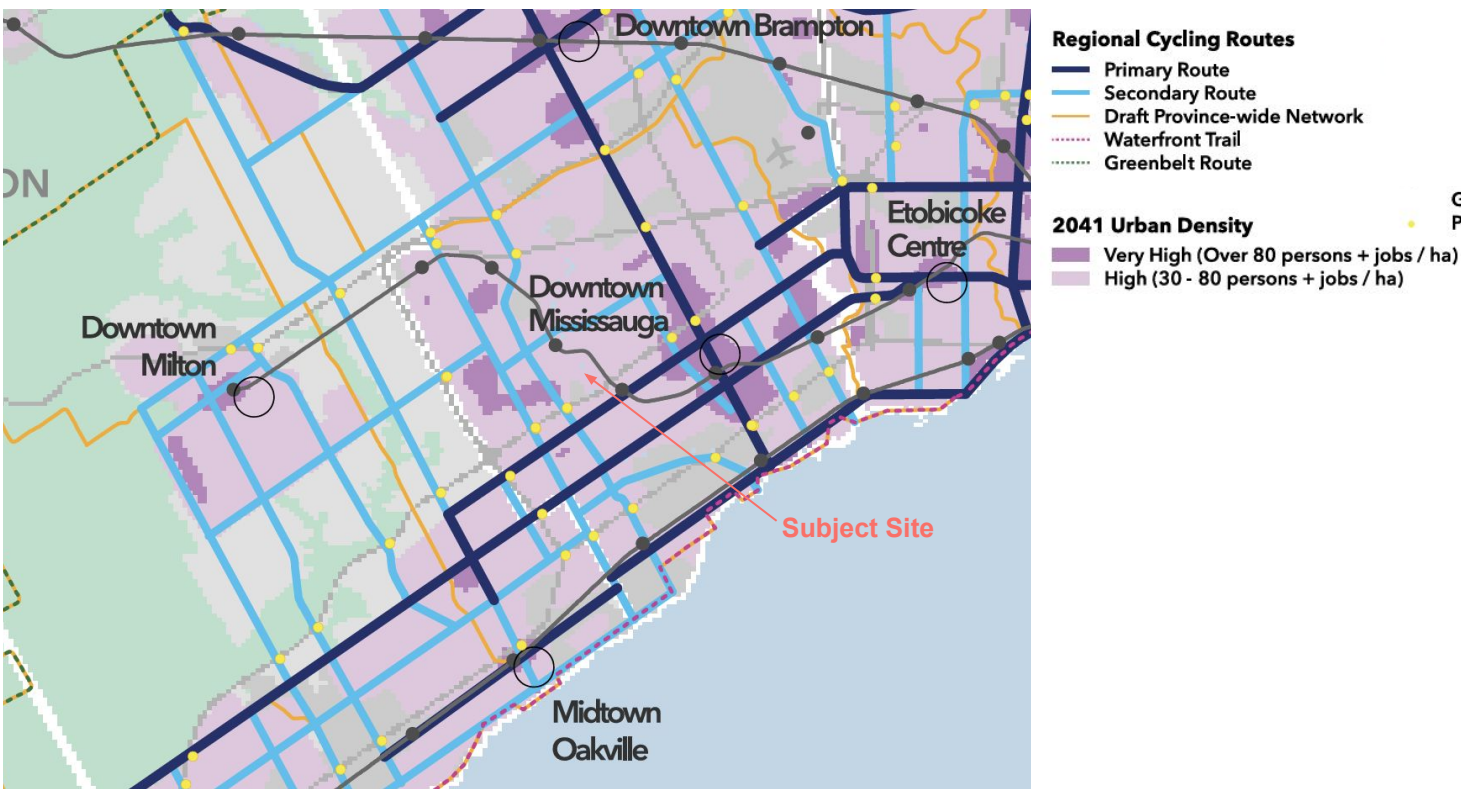
The RTP identifies the Eglinton Avenue Priority Bus in Map 5: 2041 Frequent Rapid Transit Network and Map 6: Complete 2041 Frequent Rapid Transit Network maps, as well as the Milton GO Line.

Nearby cycling routes also identified as regional cycling routes. Where school-related trips account for 20% of travel by GTHA residents, the RTP sets a goal of increasing this figure to 60% for students walking or cycling to school.

The RTP plans for a density of 30-80 people and jobs per hectare for the settlement area of Mississauga and a minimum density of at least 80 people and jobs per hectare in its growth centres.



Regional Transportation Plan Map 6: Complete 2041 Rapid Transit Network excerpt



Regional Transportation Plan Map 9: 2041 Regional Cycling Network excerpt

3.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan (ROP) was adopted by Regional Council on April 28, 2022 and approved by the Minister of Municipal Affairs and Housing (MMAH) on November 4, 2022.

The purpose of the ROP is to provide direction and policy to guide growth and development across the Region in a comprehensive manner. The ROP acts as an upper tier policy framework that implements directions given by the Province and allows for implementation of local Official Plans and Zoning By-Laws.

Bill 23 (*More Homes Built Faster Act, 2022*) and Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) removed planning policy and approval responsibilities from upper tier municipalities, including the Region of Peel as of July 1, 2024. As such, the Region integrated the ROP to that of the local municipalities to carry forward Regional planning and growth management direction.

The Subject Site is designated as ‘Urban System’ in Schedule E-1 Regional Structure. The detailed land use policies are deferred to the local official plan of the City of Mississauga.

Urban System Policies

Chapter 5 pertains to the Regional structure. It is clear in its intent to create complete communities that respond to the pressures of growth while protecting the natural environment and the Regional and its municipalities’ economic health.

Policies 5.3.1 and 5.4.6 directs the vast majority of new population and employment growth to the Urban System to optimize existing and planned infrastructure investments. This is further detailed in Policy 5.4.7 to promote the integration of land

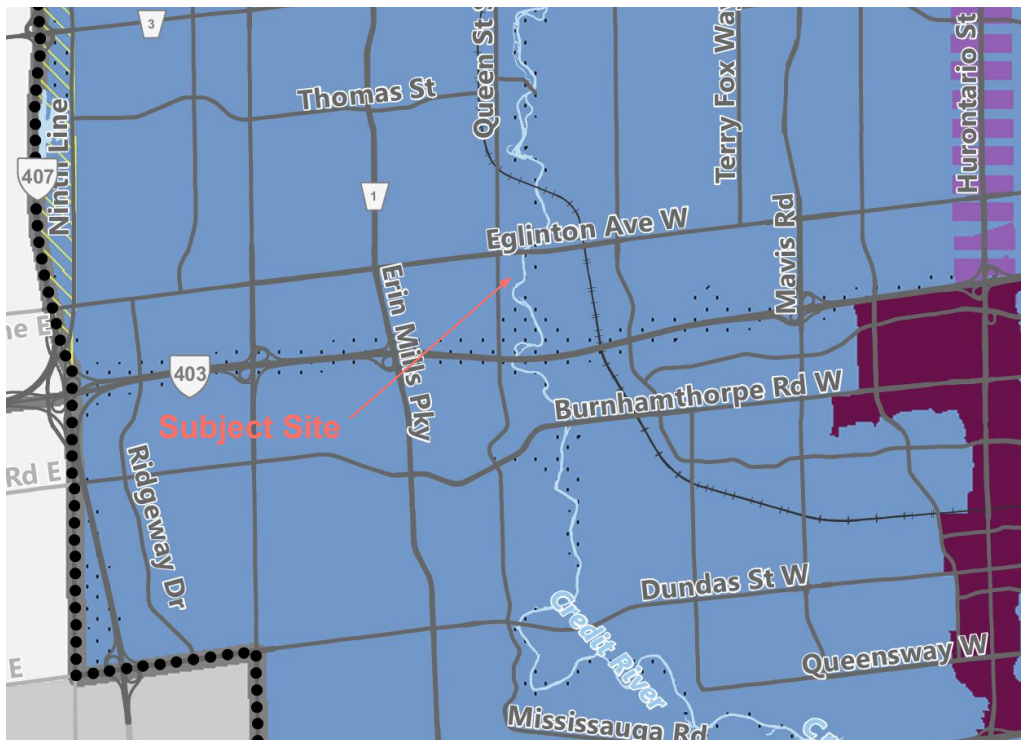
use planning, growth management, transit supportive development intensification, and infrastructure planning to achieve cost effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 5.4.18 specifically provides objectives and policies to promote intensification, referencing the former Growth Plan’s minimum requirement of 50% of all residential development to be within existing built up areas.

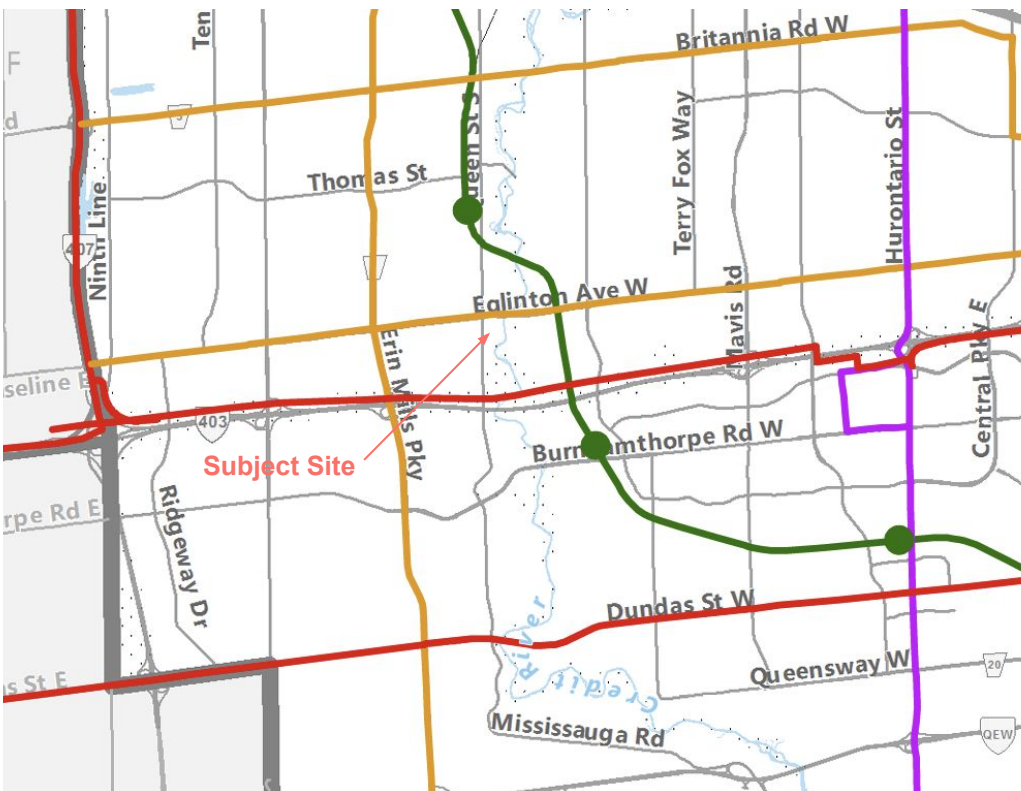
These directions are echoed in the Urban Systems land use designation section, with Policy 5.6.3 setting the clear objective for Urban Systems as areas to achieve intensified and compact built form to efficiently use land, services, infrastructure and public finances while taking into account the local context. This objective is supported by Policy 5.6.12 which directs for the efficient provision and financing of Regional facilities and services by encouraging compact built forms of redevelopment.

Policy 5.6.4 seeks to achieve an urban structure, form, and densities that support transit and are pedestrian friendly. This objective is supported by Policy 5.6.15, which directs municipalities support transit supportive urban development, provide transit supportive opportunities for redevelopment and intensification, and support the design of CPTED principles to promote safe pedestrian environments.

Policy 5.4.10 directs local municipalities to develop complete communities that offer a mix of housing in a manner that reduces the reliance of private automobiles in favour of supporting public infrastructure and service investments.



Region of Peel Official Plan Schedule E-1 Regional Structure excerpt



Region of Peel Official Plan Schedule F-1 Rapid Transit Corridors excerpt

3.4 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (OP) was adopted by City Council on September 29, 2010 and came into partial effect on November 14, 2012. The most current version of the OP includes amendments up to March 4, 2024. Sections of the ROP are also now considered part of the OP as of July 1, 2024 due to Provincially mandated changes as discussed in Section 3.3.

As mandated by the *Planning Act*, the OP sets objectives and policies to guide how the City will grow and develop. The goals and policies of the current OP are intended to be achieved by 2031 and provide the basis for various facets of city building, including land use and urban design, transportation, housing, culture and heritage, the environment, and the economy.

The OP designates the Subject Site as 'Neighbourhoods' on Schedule 1 Urban Systems and Schedule 1b Urban Systems - City Structure. 'Residential Low Density I' on Schedule 10 Land Use Designations. The Subject Site is within the Central Erin Mills Neighbourhood in Schedule 9 Character Areas.

Eglinton Avenue is identified as a 'Corridor' on Schedule 1c Urban System - Corridors, 'Arterial' on Schedule 5 Long Term Road Network, and 'Transit Priority Corridor' on Schedule 6 Long Term Transit Network. Mississauga Road is identified as a 'Major Collector (Scenic Route)' on Schedule 5 Long Term Road Network with a right-of-way width of 26 metres, as illustrated on Schedule 8 Designated Right-of-Way Widths.

Eglinton Avenue and Mississauga Road are both identified as 'Primary On-Road / Boulevard Routes' on Schedule 7 Long Term Cycling Routes.

Growth Management Policies

The OP recognizes the opportunity and importance of integrating development with existing and planned transit infrastructure as the City continues to meet its 2031 population forecast of 805,000. It acknowledges that over time the City will evolve and is strategically encouraging compact, mixed use developments to reduce the need for extensive travel and enhances opportunities for walking and cycling to minimize impacts on the natural environment and promote public health.

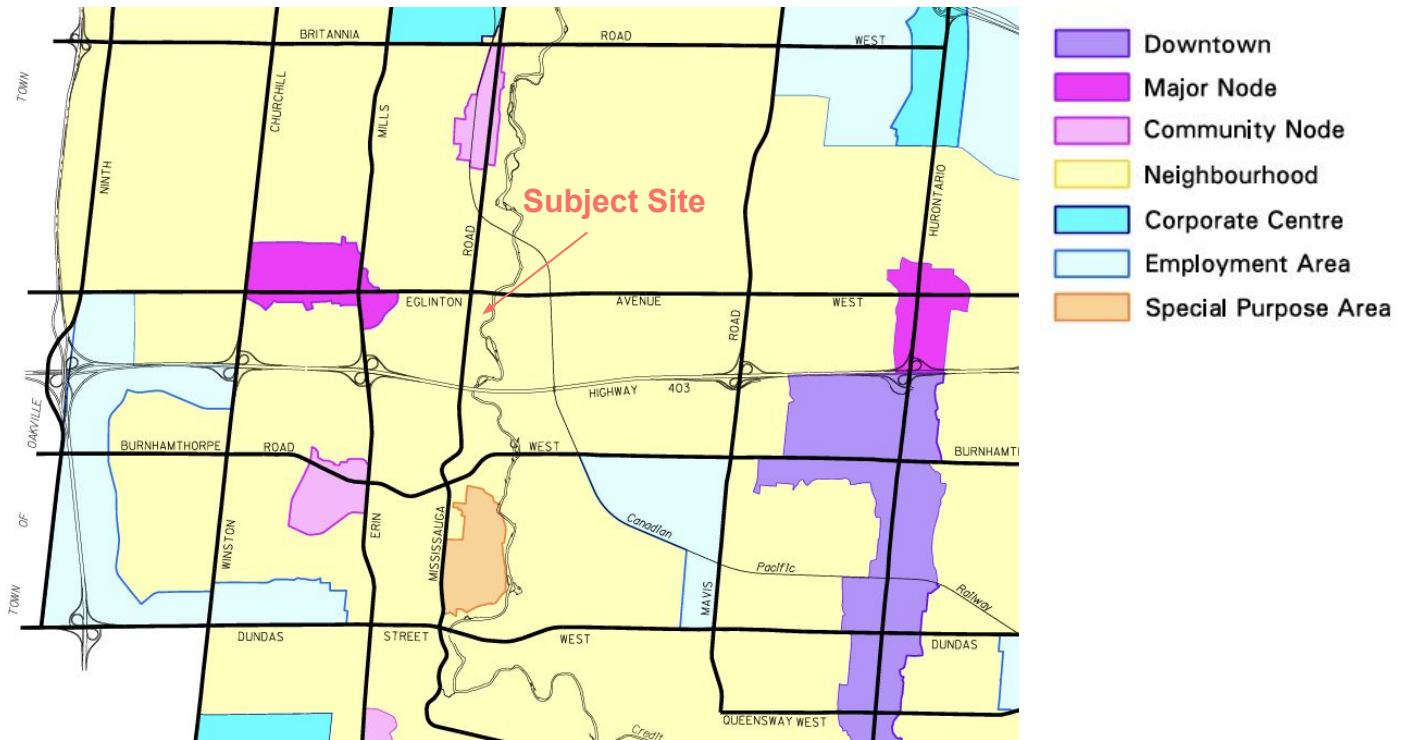
Policy 5.1.2 notes that the City will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

Policy 5.1.3 directs appropriate locations to ensure that resources and assets are managed in a sustainable manner to utilize existing and proposed services and infrastructure such as transit and community infrastructure; meet long term needs; build strong, livable, universally accessible communities; and promote economic prosperity.

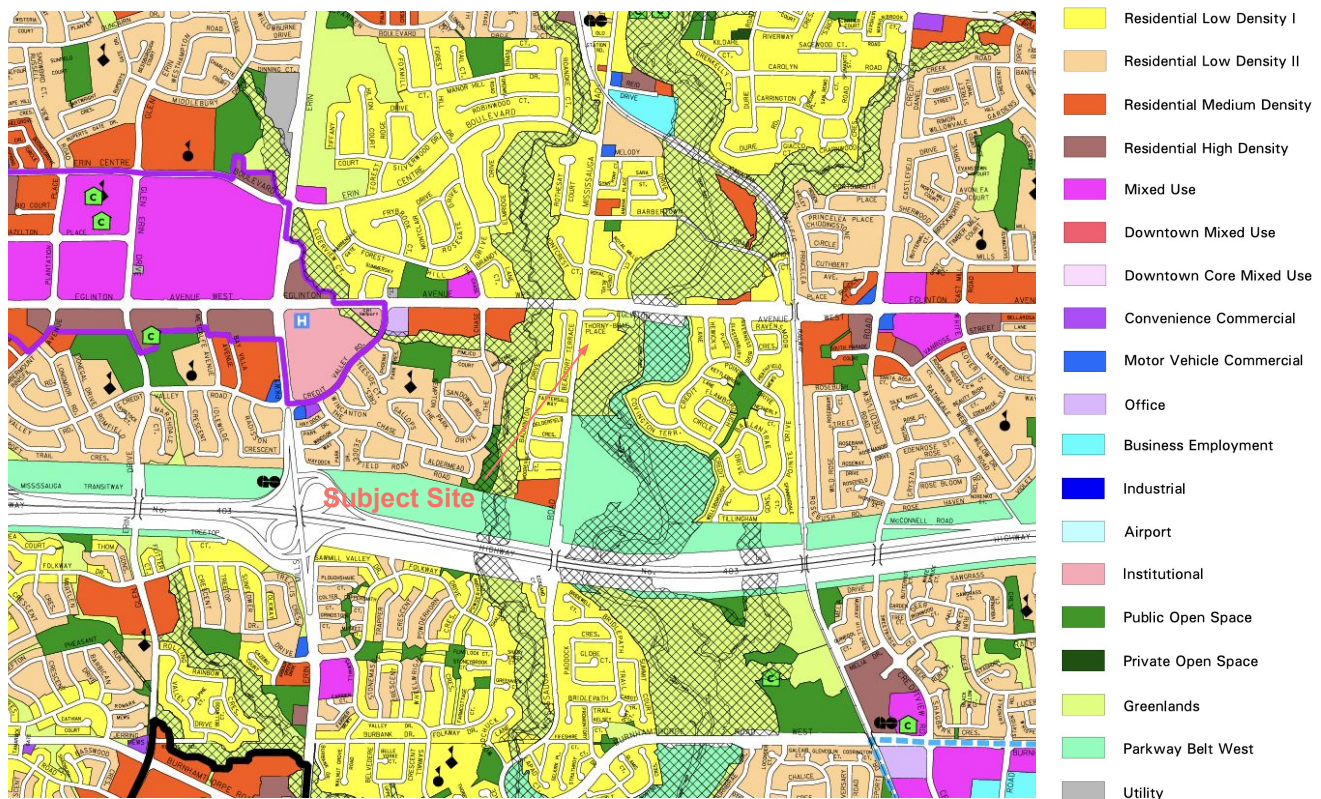
Policy 5.1.6 builds on the above by encouraging compact, mixed use development that is transit supportive and in appropriate locations to provide a range of local live/work opportunities.

Despite Neighbourhoods being characterized as stable areas, Policy 5.3.5 notes that this does not mean that they are static or that new development must imitate previous development patterns, but they should be sensitive to the existing and planned character.

Policy 5.3.5.5 and 5.3.5.6 state that residential intensification within Neighbourhoods should be compatible in built form and scale to surrounding development by providing appropriate transitions in use, built form, density, and scale.



City of Mississauga Official Plan Schedule 1b Urban System - City Structure excerpt



City of Mississauga Official Plan Schedule 10 Land Use Designations excerpt

Housing Policies

The City of Mississauga OP contains policies regarding the provision of a range of housing, and policies that support the concept of ‘complete communities’. Complete communities are intended to offer a wide range of housing options, employment opportunities, and nearby amenities and services so that the day to day needs of residents can be easily met throughout all stages of their life.

Section 7.2 notes providing housing to facilitate aging in place and attracting new young adults as an important task for the City which builds on the existing housing stock geared to the needs of families with children. It expects future development to be in higher density forms and directs apartments to the Downtown, Major Nodes, and Community Nodes, whereas Neighbourhoods will remain relatively stable.

Policy 7.2.1 directs the City to ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of residents.

Policy 7.2.2 a. Provides direction for the development of a range of housing choices in terms of type, tenure, and price.

Policy 7.2.3 ensures that planning decisions relating to housing fully implement the intent of the Provincial and Regional housing policies.

Policy 7.2.8 encourages design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality.

Mobility Policies

The City’s transportation system consists of networks for pedestrians, cyclists, transit, rail, and drivers for the efficient movement of people and goods. As the City continues to grow with vehicle trips still accounting for a significant share of total trips, there is a shift towards evolving into a more urban built form from the former suburban template to prioritize transit and active modes of transportation for a more sustainable, safe, and healthy future.

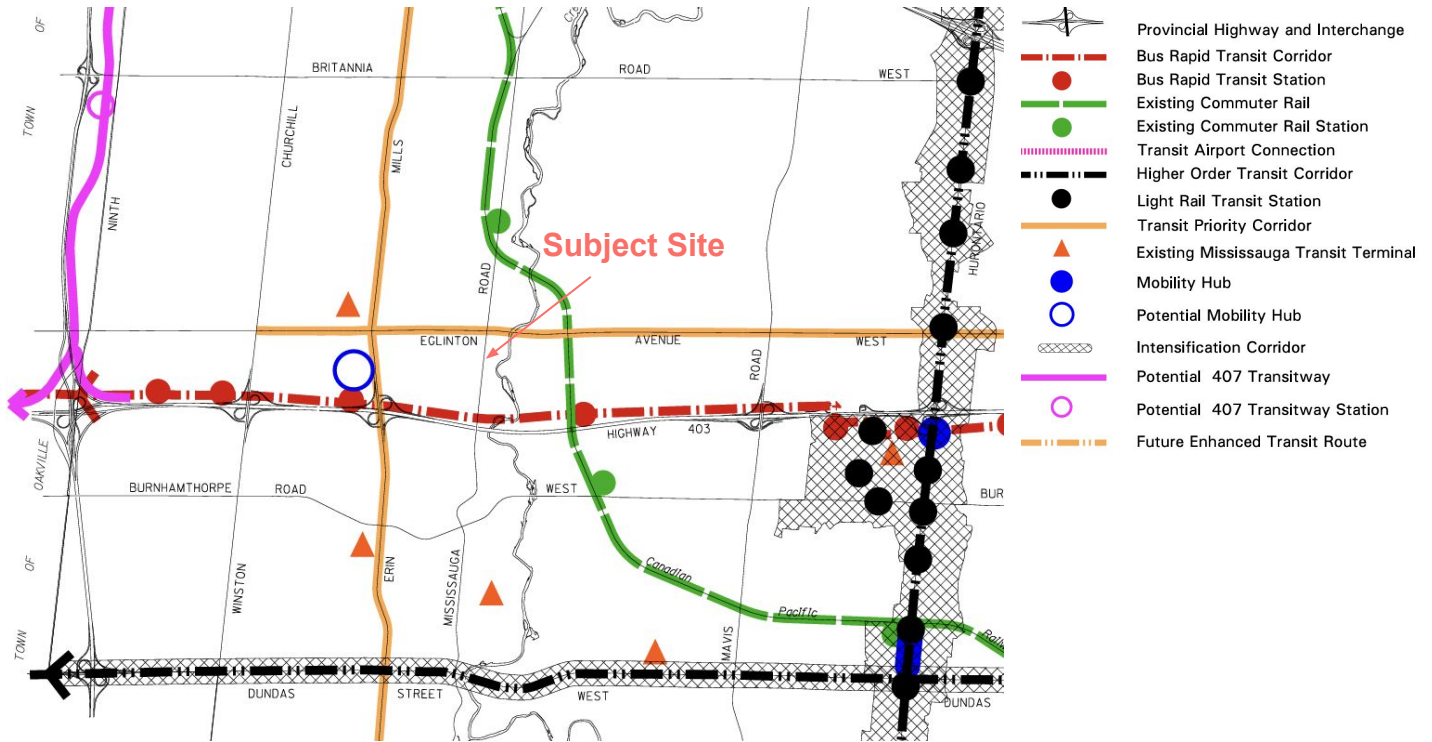
Policy 8.1.1 provides direction for the creation of a multi modal transportation system to provide transportation choices that encourage a shift in lifestyle towards more sustainable transportation modes, such as transit and active transportation.

Policy 8.1.8 plans for the efficient utilization of transportation infrastructure and encourages the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements, and shared parking, and prioritizes transit (Policies 8.1.11 and 8.1.12).

Policy 8.1.9 protects the planned utilization of transportation corridors to meet current and projected needs for various travel modes.

Sections 8.2.1 and 8.2.2 relate to corridors and the road network, noting that the creation of new roads to support more compact development and increased traffic volumes associated with future growth will be required in some areas. In addition to utilities and vehicular travel, rights-of way should also consider safe pedestrian and cycling movement.

Policy 8.2.2.1 b. Directs major collectors in Neighbourhoods to be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities.



City of Mississauga Official Plan Schedule 6 Long Term Transit Network excerpt



City of Mississauga Official Plan Schedule 7 Long Term Cycling Routes excerpt

Policies 8.2.3.8 and 8.2.3.9 intend for transit investment and land use planning to function in tandem with access to transit being provided in walking distance to where people live and work. The modal share of transit users is expected to increase as infill and intensification advances within the built boundary.

As per Policy 8.2.4.5, all new roads are expected to provide sidewalks or multi use trails to promote pedestrian activity as an integral part of developing healthy communities.

Policy 8.3.1.4 relates to scenic routes as corridors where changes along the route should reinforce or enhance the scenic route qualities.

With respect to parking, Section 8.4 provides policy directions to relegate it from grade related uses to support good urban design, promote economic development, and influence travel behaviours.

Policy 8.4.1 directs off-street parking facilities in new developments to provide safe and efficient access from the road network, provide for the needs of people with disabilities, and support TDM measures.

Policies 8.4.2 and 8.4.3 encourage the shared use of parking and consider reducing off-street parking requirements where there is access to transit and other traffic impact matters are adequately addressed.

Urban Design Policies

Chapter 9 of the of the OP provides urban form and built form policies and appreciates that the City is defined by a mix of buildings of varying scales and types that shape the interaction between people and places. The policies in this chapter focus on achieving a sustainable urban form with high quality urban design a strong sense of place.

Policy 9.1.3 directs infill and redevelopment within Neighbourhoods to respect the existing and planned character.

Policy 9.1.8 intends for the public realm to be transformed to create a strong sense of place and civic pride.

Policy 9.1.9 promotes an urban form that supports an efficient multi modal transportation system and greater utilization of transit and active transportation modes.

Policy 9.1.11 protects the distinct character for each community through road pattern, building massing and height, streetscape elements, preservation, and other contextual elements.

Section 9.2 speaks to the city pattern and the City's objective of creating complete communities. It differentiates the type of development envisioned for intensification versus non-intensification areas and notes that new development in stable neighbourhoods do not need to mirror existing development, but will be required to respect and be compatible with the surrounding area.

Non-intensification areas, such as Neighbourhoods, are expected to experience limited growth and change. New development in these areas should be respect the existing or planned character and scale.

Policy 9.2.2.3 recognizes that while new development need not mirror existing development in Neighbourhoods, it will:

- Respect existing lotting patterns;
- Respect the continuity of front, rear, and side yard setbacks;
- Respect the scale and character of the surrounding area;
- Incorporate stormwater best management practices;

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

Policies relating to the public realm are provided in Section 9.3 and give direction on the design of new developments (Policy 9.3.1.4), including:

- Respecting the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;
- Achieving a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;
- Being pedestrian oriented and scaled and supportive of transit use;
- Being attractive, safe, and walkable; and
- Accommodating a multi modal transportation system;

Policy 9.3.3.11 applies to developments adjacent to scenic routes, such as Mississauga Road, including but not limited to:

- Preserving the historic streetscape character and appearance, consisting of only detached dwellings and will generally be on lots with a minimum depth of 40 metres;
- Encouraging direct vehicular access to Mississauga Road;
- Upgrading building elevations, including principal doors and fenestrations facing Mississauga Road;
- Building massing, design, setbacks and lot frontages consistent with surrounding buildings and lots;
- Discouraging projecting garages; and
- Reducing reverse movements and the number of driveway entrances through alternative on-site turnarounds, such as hammerhead driveways.

Policies in Section 9.4 build on the policy direction from chapters relating to growth management and mobility, promoting transit oriented development (Policy 9.4.1.1) and provides design directions in Policy 9.4.1.3 to achieve this, including:

- Locating buildings at the street edge, where appropriate;
- Requiring front doors that open to the public street;
- Ensuring active facades and high quality architecture;
- Appropriately massing in context; and
- Providing pedestrian safety and comfort.

Section 9.5 provides policies relating to site development and buildings, addressing how developments are intended to demonstrate compatibility with the surrounding land uses through effective transition in densities and scale, and relationship to natural features (Policy 9.5.1.1).

Policy 9.5.1.2 notes that there should be regard to various components when demonstrating compatibility and appropriate transitions, including street and block patterns, lot size and configuration, the continuity and enhancement of streetscapes, size and distribution of building mass and height, building setbacks, building orientation, landscaping, architectural character, privacy and overlook, and function.

Policy 9.5.1.11 intends for new residential developments abutting major roads to mitigate traffic noise and ensure attractiveness of the thoroughfare.

Policy 9.5.3.6 further builds on this and notes that street facing facades should have the highest design quality where exposed to the public view. Buildings should be pedestrian oriented (Policy 9.5.3.7) and avoid blank street wall conditions (Policy 9.5.3.8).

Residential Land Use Policies

Policy 11.2.5.1 outlines four Residential land use density categories: Low Density I, Low Density II, Medium Density, and High Density.

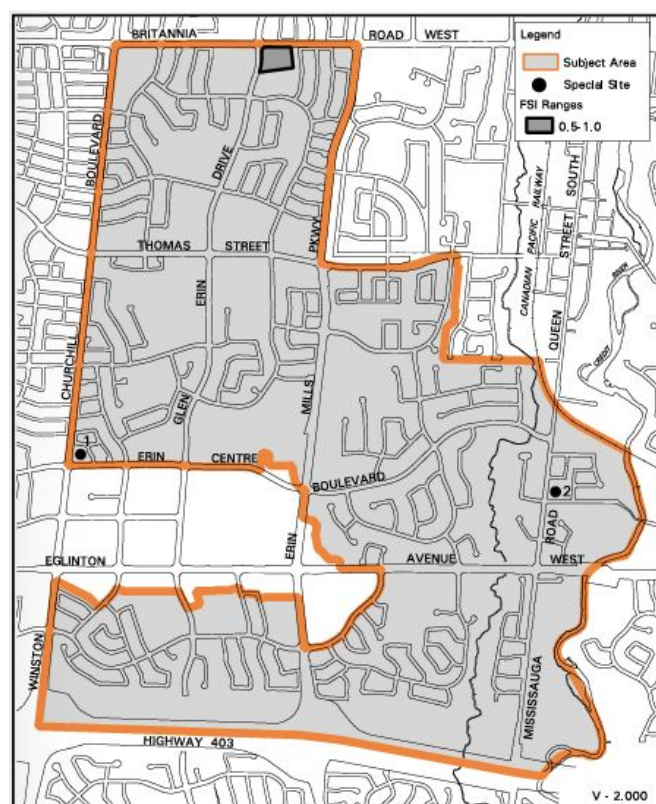
Residential Low Density I permits detached dwellings, semi-detached dwellings, and duplex dwellings (Policy 11.2.5.3).

Townhouse type dwellings are introduced in Residential Low Density II, specifically as street townhouses, and permitted in all forms in the Residential Medium Density designation (Policies 11.2.5.4 and 11.2.5.5).

Central Erin Mills Neighbourhood Policies

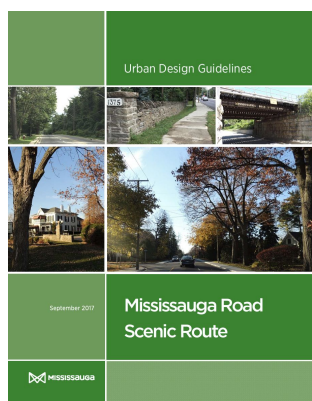
There are 23 Neighbourhood Character Areas in Mississauga, including the Central Erin Mills Neighbourhood. These Neighbourhoods are generally intended to limit building height up to 4 storeys, unless specified otherwise (Policy 16.1.1).

Minimum frontages and lot area will be evaluated in context for new developments within lands designated Residential Low Density I and Residential Low Density II (Policy 16.1.2).



Central Erin Mills Neighbourhood Character Area map

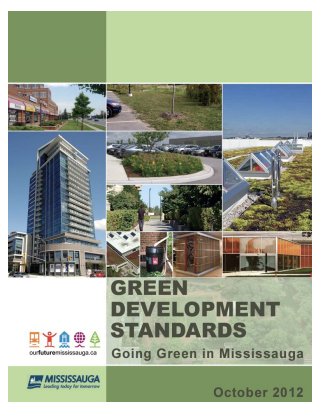
3.6 PLANS AND GUIDELINES



Mississauga Road Scenic Route Urban Design Guidelines

The City of Mississauga released the Mississauga Road Scenic Route Urban Design Guidelines (UDG) in September 2017 following the 1997 Mississauga Route Study and a review of these policies in 2012. These initiatives were in response to the increasing residential intensification pressures along the Mississauga Road corridor and the City's desire to ensure future development would be designed to be compatible with the established character and minimize undue impacts on adjacent properties.

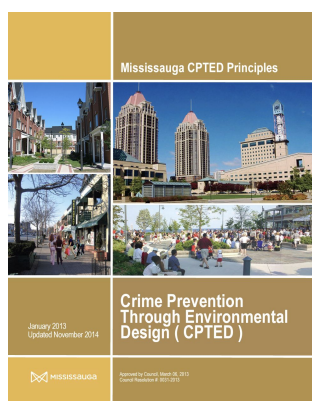
The Policies highlighted in Section 3.4 under Urban Design Policies, specifically Policy 9.3.3.11, implement the direction provided in the UDG.



Green Development Standards: Going Green in Mississauga

The Green Development Standards (GDS) focus on achieving sustainability and environmental responsibility in new developments through all stages of development, including design elements site works, construction, and maintenance programs.

Various techniques drawing from Low Impact Development (LID) are detailed to introduce stormwater management best practices to maximize natural infiltration and retention on site. The GDS also provide direction on soft landscaping, pedestrian and cycling comfort, exterior building design, and 'green' development certification programs.



Mississauga CPTED Principles

Crime Prevention Through Environmental Design (CPTED) is a proactive crime reducing design technique that draws on minimizing the environmental conditions that may otherwise facilitate crime related activities. The principles of CPTED aim to create safer communities and improve the quality of life for residents and visitors.

Design strategies include increasing the perception of natural surveillance, natural access control, creating a sense of ownership, and installing mechanical forms of surveillance and access control.



Growing Mississauga: An Action Plan for New Housing

To meet the 2051 Provincial growth targets, the City developed an action plan to build 120,000 new units, including the infrastructure upgrades required to support the growth. Whereas housing has historically delivered in the form of low density, single detached homes, the City acknowledges that this form of housing is no longer sustainable and a majority of new units will be achieved through infilling existing areas with townhouses, and other 'missing middle' built forms.

4.

PLANNING
EVALUATION

4. PLANNING EVALUATION

4.1 *PLANNING ACT*, R.S.O 1990, c. P. 13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including:

- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- the appropriate location of growth and development;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the mitigation of greenhouse gas emissions and adaptation to a changing climate; and,
- the promotion of built form that:
 - o is well-designed,
 - o encourages a sense of place, and,
 - o provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

Analysis

The Proposed Development has been designed with regard for the matters of Provincial interest established in Section 2 of the *Planning Act*.

The Subject Site has been approved for residential development as part of previous planning applications, including a draft plan of subdivision to accommodate new residential dwelling units along a private road.

The Proposed Development increases the variety and type of housing in an area characterized by predominantly single detached dwellings. The 36 units are provided as semi detached dwellings and townhouse dwellings are intend to target a range of potential households, including young couples, families, and people looking downsize while remaining in the community.

The proposal increases the density through a form that relates to the existing and evolving low rise context with compatible design to not unduly impact the established neighbourhood character. It has been designed to respond to the existing streetscape, mitigate impact to adjacencies, and provide building articulation to create an attractive and interesting infill development that considers its context.

The more compact form of new housing delivery supports policy direction for the efficient use of land and infrastructure investment including transit, and creates a pedestrian oriented environment to promote active forms of transportation.

The proposal reflects the orderly development of lands within a fully serviced, transit supported context that is planned to accommodate limited growth to help meet the City's growth targets in an efficient manner by protecting and supporting Provincial, Regional, and Municipal investments.

Overall, the Proposed Development has regard for the relevant matters of Provincial interest outlined in Section 2 of the *Planning Act*.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act*, 2024 and released a proposed Provincial Planning Statement, 2024 (“PPS”). The final version of the new PPS came into effect October 20, 2024.

The PPS consolidates the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe and consequently revokes the two documents while encapsulating the series of legislative changes aimed at supporting Ontario’s Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031.

It prioritizes compact and transit supportive design to optimize investments in infrastructure and public service facilities to improve access to housing, quality employment, services and recreation for residents.

Section 2.1 of the PPS requires planning authorities regard Provincial growth forecasts and provide for an appropriate range and mix of housing options and densities.

Section 2.2 directs planning authorities to permit and facilitate a range of development types to support residential intensification that would result in a net increase in residential units, which efficiently use land, resources, infrastructure, and public service facilities. It also promotes transit supportive development and the prioritization of intensification nearby transit.

Sections 2.3 recognize settlement areas as the focus areas for growth and development and reiterate the importance of efficiently using land and optimizing existing and planned infrastructure and public service facilities.

Section 2.9 ties land use planning with climate change mitigation, directing planning authorities to reduce greenhouse gas emissions through compact, transit supportive development.

Analysis

The Proposed Development is supportive of the Provincial direction to optimize land and infrastructure investment by providing housing in an appropriately compact, efficient form through infill intensification near transit and active transportation corridors.

It introduces a form of housing that is compatible with the predominant built form, increasing the range of housing options available for future residents, whereas most of the built context was completed in the late 1980’s during the rise of single detached cul-de-sac patterned subdivisions replacing agricultural lots. It also maintains the direction for a scenic road along Mississauga Drive with an active and attractive streetscape on an otherwise vacant lot.

The location promotes the concept of transit oriented communities and development by increasing density near transit routes to promote potential ridership. It also supports active modes of transportation being along a cycling route and through its siting within walking distance to commercial streets and major shopping centre.

The appropriately compact design and location of the Proposed Development promotes environmental sustainability to mitigate climate change impacts while contributing to a meaningful scale of housing to accommodate growth forecasts within a well serviced and established settlement area.

In our opinion, the Proposed Development conforms to the policy direction of the Provincial Planning Statement in achieving its vision to increase the supply and mix of housing options on lands nearby existing and future transit corridors to support a the efficient use of land and public infrastructure investment.

4.3 REGIONAL TRANSPORTATION PLAN

The mandate to create a Regional Transportation Plan is embodied in the *Greater Toronto Transportation Authority Act, 2006* which established Metrolinx and directed it to create a long term strategic plan for an integrated, multi modal, regional transportation system. As defined by the Act, this is to be a transportation plan that:

- Takes into account all modes of transportation;
- Makes use of intelligent transportation systems;
- Promotes the integration of local transit systems with each other and with the GO Transit system;
- Works towards easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and
- Promotes transit supportive development and the viability and optimization of transit infrastructure.

Analysis

The Subject Site is identified as being within a “High” 2041 Urban Density Area in the RTP’s Regional Cycling Network map and is anticipated to benefit from convenient access to transit and high order transit routes in addition to active transportation networks.

Eglinton Avenue, located approximately 165 metres or a 2 minute walking distance to the north, is identified as a Frequent Rapid Transit corridor serviced by a Priority Bus on the RTP Map 6: Complete 2041 Rapid Transit Network. This is an anticipated to build on the work by the Province for the Eglinton Crosstown LRT and planned Eglinton Crosstown West Extension, which will extend the higher order transit service to the Renforth Transitway station. This transit corridor effectively connects Mississauga through midtown Toronto and into Scarborough.

Further to the north is the Streetsville GO station, part of the Milton GO Corridor. This is the third busiest line in the GO network, with over 7 million riders per year ([City of Mississauga, 2021](#)).

Mississauga Road is also proposed as a primary local bike route and nearby regional bike routes (Erin Mills Parkway and Britannia Road).

The Proposed Development supports Provincial and Regional transportation investments by optimizing the density on the Subject Site and providing pedestrian connections to the greater transit and active transportation network. The proposal takes into consideration the creation of a well designed pedestrian oriented environment to encourage walking, cycling, and rolling.

In our opinion, the Proposed Development helps achieve the RTP’s vision through efficient land use that is supportive of transit investment, contributing to a healthier, cleaner, and complete community.

4.4 INTENSIFICATION AND LAND USE POLICIES

The Region and City's Official Plan contain a comprehensive set of policies to direct growth to certain strategic growth areas, primarily those well served by transit and amenities nearby transportation corridors. While strategic growth areas are intended to absorb a significant portion of growth, Neighbourhoods are also anticipated to change, albeit at more moderate levels.

Chapter 1 of the ROP and Chapter 4 of the OP work in tandem to establish a vision for the Region and City. They contain a series of vision statement and guiding principles for policy directions that will help achieve this vision. Key priorities include the protection of natural and cultural heritage, mitigating the impacts of climate change by planning for resilience and sustainability, promoting a strong economy, providing a range of mobility options, and creating complete and liveable communities with a range of housing options.

Chapter of the ROP and OP both focus on growth management. The policies contained within both documents direct the vast majority of new population growth into the Urban System to make efficient use of infrastructure investments and support cost effective development patterns such as more compact forms near transit. The ROP directs the local municipalities to carry forward this direction in their respective OPs and promotes the concept of complete communities, where development patterns reduce the reliance of private automobiles and encourages active modes of transportation and transit.

The OP recognizes the importance of integrating development with existing and planned infrastructure, particularly surrounding transit as the reliance of private automobiles is not sustainable for the long term growth and mobility of the City. Policies 5.1.3 and 5.1.6 direct growth to locations that utilize existing and proposed services and infrastructure to meet the City's long term needs. It specifically encourages compact developments that are transit supportive.

These policies are considered alongside the balance of relevant policies throughout the Plan when ascertaining the appropriateness of development within areas designated as Residential Low Rise I within Neighbourhoods. These policies are provided in Chapters 7 and 11.

Policy 11.2.5.3 stipulates the permitted uses within Residential Low Density I as detached dwellings, semi-detached dwellings, and duplex dwellings. Townhouse type dwellings are introduced in Residential Low Density II and permitted in all forms in the Residential Medium Density designation (Policies 11.2.5.4 and 11.2.5.5).

At the same time, Policies 5.3.5.5, 5.3.5.6, and 9.2.2.3 acknowledge that while Neighbourhoods are stable areas where development activity will be limited, that does not mean that they will be static, nor that new development need to emulate the existing patterns. Rather, new infill development should be sensitive to the existing and planned character by providing appropriate transitions in use, built form, density, and scale.

Further, Policy 7.2.1 implements the direction from growth management policies, directing housing to be provided in a manner that maximizes the use of community infrastructure and services to meet housing needs.

Analysis

The Proposed Development introduces a new 36 units in the form of semi detached homes and townhouses. It is on an underutilized, transit oriented site within an mixed use area context characterized by a range of low density housing forms, access to green space, institutional uses, and commercial and retail services.

It is proximate to Eglinton Avenue West, which is identified as a Transit Priority Corridor and Primary On-Road/Boulevard Route cycling term, as is Mississauga Road.

While it is acknowledged that the Subject Site is designated in a low density category within the Residential designation, it is important to note the existing and planned context and respond to the various priorities and intent of the OP as a cohesive policy document.

Within the 800 metre radius context area, further south along Mississauga Road is an existing 3 storey townhouse development and 3 storey seniors residence building. To the west along Eglinton Avenue West is a larger townhouse development. The townhouse form is not a new form contemplated in the area.

The Subject Site maintains the intent of the ROP and OP in locating infill residential development in an area easily accessible to transit and active modes of transportation. It is also nearby many services and amenities, as described Section 1.2.

In accordance with the growth management policies, the infill development is proposed in an appropriate compact form and is transit supportive. It integrates development with existing and planned infrastructure, particularly nearby a Priority Transit Corridor. To meet the housing targets of the Province, Region, and City in a fiscally responsible manner.

Redevelopment projects can include a range of scales and densities in an effort to revitalize existing communities with aged buildings, vacant or underutilized lots to introduce new housing. The importance that infill fits within the existing urban context and minimizes undue impacts on adjacent properties is acknowledged.

The Proposed Development has been designed to reflect this consideration and proposes an appropriate level of intensification, balancing the growth management policy intent with those of housing policies and land use.

Allowing for a semi detached and townhouse infill development aligns with the more contemporary and evolving policy framework and objectives. Despite the differing scale, massing, and form of the existing adjacencies, the Proposed Development is representative of the type of Neighbourhood scale of infill development that should reasonably be anticipated within a site proximate to frequent transit and cycling routes.

The site's location along a major road with less sensitive uses to the north and east suggests that a greater level of intensification is warranted when compared to a similar lot within a Neighbourhoods area bound by other low density and sensitive use.

The proposed level of development on the Subject Site is moderate and appropriate at 3 storeys with the upper level stepped back and varied in building façade materiality and articulation. The front yard is proposed to be sodded to maintain the scenic route streetscape. This attention to design respects and reinforces the existing physical character of buildings and the streetscape.

An Official Plan Amendment and Zoning By-law Amendment is proposed to moderately increase the density beyond what is permitted by Policy 11.2.5.3 due to the Subject Site's location, characteristics, and planned context. The Proposed Developments siting and design appropriately limit the impacts on adjacent properties, respect the prevailing character, and accommodates a modest level of growth within a currently vacant and underutilized site. The Proposed Development is broadly consistent with the intent of the City's Official Plan and supports the objectives of the Regional and Provincial planning framework.

4.5 PUBLIC REALM POLICIES AND GUIDELINES

The Official Plan contains a range of policies that concern the mass, siting, and transition of new development to ensure it fits within the existing and planned context and to limit impacts on adjacent areas. Policies also guide the development of public space around new development to ensure safe, cohesive, accessible, high-quality streetscapes and public spaces.

The Mississauga Road Urban Design Guidelines also provide direction which have been implemented into the OP under Policy 9.3.3.11 and relate to the design, treatment, and programming of developments along the Mississauga Road.

Official Plan Policies

Official Plan Policy 9.1.8 calls for the public realm to be transformed to create a strong sense of place and civic pride.

As per Policy 9.2.2.3, redevelopment in Neighbourhoods should respect the existing development patterns such as lotting, setbacks, scale, character, stormwater management best practices, and landscaping and tree canopy. Further to these policies, which ultimately impact streetscape character and thereby the public realm, Policy 9.3.1.4 provides specific direction on designing for the public realm, including respecting natural heritage features, creating street permeability, fostering a pedestrian oriented environment, and supporting transit use.

Policies 9.4.1.1, 9.4.1.3, 9.5.3.6, and 9.5.3.7 direct developments to design for pedestrian oriented environments and transit supportive communities by locating buildings at the street edge, articulating street facing frontages with access and high quality architecture, and appropriately massing building components to create a safe and comfortable pedestrian environment. Blank walls are discouraged (Policy 9.5.3.8).

Mississauga Road and the Public Realm

The Mississauga Road UDG suggest a variety of site and building considerations regarding public space within and around a proposed development. They prescribe the application of sensitive building massing, limiting vehicle access, high quality materials, and design excellence to ensure that new buildings contribute to enhancing the scenic route.

Building massing, design and setbacks should be consistent with the surrounding buildings and lots. Similar to the intent of the general urban form and urban design policies of the OP, they encourage high quality building elevation design on frontages facing Mississauga Road, including principle doors and fenestration.

Projecting garages are discouraged and vehicular movement should be accommodated on-site to avoid reverse movements onto the major road.

Analysis

The Proposed Development has been designed to reframe the role of the Subject Site in context, improving and enhancing the existing site's relationship with the streetscape and inherently the public realm along Mississauga Road, while providing housing at an appropriate scale. This attention to streetscape and public realm design has been carried into the private street as well for a cohesive public realm and site design, strengthening the relationship between the property and public street.

Regarding building mass, setbacks and stepbacks, insets, and prominent unit entrances are used to articulate building massing and activate the public realm with an animated and attractive streetedge that fosters a safe and comfortable pedestrian environment.

The building frontages at the west side of the Subject Site, flanking Mississauga Road, feature a pedestrian walkway leading to the at-grade entrances. The private common element condominium road is also proposed to be lined by a walkway to provide a pedestrian framework on-site that extends to the municipal sidewalk to foster a complete, well-connected, walkable community that supports active transportation and public transit use.

The entrances are designed with an porch detail to emphasize the access in addition to functional benefits, such as weather protection. The entrances along Mississauga Road are provided at-grade to ensure grade related building facades, that consider the scale, proportion, and rhythm of the pedestrian environment.

The building materiality has been selected to create architectural articulation and visual interest. The first level is depicted using lighter materials to create a bright and welcoming facade while the third floor is provided in a darker colour from the first storey with intermittent insets to reduce the perception of the building's massing from the pedestrian level. The second storey is designed with materiality blending into the first and third storeys to tie the building together.

The first two floors are designed in consideration of the predominant character and use stone and brick cladding to reflect the prevailing materiality in the neighbourhood. The third floor sculpts the building mass and scale. It uses a more contemporary building material and reduces the buildings' overall perceived massing. All three floors are well articulated with openings and fenestration.

The variations in materials and building facade treatment contribute to a pedestrian scale by providing for a high quality and thoughtful building design that enhances the public realm. Long facade are broken up in a manner that respects the surrounding context and draws on the established character using similar materials and related building datum lines.

Further to this utilities, vents, and other undesirable mechanical elements are planned to be located away from the lower level facades and areas adjacent to the public realm.

Front yard landscaping, setbacks, pedestrian-scale lighting, street furnishings, and the deliberate use of integrated garages as opposed to protruding garages have all be considered as part of the street improvement program and providing unobstructed, direct, and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

The Subject Site is accessed from a single access point with parking areas located internal to the Subject Site and away from the public realm. There is also a hammerhead at the end of the private road to facilitate vehicular movement to prevent the need for reverse maneuvers onto the major road.

The Proposed Development achieves the Official Plan and relevant Guidelines' public realm objectives by appropriately responding to the surrounding context, framing the streetscape with thoughtful design, and providing a comfortable pedestrian environment to help achieve a complete, attractive, and walkable community.



Current condition along Mississauga Road



Conceptual render of proposed condition along Mississauga Road

4.6 BUILT FORM POLICIES AND GUIDELINES

Official Plan Policies

Regarding building design, Official Plan Policy 9.1.3 intends for infill and redevelopment projects within Neighbourhoods to respect the planned character. This includes protecting the distinct character for each community through road pattern, building massing and height streetscape elements, preservation, and other contextual elements (Policy 9.1.11).

Although the policies of Section 9.2 differentiate the levels of intensification anticipated between strategic growth areas and stable Neighbourhoods, they are clear in noting that new development in the latter do not need mirror existing forms. They should be compatible in land use, density, and scale, and appropriately promote an urban form that is transit supportive (Policies 9.5.1.1 and 9.1.9).

Policy 9.5.1.2 further details elements of assessing compatibility, including size and distribution of building mass and height, building setbacks, building orientation, landscaping, architectural character, privacy and overlook, and function.

Mississauga Road and Built Form

Interestingly, the general policies of urban design in the OP are in conflict with that of Policy 9.3.3.11 where they require the preservation of the streetscape character and appearance of Mississauga Road. It goes on to describe the character of the scenic road as consisting only of detached dwellings on lots with a minimum depth of 40 metres.

Analysis

The Proposed Development recognizes that Neighbourhoods will be protected and strengthened through compatible infill development to revitalize areas where properties are being underutilized.

The proposed lotting pattern, building orientation, an landscaping not only align similarly to what was previously approved, but also what is present in the broader residential context. Despite Policy 9.3.3.11, there is a range of residential properties along Mississauga Road once it crosses Highway 403, including the aforementioned townhouses to the south.

Between Eglinton Avenue and Highway 403, the properties along Mississauga in this small segment of the scenic route vary in use, building relation to the right of way, and lotting pattern. For example, rather than fronting onto Mississauga Road, which is the predominant relationship between residential buildings and the the scenic road south of Highway 403, those to the north are accessed by local roads which connect to Mississauga road and front the same local roads and result in side and rear yard condition to the scenic route. The Proposed Development is consistent in this contextual relationship pattern to Mississauga Road but improves the condition with intentional design to relate to the street and enhance the streetscape.

The Proposed Development is planned and organized to fit with the existing context, frame and support streets, protect the natural heritage to the rear, and improve the public realm. This is achieved by locating buildings parallel to the street with consistent front yard setbacks, locating main building entrances on the prominent building facades so that they front onto the street and are clearly visible and directly accessible from a public street, and preserve green system lands.

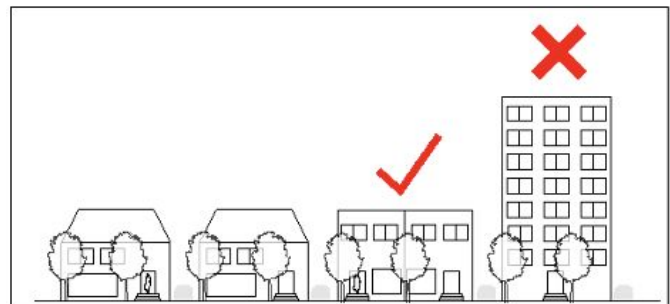


Figure 9-10 of the Mississauga Official Plan demonstrating compatible new development

4.7 HOUSING POLICY

Official Plan Policy 7.2.2 directs that a full range of housing, in terms of form, tenure and affordability be provided and maintained to meet the current and future needs of residents.

Policies 7.2.1 implies that new housing supply will be encouraged through intensification and infill to maximize the use of community infrastructure and services to meet the housing needs of residents.

Decisions relating to the creation of new housing units should conform to the Provincial and Regional housing policy frameworks (Policy 7.2.3) and designed to support affordability while maintaining functional and aesthetic quality (Policy 7.2.8).

Analysis

In 2022, the Province passed Bill 23, the *More Homes Built Faster Act, 2022* which set a goal of building 1.5 million new homes in Ontario over the next decade. It had allocated Mississauga's share of accommodating new residential growth as 120,000 new units by 2031. In the City's report to General Committee dated February 7, 2023, the Commissioner of Planning & Building confirmed that the target could be achieved based on the existing land use planning framework and an accelerated pace of infrastructure investments. All of the requested accelerated capital projects listed in the report related to improving transit infrastructure.

The target of building 120,000 new homes by 2031 averages to 12,000 new unit completions per year.

So far in 2024, the City of Mississauga has seen the completion of 1,735 new housing units since January 1 to September 30 with planning approvals for 2,266 new residential units, site plan approvals for 3,075 new residential units, and issued building permits for 2,014 new residential units ([Mississauga Housing Update](#), 2024).

Despite the progress on new home construction and completions, the demand for housing to meet the needs of population growth remains strong.

The Proposed Development of 36 new townhouse and semi detached units represents a compact form of infill intensification on an underutilized site situated nearby transit routes, including a Transit Priority Corridor, within an established settlement area.

Given the area demographics and amenities, the provision of housing in this form improves not only the supply but also range of available housing options in the neighbourhood and is an appropriate response to the area's demographics and context.

The design of the Proposed Development is compact and intended to create a vibrant public realm, providing for strong urban edges, facades that respect the existing context and are well articulated along longer building walls, and landscaping to contribute to an attractive streetscape.

The Proposed Development meets the needs of a growing City, providing 36 housing units where where none unit exist today and previous applications sought the construction of 11 units. The Proposed Development makes more efficient use of the Subject Site, which currently exists as a vacant construction site, meeting the intent of the Official Plan to also provide new housing supply through intensification and infill in a compatible manner.

4.8 TRANSIT ORIENTED DEVELOPMENT

There is clear direction from all levels of government to support transit investment and the development of transit oriented communities. Building on the policies of the PPS, RTP, and ROP which direct municipalities to implement the objective of creating transit supportive communities, as well as the growth management and urban design related policies of the OP which promote transit oriented development, policies provided in Chapter 8 of the OP speak directly to creating a multi modal city.

Policy 8.1.1 encourages a shift from auto-oriented planning which facilitates auto-dependent lifestyles to a more sustainable transportation solution.

The public sector's role in achieving this is outlined in Policies 8.1.9, 8.2.1, 8.2.2, 8.2.2.1, 8.2.4.5 as ensuring the planned utilization of transportation corridors to meet current and projected needs, ensuring roads can support compact forms of development, and the provision spaces for safe pedestrian and cycling movement.

To support the public sector in the abovementioned transit and active transportation initiatives and investments, developments are expected to respond with land use planning and built form design that facilitate higher ridership and create active modal choice opportunities (Policies 8.2.3.8 and 8.2.3.9).

Policy 8.1.8 encourages the application of TDM measures, alongside the policies of Section 8.4 to discourage the use and prominence of private automobiles. Off-street parking facilities in new developments are to provide safe and efficient access from the road network (Policy 8.4.1) and should be grouped into shared parking areas with a consideration to reduce off-street parking requirements where there is access to transit (Policies 8.4.2 and 8.4.3).

Analysis

The Subject Site is identified within the RTP as planning for a 'High' 2041 urban density of 30-80 people and jobs per hectare. It is located approximately 165 metres south of a Transit Priority Corridor (Eglinton Avenue) and adjacent to a transit route that travels along Mississauga Road. In addition to the transit network, Eglinton Avenue and Mississauga Road are also both identified as cycling routes.

The Proposed Development has been conceived as a transit supportive development, planning for 46 units per hectare, whereas previous applications contemplated a density of only 13.9 units per hectare. This upgrade in housing supply supports the new PPS's direction to optimize transit investment by providing for infill development alongside and nearby transit corridors, particularly where the major streets are currently characterized primarily by low rise residential development.

The proposed 'missing middle' redevelopment on the Subject Site appropriately contributes to achieving the minimum density target in a compatible form that appropriately transitions from the existing context as well as anticipated forms of development anticipated along the priority transit corridor and nearby strategic growth area (Erin Mills Centre).

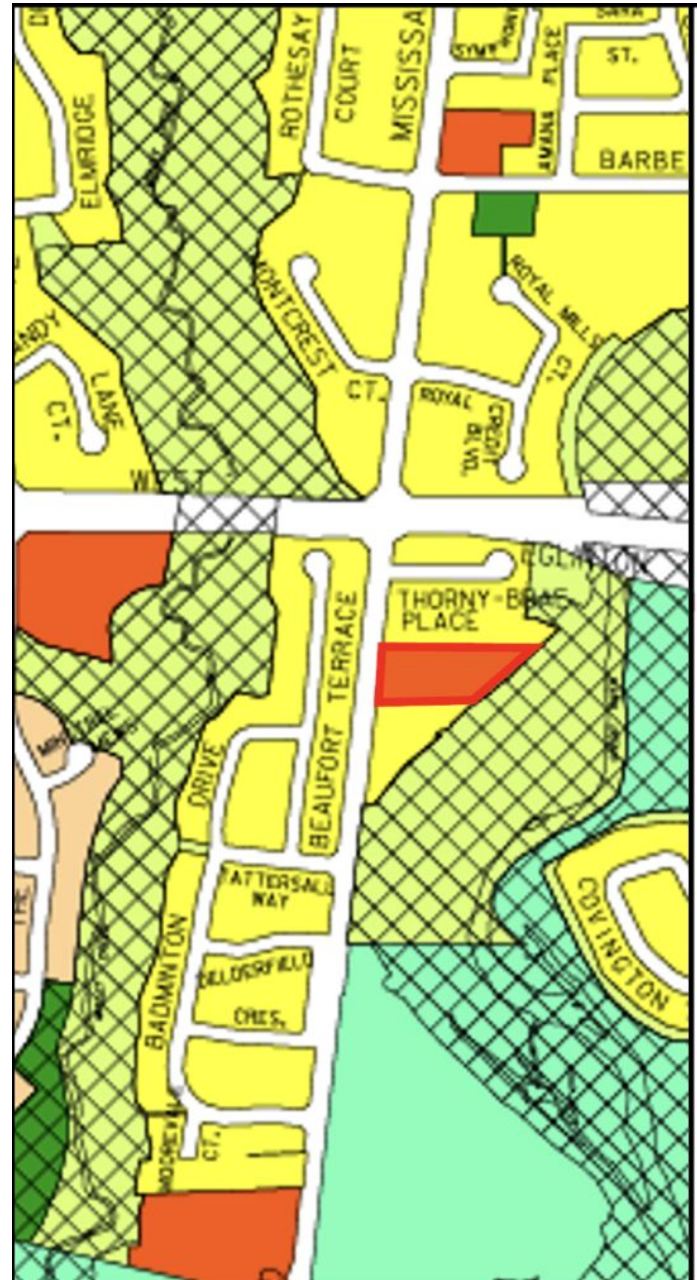
In terms of parking, each unit is provided 2 parking spaces with visitors parking being proposed in a shared surface parking area at the rear, away from public realm. TMD measures include a slight reduction to the visitor's parking rate as the site is serviced by transit and cycling systems. An internal walkway is provided, leading from the public right-of-way to the parking area, and a specifically designated accessible parking space is located closest to the centre of the development within the parking area for convenient access.

4.9 SUMMARY OF PROPOSED OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment (OPA) establishes a site specific exception to permit a mix of townhouses and semi-detached dwellings on a common element condominium road by redesignating the lands from Residential Low Density I to Residential Medium Density.

Due to its location along Scenic Route, the application of Policy 9.3.3.11 is also requested to not apply as this policy allows for only single detached dwellings on lots over 40 metres in depth, whereas the stretch of the Scenic Route between Highway 403 and Eglinton Avenue varies from the prevailing character of the Scenic Route.

The site specific policies are proposed to be provided in Section 16.3.1 of the City of Mississauga Official Plan regarding lands within the Central Erin Mills Neighbourhood.



 **AREA OF AMENDMENT**

Extent of the proposed application on the draft Official Plan Amendment

4.10 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The Proposed Development requires an amendment to Zoning By-law 0225-2007, as amended. The amendment is necessary to slightly increase the permitted height and apply other necessary performance standards to permit the proposal.

A summary of the proposed amendments to Zoning By-law 0225-2007 are as follows:

- o Zoning the site as a RM6 (Townhouses on a CEC – Road) with site specific exemptions;
- o Permitting a semi-detached dwelling type;
- o Specifying various provisions, such as lot frontage, setbacks, maximum height, dwelling unit width, and driveway width;
- o Prescribing the minimum rate for visitors parking spaces;
- o Amending By-law mapping as necessary to permit the proposed development.

5.

TECHNICAL
STUDIES

5. TECHNICAL STUDIES

5.1 SUPPORTING STUDIES AND KEY FINDINGS

The following is a summary of findings and recommendations provided as part of the technical submission documents. For a more detailed analysis, please refer to the individual reports and studies submitted as part of the application package.

Environmental Site Assessment (Phase 1)

A Phase 1 Environmental Site Assessment (ESA) has been prepared by Landtek Limited April 2024 to determine if there is a potential for contamination to be present on the Subject Site. The Study concludes the following:

- A Phase 2 ESA conducted in 2018 tested groundwater samples which met the Table 2 RPI Standards parameters;
- There was no evidence of chemical manufacturing/storage, nor above ground or underground storage tanks; and
- The property is suitable for the Proposed Development and no further investigation is recommended.

Environmental Impact Study

A scoped Environmental Impact Study has been prepared by MMM Group March 2017 for the stormwater outlet that would accept flow from a redevelopment at 1745-1775 Thorny Brae Place, the adjacent Croatian Martyrs Church, and the Subject Site. The Study concludes that the proposed works can be undertaken while protecting key environmental features in consideration of applicable policies and design to minimize potential impacts to natural heritage features and function, such as utilizing the existing stormwater management outlet.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSR/SWM) has been prepared by Arcadis Professional Services (Canada) Inc. June 2024 to determine how the existing infrastructure can be utilized to service the Proposed Development with full municipal services. The Study concludes the following:

- The proposed site grading will achieve compliant site gradients and match into the existing grades at its limits.
- The Proposed Development will outlet sanitary sewage into the existing 200mm sanitary sewer on Mississauga Road.
- Stormwater quantity controls are not required by the CVC and agreed upon by the City due to the close proximity of the site to the Credit River. The stormwater management design also includes a previously installed oil-grit separator unit (Stormceptor model STC 2000) and infiltration LIDs, which will promote recharge and provide additional water quality measures for the development site.
- The proposed site development will connect to the to the existing 150mm watermain along existing Polaris Way and 300mm watermain on Mississauga Road. Sufficient capacity is available for the proposed development.
- A new hydrant test will be performed (e.g., flowing at existing hydrant on Polaris Way) to reconfirm capacity prior to building construction.

Traffic Impact Study

A Traffic Impact Study has been prepared by UrbanTrans Engineering Solutions Inc. October 2024 to review the adequacy of parking supply and estimate the net increase in trip generation based on the Proposed Development. The Study concludes the following:

- The proposed residential development will have negligible traffic operations and safety impacts to the immediate roadways and nearby intersections;
- The proposed full movement vehicle entrance is expected to operate at excellent levels of service;
- V/c ratios and delay with no critical movements have been identified;
- It is recommended that the municipality and region monitor the Mississauga Road/Eglinton Avenue intersection levels of service and make appropriate adjustments based on the optimized signal timings recommended in the study;
- The 5% parking deficiency is considered negligible;
- There are viable alternatives modes of transportation other than driving private automobiles; and
- The average vehicle ownership for the subject site is predicted as 1.31 vehicles per unit based on existing area data.

Noise Feasibility Study

A Noise Feasibility Study was prepared by Arcadis Professional Services (Canada Inc.) February 2024 with an report update prepared June 2024 to evaluate the anticipated noise environment within the development area and assess its potential impact on future noise sensitive receivers. The Study concludes the following:

- The predicted sound levels at a number of receivers exposed to the transportation sound sources will exceed the limits identified in the NPC-300 guideline;
- Recommended noise mitigation measures include exterior wall and window construction compliant with the OBC standards, forced-air heating with the potential for future air-conditions in specified Blocks, Warning Clause Type A for specified dwelling units; and the installation noise walls at specified locations.

Arborist Report

An Arborist Report has been prepared by Baker Turner Inc. February 2024 in conjunction with a Tree Inventory and Preservation Plan. The studies assessed trees on site and within 6 metres of the property line for structural and biological condition and recommended the removal of one neighbouring tree, the pruning of two neighbouring trees, and preservation of all other trees on adjacent properties. Nine trees are anticipated to be injured and tree protection hoarding is recommended throughout construction.

Trees that have been approved by the City should be monitored and regularly maintained, including mulching, fertilization, and pruning.

6.

SUMMARY AND CONCLUSIONS

6. SUMMARY AND CONCLUSIONS

The Proposed Development replaces a vacant redevelopment site with a 36 unit townhouse and semi detached infill development. The Proposed Development has been designed to fit in an evolving, transit supportive context as it is situated along a transit corridor less and less than 165 metres from a priority transit corridor. The surrounding context is presently characterized by a mix of low rise houses and townhouses ranging in scale from 2 to 3 storeys with taller buildings, and anticipated applications for even taller buildings, closer to the vicinity of Eglinton Avenue West and the strategic growth centre (Erin Mills Centre). The Proposed Development is an appropriate scale of development to provide additional new housing in an area well served by existing and planned transit, parks, schools, and community facilities.

The Proposed Development represents an efficient use of land and appropriate growth, being sited, designed, and massed to limit its impact on surrounding properties and balances the objectives of Provincial and local policy direction, particularly those of more recent, which specifically direct transit supportive density within the existing settlement area.

The Proposed Development promotes the integration of land use planning, growth management transit supportive development, infill development, and infrastructure planning to achieve a cost-effective development pattern that better optimizes transit investments and existing servicing while minimizing land consumption. The proposal will facilitate residential development in a compatible, compact form that has been thoughtfully designed to meeting urban design objectives regarding built form and the public realm while helping the City meet its growth targets.

In our opinion, the Proposed Development is consistent with the intent of relevant Provincial and City Policy documents, relevant guidelines documents, and current best practices, and represents good planning. It implements the policy direction of the new Provincial Planning Statement as well as other Provincial and Regional documents, appropriately balances the Official Plan's numerous goals and objectives for transit supportive, environmentally responsive growth that address the public realm, and expands the range of housing options while appropriately limiting impacts related to building mass and scale on surrounding areas.

Respectfully submitted,



Jacqueline Lee
Intermediate Planner



Paul Demczak, MCIP, RPP
Principal

APPENDIX A DRAFT OFFICIAL PLAN AMENDMENT

Amendment No. _____

to

The City of Mississauga Official Plan

By-law No. ____

A by-law to Adopt Mississauga Official Plan Amendment No. ____

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize an approval authority to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, the Minister of Municipal Affairs and Housing has authorized the Region of Peel to except Local Municipal Official Plan Amendments;

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

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. ____, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to the Mississauga Official Plan regarding a change in permitted land uses in the Central Erin Mills Character Area;

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

1. The following explanatory text and map designated Map “A” attached hereto, constituting Amendment No. ____ to the City of Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2024.

Signed _____

MAYOR

Signed _____

CLERK

Amendment No. _____

to

The City of Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. _____.

Map "A" of this Amendment is an excerpt from the City of Mississauga Land Use Designations Schedule.

PURPOSE

The purpose of this Amendment is to establish a site specific exception to permit a mix of townhouses and semi-detached dwellings on a common element condominium road located on the subject lands.

LOCATION

The lands affected by this Amendment are located at the east side of Mississauga Road, further south of the southeast corner of the Mississauga Road and Eglinton Avenue West intersection. The subject lands are municipally referred to as 1786 Polaris Way.

BASIS

The City of Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal (OLT).

The subject lands are designated Residential Low Density I, which permits only detached and semi-detached residential uses. The subject lands are also along the Mississauga Road Scenic Route, which restricts the permitted uses to only being a detached residential use on a lot that is a minimum of 40 metres in depth.

An Official Plan Amendment is required to permit additional residential uses, to allow an adequate provision of a range of housing options, per the *Planning Act*.

The proposed development will utilize the existing private street that has been constructed with below grade infrastructure in-place to accommodate the 36 residential dwelling units proposed on the site. In addition to the site being located directly adjacent to transit and cycling networks, the 36 dwelling units are supported by two (2) vehicular parking spaces per dwelling unit and share five (5) visitor parking spaces. All semi-detached and townhouse dwelling units proposed will have their own respective private rear yard amenity areas. The building heights proposed for the development will be a maximum of 3 storeys, in conformity with the policy intent for uses within the Residential Low Density I land use designation.

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

1. The proposal represents an appropriate infill development along Mississauga Road that differs from the balance of the Scenic Route. Accordingly, the proposal generally adheres to the applicable Mississauga Road Scenic Route and Built Form Standards regarding compatibility of new development within existing neighbourhoods.
2. The subject site is located directly adjacent to existing transit routes, existing cycling infrastructure, in proximity to a Major Transit Station Area (MTSA) associated with the Streetsville GO Station and the Eglinton Avenue Priority Transit Corridor.

3. The proposed amendment is supportive of the upper policy framework provided in the *Planning Act*, Provincial Planning Statement, Regional Transportation Plan, and the Region of Peel Official Plan, which promote a range and mix of housing options as well as the efficient use of underutilized lands, servicing infrastructure, and transit investment.

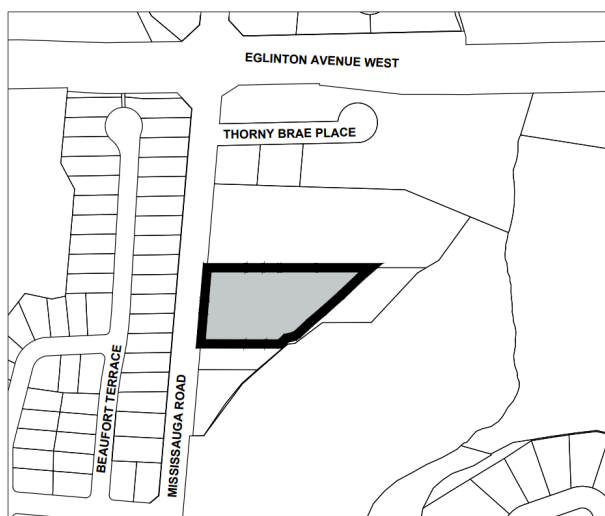
4. The policies and objectives of the Region of Peel Official Plan are supported by the proposal as it contributes to achieving an urban structure, form, and density which are pedestrian-friendly and transit-supportive. The proposal is located in proximity to existing transit service and infrastructure, and provides for transit-supportive densities, which contribute to the Region's residential intensification goals while maintaining compatibility with the surrounding context.

5. The policies and objectives of the City of Mississauga Official Plan are supported by this proposal as it contributes to the range of housing types, sizes, and built form. The proposal provides for residential growth through infill redevelopment of an underutilized and vacant site and will contribute to a livable and accessible complete community.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.3.1 of the City of Mississauga Official Plan, regarding the Central Erin Mills Neighbourhood Special Site Policies, is hereby amended by adding the following key map and text as Site X:

16.3.1. X Site X



16.3.1.X.1 The lands identified as Special Site X are located on the east side of Mississauga Road, south of Eglinton Avenue West.

16.3.1.X.2 Notwithstanding the policies of this Plan, townhouses on a common element

condominium (CEC) road will also be permitted.

16.3.1.X.3 Notwithstanding the policies in Section 9.3, Policy 9.3.3.11 shall not apply to the lands identified as Special Site X.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the City of Mississauga Official Plan dated August 7, 2024.

INTERPRETATION

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

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

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 NEF
- Composite Noise Contours
- LBPA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exception from LBPA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Transitway 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:

REVISION TO LAND USE DESIGNATIONS FROM RESIDENTIAL LOW DENSITY I TO RESIDENTIAL MEDIUM DENSITY



Map A
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



EXISTING

AMENDED

APPENDIX B DRAFT ZONING BY-LAW AMENDMENT

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

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

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

4.12.2.XX	Exception: RM6-XX	Map # 31	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.12.2.XX.1	(1)	Semi-detached on a CEC - road	
Regulations			
4.12.2.XX.2	The provisions contained in Subsection 2.1.14 of this By-law shall not apply		
4.12.2.XX.3	Uses contained in Sentence 4.12.2.XX.1 of this Exception shall be permitted in accordance with the provisions in Table 4.9.1		
4.12.2.XX.4	Notwithstanding Table 4.9.1, Uses contained in Sentence 4.12.2.XX.1 of this Exception shall be permitted a MINIMUM LOT FRONTAGE of: 5.9 m for an interior lot; and 8.3 m for a corner lot		
4.12.2.XX.6	Notwithstanding Table 4.9.1, Uses contained in Sentence 4.12.2.XX.1 of this Exception shall be permitted a MINIMUM EXTERIOR SIDE YARD of: 2.5 m for a lot with an exterior side lot line abutting a street		
4.12.2.XX.5	Notwithstanding Table 4.9.1, Uses contained in Sentence 4.12.2.XX.1 of this Exception shall be permitted a MAXIMUM HEIGHT of: 11.0m		
4.12.2.XX.6	MINIMUM LOT FRONTAGE: 4.5 m for an interior lot; and 6.8 m for a CEC – corner lot		
4.12.2.XX.7	MINIMUM DWELLING UNIT WIDTH		4.5 m
4.12.2.XX.8	MINIMUM FRONT YARD		4.4 m

4.12.2.XX.9	MINIMUM EXTERIOR SIDE YARD	
	3.2 m for a Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law	
	1.4 m for a Lot with an exterior side lot line butting a street	
4.12.2.XX.10	MINIMUM INTERIOR SIDE YARD	
	1.25 m for the unattached side	
4.12.2.XX.11	MINIMUM REAR YARD	
	3.0 m for interior lot / CEC – corner lot	
4.12.2.XX.12	MAXIMUM HEIGHT	11 m and 3 storeys
4.12.2.XX.13	MAXIMUM DRIVEWAY WIDTH	4.95 m
4.12.2.XX.14	Notwithstanding Table 3.1.2.1, for Condominium Detached Dwelling , Condominium Semi-Detached , Condominium Townhouse , Detached Dwelling on a CEC – Road , Semi-Detached on a CEC – Road , Townhouse on a CEC – Road , a minimum of 0.15 visitor spaces per unit shall be required.	

2. Map Number 31 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "R16-9" to "RM6-XX", the zoning of Block 2, Plan 43M-2076, in the City of Mississauga, PROVIDED HOWEVER THAT the "RM6-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "RM6-XX" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number ____ is in full force and effect.

ENACTED and PASSED this _____day of _____, 2024.

MAYOR

CLERK

APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a mix of semi-detached and townhouse uses on a CEC - road.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R16-9" (Detached Dwellings on a CEC - Road - Exception) to "RM6-XX" (Townhouses on a CEC – Road - Exception).

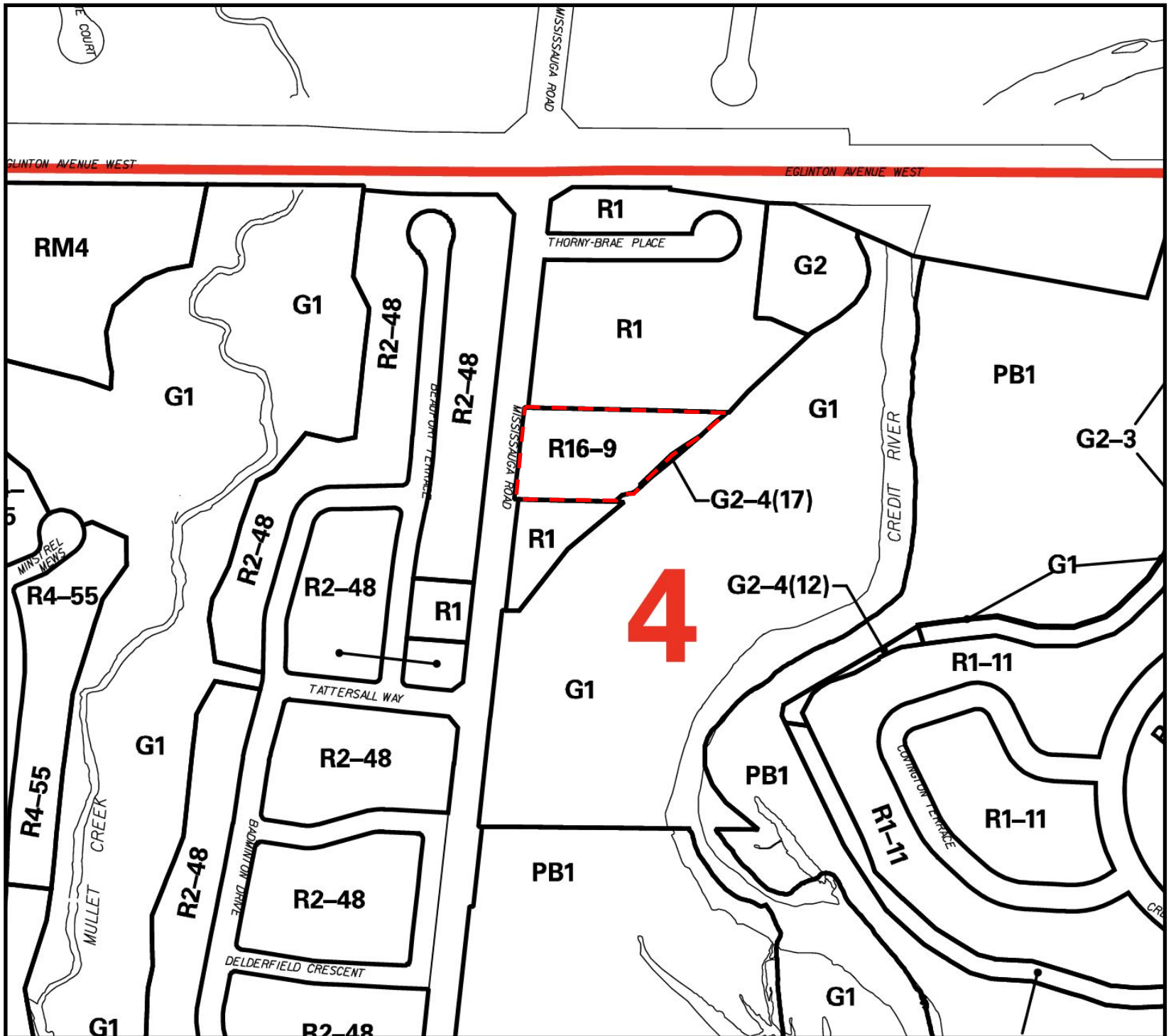
"R16-9" permits only detached dwellings and those uses having legally existing on the date of the passing of By-law 0225-2007.

The "RM6-XX" zone will permit three storey semi-detached and townhouse dwelling uses, with site specific regulations.

Location of Lands Affected

The lands are located at the east side of Mississauga Road, south of Eglinton Avenue West, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Lucas Petricca of the City Planning and Building Department at 905-615-3200 ext. 5733.



AREA SUBJECT TO
REZONING



PARKING
PRECINCT

THIS IS SCHEDULE "A"
TO BY-LAW _____

CITY OF MISSISSAUGA

APPENDIX C COMMUNITY MEETING REPORT

armstrong

planning | project management

COMMUNITY MEETING REPORT

1786 Polaris Way, Mississauga
MISSISSAUGA ROAD PROPERTIES INC.



Prepared For:
City of Mississauga
April 2024

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2.0 Meeting Attendees	5
3.0 Meeting Discussion	5
3.1 Meeting Minutes Comment Responses / Development Modifications	6
4.0 Conclusion	8

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Figure 2:	Development Site
Figure 3:	Public Meeting Notice Circulation Area

Appendices List

Appendix A:	Public Meeting Presentation
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COMMUNITY MEETING OVERVIEW

For an Official Plan Amendment and Zoning By-law Amendment, a Community Public Consultation is required and accordingly has been undertaken on behalf of Mississauga Road Properties Inc. ('Owner') for its applications to support of a transit supportive development on lands known municipally as 1786 Polaris Way in Mississauga, Ontario (**Figure 1**). The Subject Site is currently vacant, having been previously cleared for development, with a private condominium road constructed in the center of the Site. The development site has frontage on one public street, Mississauga Road (**Figure 2**).

Following the first Development Application Review Committee (DARC) meeting held on September 9, 2023, the concept plan for the Site had modified in response to staff and agency technical comments provided following that meeting. This concept plan was then presented to the public for information and to gather comments to further refine the concept and address concerns through the various technical reports required.

In the fall of 2023, following preparation of a revised concept plan, coordination was underway with the Ward 8 Councillor's Office to arrange a date and time for a Community Consultation Meeting. The date confirmed would be December 5, 2023, a Tuesday evening and would be organized via a virtual format to allow convenient access for the public to access the meeting. Notices for the meeting were posted on the Ward 8 Councillor's website and social media channels as a way to engage local residents, as well as distribution of notices via mail delivery to all properties located within 120 metres of the Site (**Figure 3**).

The Consultation meeting was attended to by members of the applicants' team, City staff, the local Ward 8 Councillor and his staff, and between 5 and 10 members of the public (with attendance varying throughout the Meeting). An overview of the application, planning policy and concept plan were provided by the owner's Planning Consultant with a question-and-answer period that followed. Meeting minutes have been included in **Section 3.1** of this Report.

1.0 MEETING DESCRIPTION

The Meeting was held on the evening of Tuesday, December 5, 2023 at 6:30pm via a virtual format, per the preference of the local Ward Councillor, using WebEx software. Notices for this meeting were circulated to all property owners within 120 metres of the Site by the City prior to the meeting. In addition, the Ward 8 Councillor had posted notices to the Ward 8 webpage, as well as all Ward 8 social media channels to promote engagement with local ward residents.

2.0 MEETING ATTENDEES

From the Applicant:

- Daniel Marion, Mississauga Road Properties Inc. (*Owner*)
- Mark Fogliato, Mississauga Road Properties Inc. (*Owner*)
- Joseph Liberatore, Armstrong Planning & Project Management (*Agent*)
- Ravi Patel, RN Design (*Architectural Designer*)

From the City:

- Hugh Lynch, Planning & Building Department (*Manager*)
- Lucas Petricca, Planning & Building Department (*File Development Planner*)

From the Ward 8 Office:

- Councillor Matt Mahoney (Acting Mayor)
- Meredith Karosas, Executive Assistant
- Debbie Thomson, Administrative Assistant

From the Public:

- Approximately 5-10 members of the public in attendance (City may confirm official number)
- The majority of the members of the public are local residents that reside in the residential subdivision opposite the Site on the west side of Mississauga Road.

3.0 MEETING DISCUSSION

An overview of the Site, the surrounding area's development history, planning policy frameworks and the latest concept plan for the requisite development applications was provided by the Agent in a highly visual presentation.

3.1 Meeting Minutes Comment Responses / Development Modifications

The majority of the comments provided from the public attendees revolved around transportation concerns, specifically:

Traffic (on-site)

Summarized Comment: Will there be enough parking on-site to not cause parking overflow into the surrounding neighbourhood?

Will there be bottlenecks on-site with everyone trying to exit the Site on the condo road at the same time?

What can be done to help prevent traffic impacts from this development into the surrounding neighbourhood?

Reponses: The parking supply proposed meets the zoning requirements applicable for the residential dwelling units (2 per unit), which is the same rate that applies to all detached dwellings city-wide. The supply of visitor parking is proposed to be reduced from 0.25 spaces per unit to 0.15 spaces per unit, which is being off-set by various transportation demand management (TDM) measures to address the impact. In addition, five (5) visitor parking spaces are provided on the Site, which is also located adjacent and in proximity to several transit routes and cycling routes.

Bottlenecks are not anticipated given that many people have different commuting patterns which are influenced by workplace geography, income, age and number of working members per household. Per the Traffic Impact Study prepared in response to the public concerns, traffic overflow access issues from the Site onto Mississauga Road are not anticipated.

Traffic (off-site)

Summarized Comment: Mississauga Road is already a “parking lot” due to the traffic light timing at both the Eglinton Avenue West and Burnhamthorpe Road intersections, the additional traffic will further destroy our neighbourhood.

School buses are being impacted already due to traffic delays along Mississauga Road, not sure how adding more houses here helps.

Reponses: The traffic light timing is outside of the applicant's control and is a concern that is recommended be raised with the appropriate members of Transportation Services staff. The intensification proposed on the Site through the applications is transit-supportive and is more importantly intended to encourage an active lifestyle wherein residents use transit, walk and cycle as primary means of daily trips to and from home. This is indeed a culture change from the 1980s model for suburban living, but one that is increasingly necessary in response to ongoing climate and housing crises.

Noise

Summarized Comment: Too much noise already from Mississauga Road, how is new housing next to the road going to not be impacted by this and make things worse?

Reponses: A noise feasibility assessment has been prepared in response to this comment and to address Provincial noise guidelines. This assessment recommends certain construction methods and materials be used for units directly adjacent to Mississauga Road, as well as incorporating noise walls to dampen noise to the proposed rear yard amenity areas. Warning clauses are also proposed for future purchase and sale agreements to ensure future homeowners in this development are fully aware of any noise impacts.

Use Compatibility

Summarized Comment: Too tight of a space for townhouses, and this impedes on the natural areas next to the Credit River.

Reponses: The Site can be viably redeveloped for alternative residential uses that include semi-detached and townhouse dwelling uses, both of which are compatible with single detached dwelling uses being the next progression as part of a full housing transect. Moreover, the areas of the Site proposed for development have already been scoped to avoid areas where natural heritage and slope hazards exist, which were provided to the City through a land dedication (Block 1, Plan 43M-2076). Accordingly, no impact to the natural areas adjacent to the Site is anticipated.

Alternative Site Uses

Summarized Comment: The Site should be rezoned to Open Space and used as a park.

Reponses: We are in a housing crisis. The Site has been zoned to construct single detached dwellings for over a decade, and is now proceeding with a proposal that provides a range of housing options that allows the efficient use of infrastructure, supports transit, allows people to age within their own neighbourhood, and contributes to the local tax base, consequently offsetting the property tax increase impact on existing property tax payers.

4.0 CONCLUSION

The Official Plan Amendment and Zoning By-law Amendment applications seek to support of a transit supportive development on lands known municipally as 1786 Polaris Way in Mississauga, Ontario. The Subject Site is currently vacant, having been previously cleared for development, with a private condominium road constructed in the center of the Site. The development site has frontage on one public street, Mississauga Road.

Following the applicant's presentation, the Community Meeting provided public attendees with a lengthy 1-hour question-and-answer period with the Applicant's team ('Project Team') and City-staff to gather further information and provide feedback. A number of concerns raised and addressed are closely linked, being transportation-related matters, which have been addressed through the various technical reports and analyses prepared by the technical experts on the Project Team.

Accordingly, the enclosed applications for Official Plan Amendment and Zoning By-law Amendment respond the public discourse from the Community Meeting and represent good land use planning, are consistent with the Provincial Policy Statement, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, conform to the intent of the Region of Peel Official Plan, City of Mississauga Official Plan and Zoning By-law. Therefore, we recommend their approval in support of the proposed transit supportive development at 1786 Polaris Way, Mississauga.

Yours truly,



Joseph M. Liberatore, CNU-A
Senior Planner, Project Manager
Armstrong Planning & Project Management

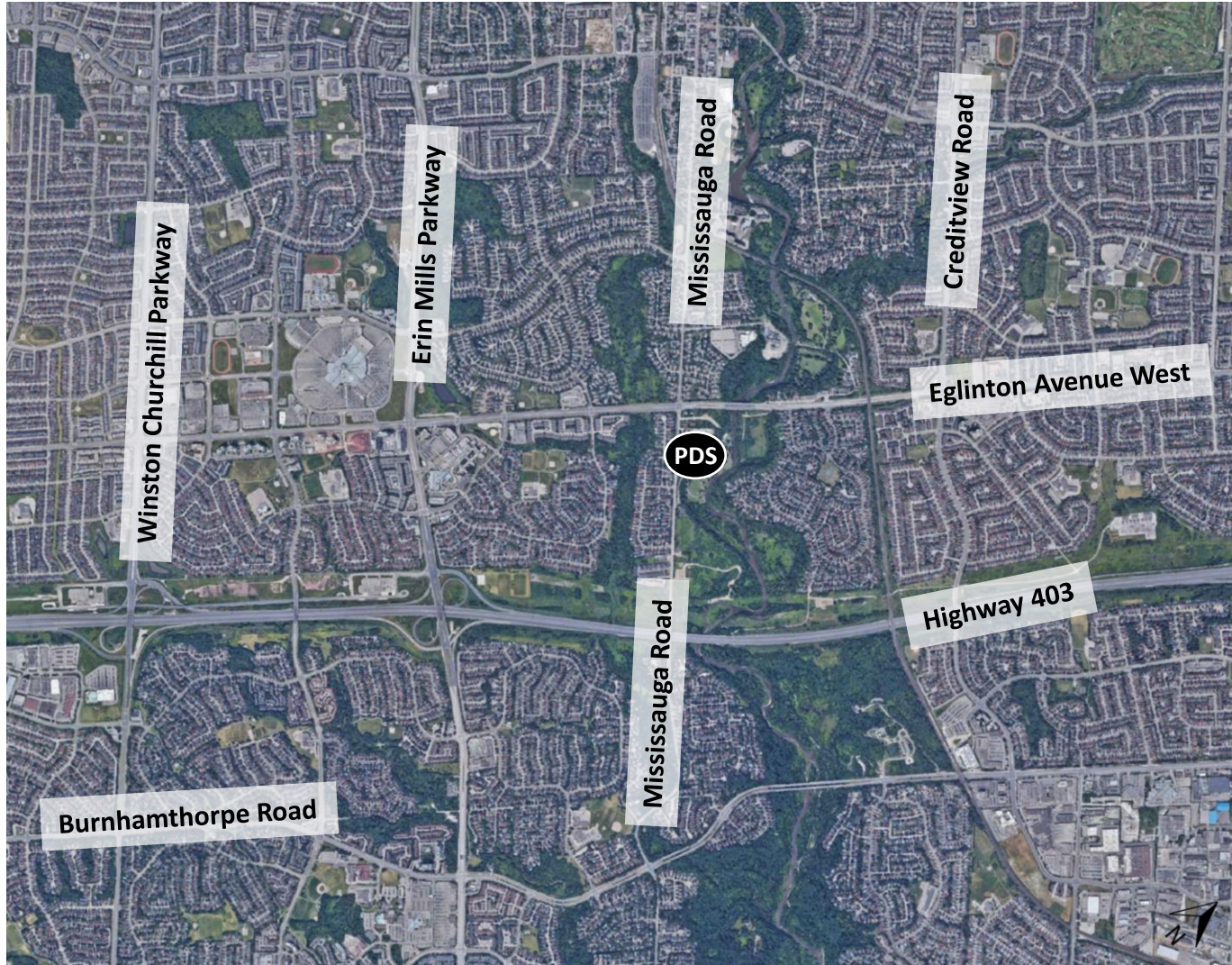


Figure 1: Location Map
1786 Polaris Way, Mississauga

Source: Google Maps, Armstrong Planning & Project Management

 Ward Boundary
 Proposed Development Site

Date: April 2024



armstrong
planning | project management



Figure 2: Development Site
1786 Polaris Way, Mississauga

Subject Site

Date: April 2024



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Source: Google Earth Aerial Imagery



Figure 3: Public Meeting Notice Circulation Area
1786 Polaris Way, Mississauga

Source: City of Mississauga Interactive Webmapper

 Subject Site

 Circulated Property (120m buffer)

Date: April 2024



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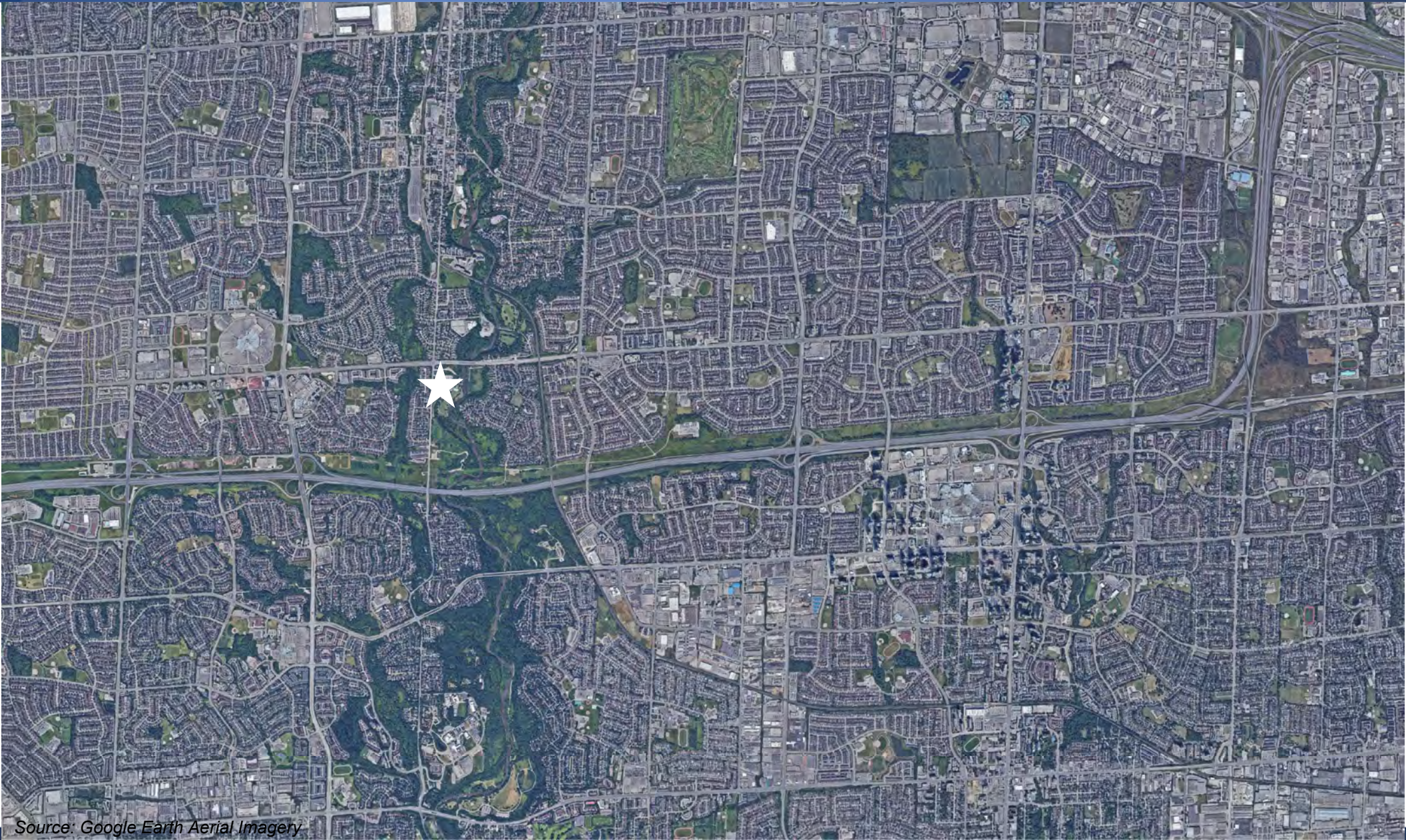
APPENDIX A



“Polaris” Lands Community Open House

Source: Google Earth Aerial Imagery

1786 Polaris Way,
Mississauga



Source: Google Earth Aerial Imagery

Site Location



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1954



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1966



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1975



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1985



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1989



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1992



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
1997



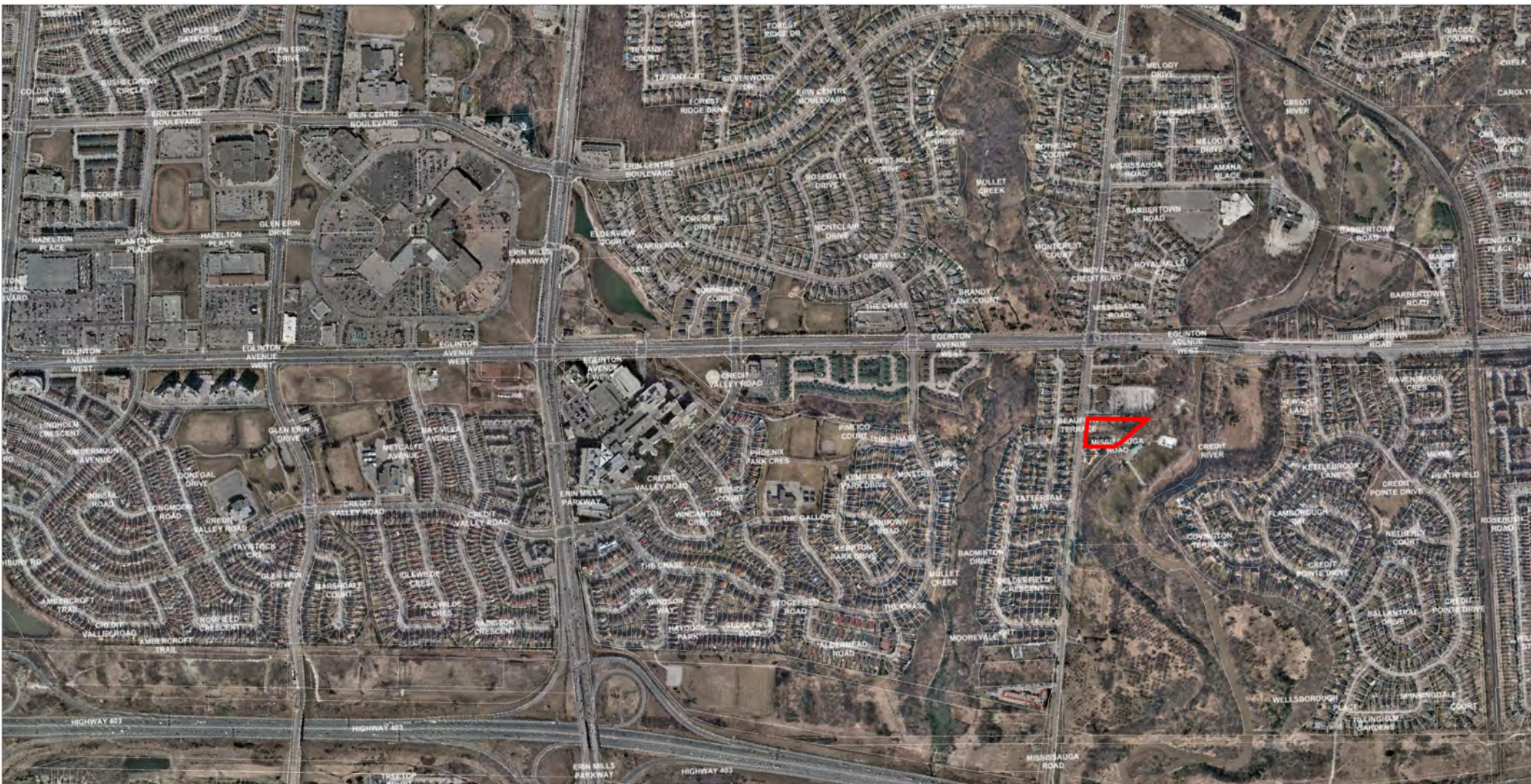
Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
2004



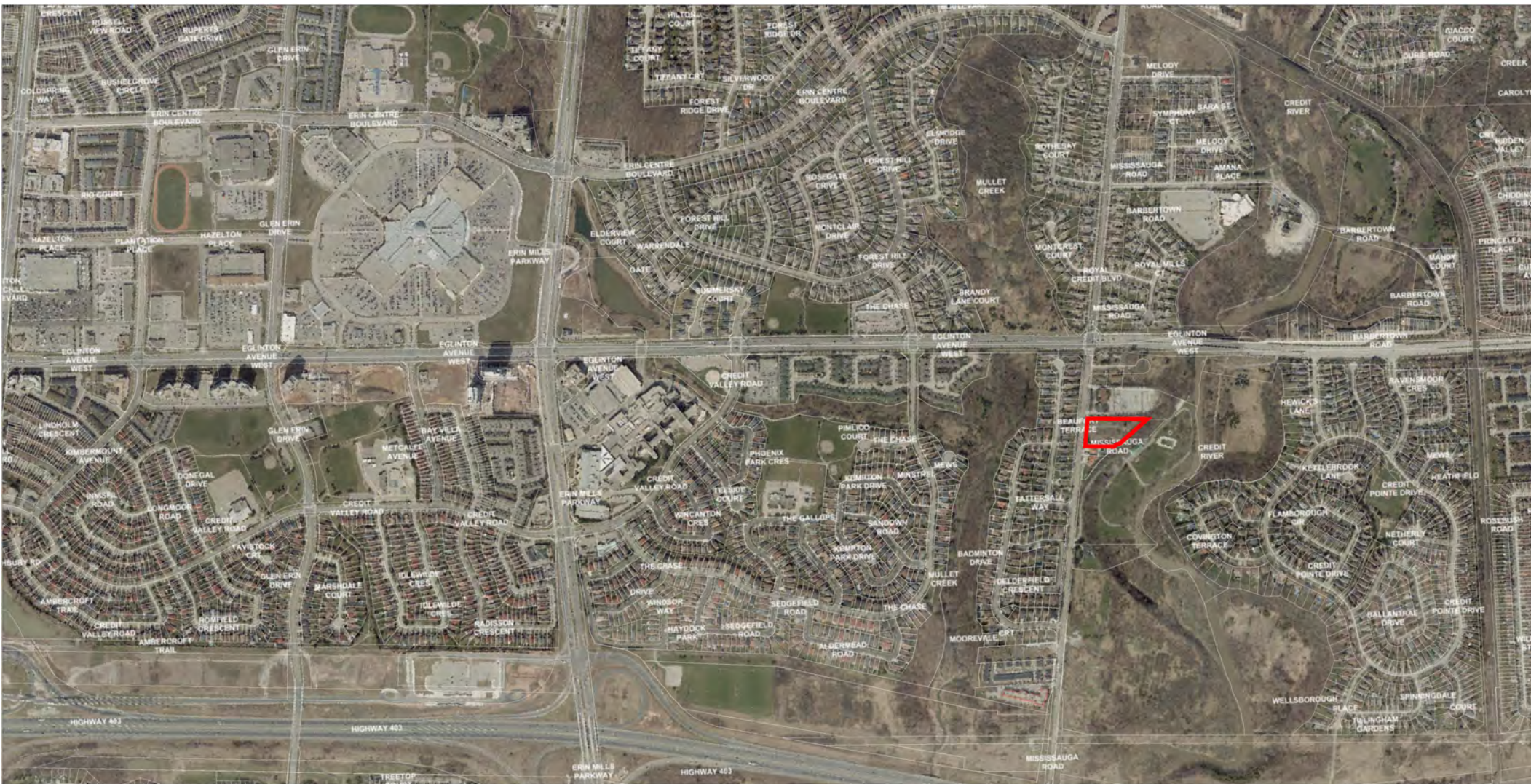
Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
2009



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
2014



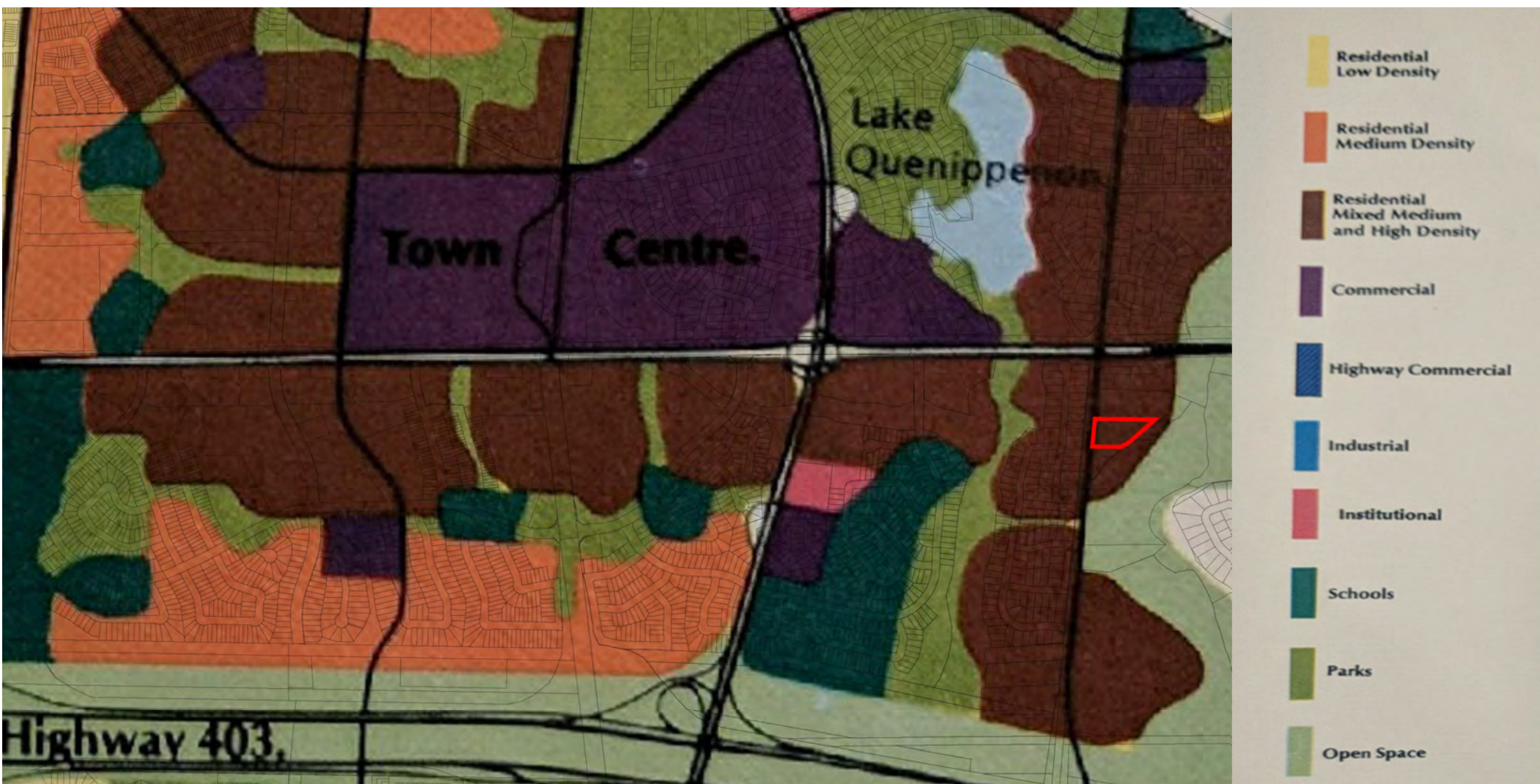
Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
2017



Source: City of Mississauga Historical Air Photo Imagery

Central Erin Mills
2021



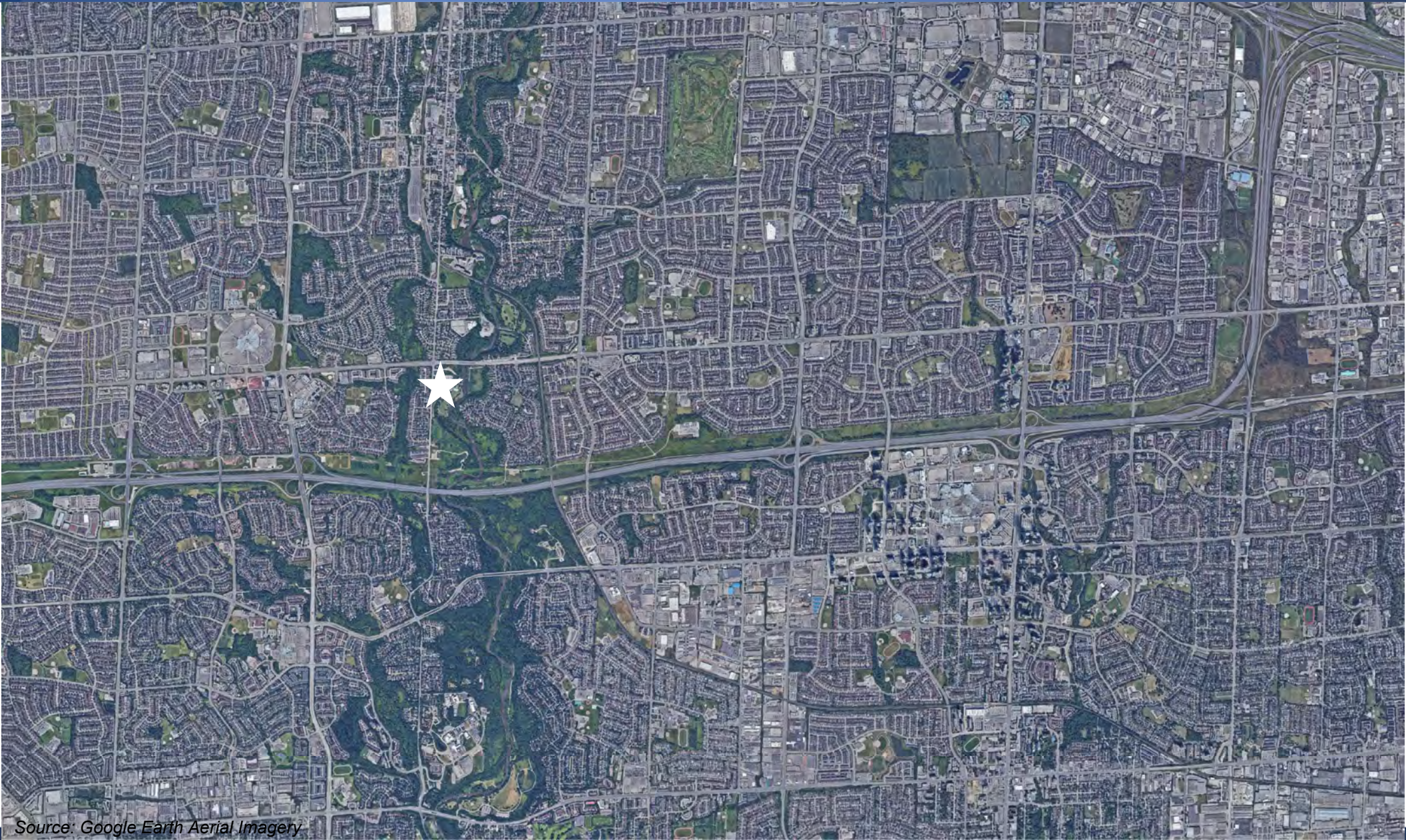
Source: Don Mills Developments Limited, 1969

1969 Erin Mills New Town General Development Plan



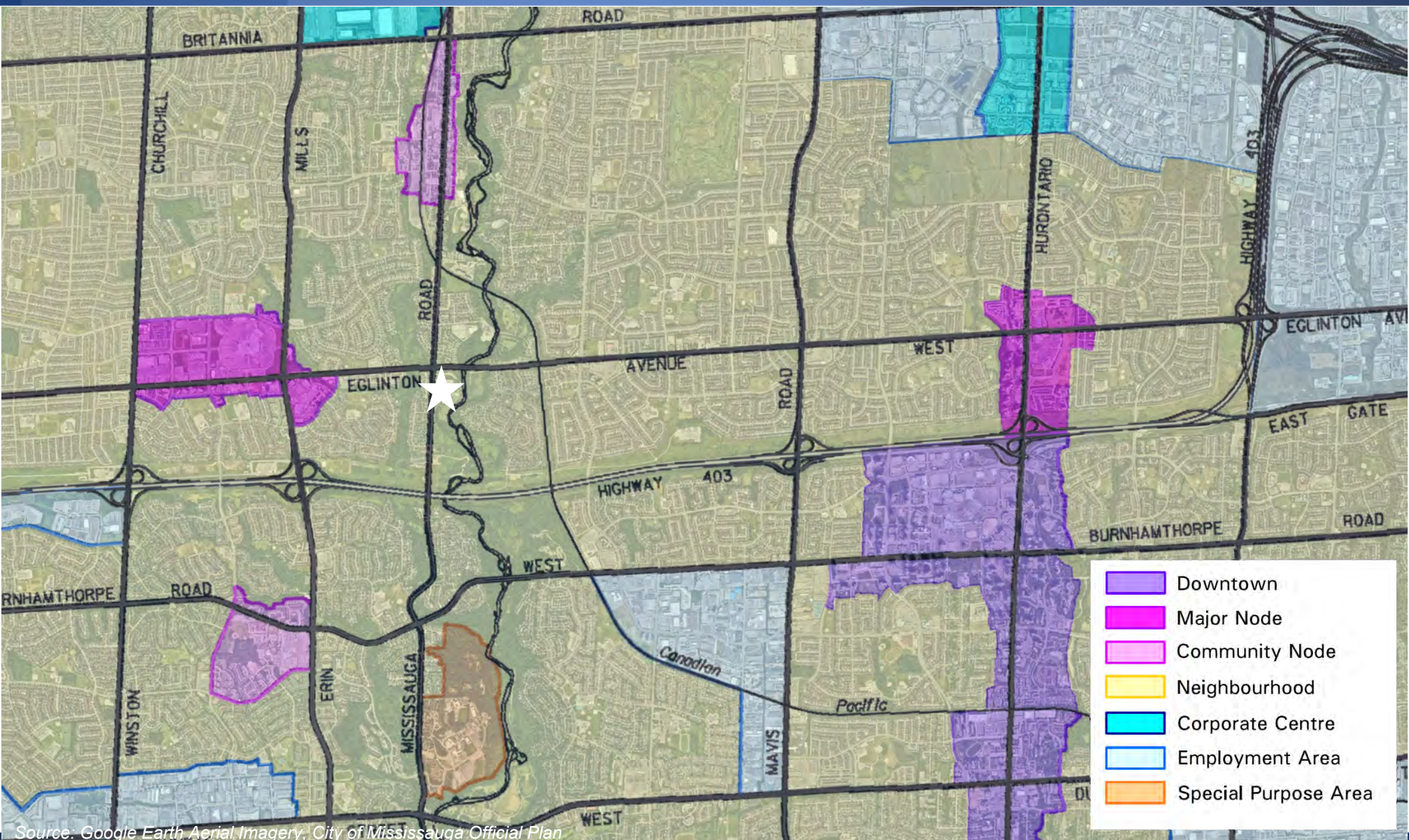
Source: Don Mills Developments Limited, 1969

1969 Erin Mills New Town Development Concept



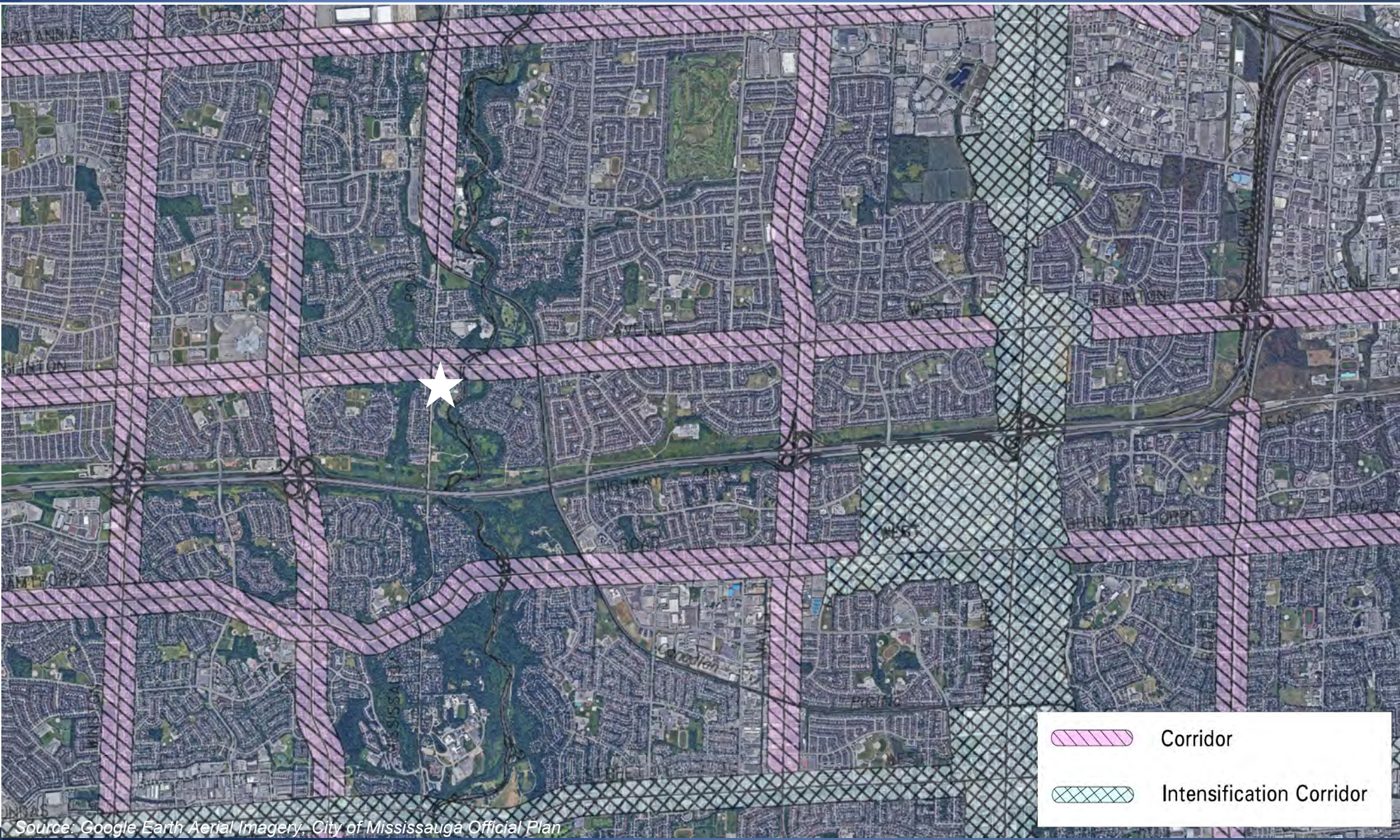
Source: Google Earth Aerial Imagery

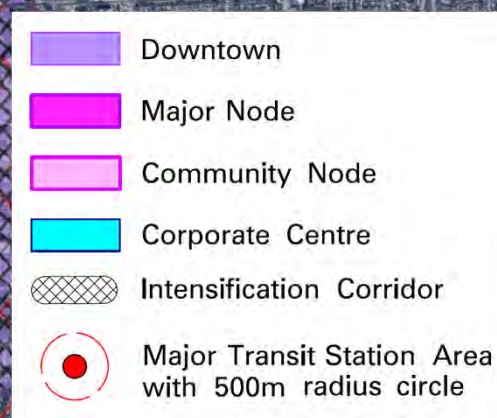
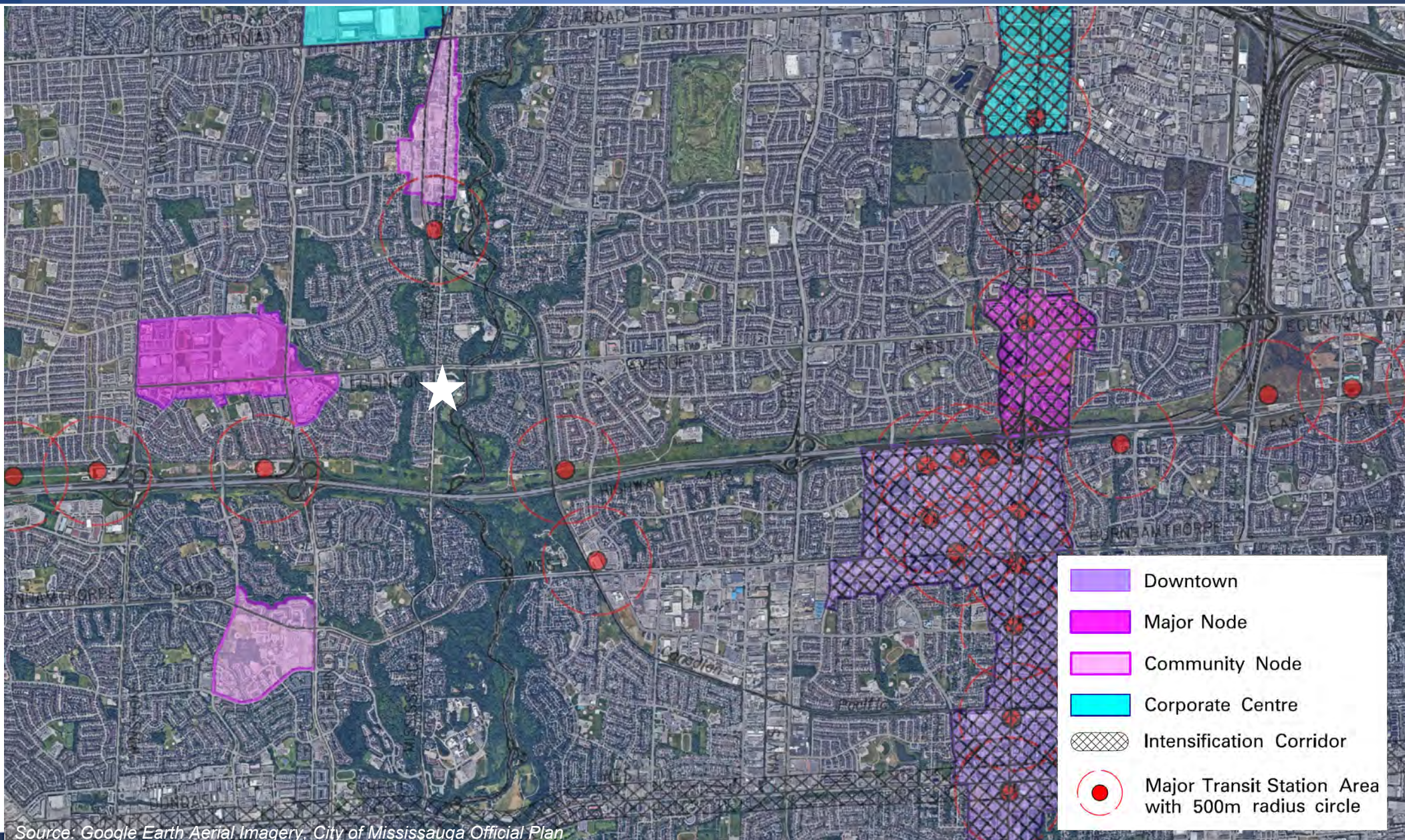
Site Location



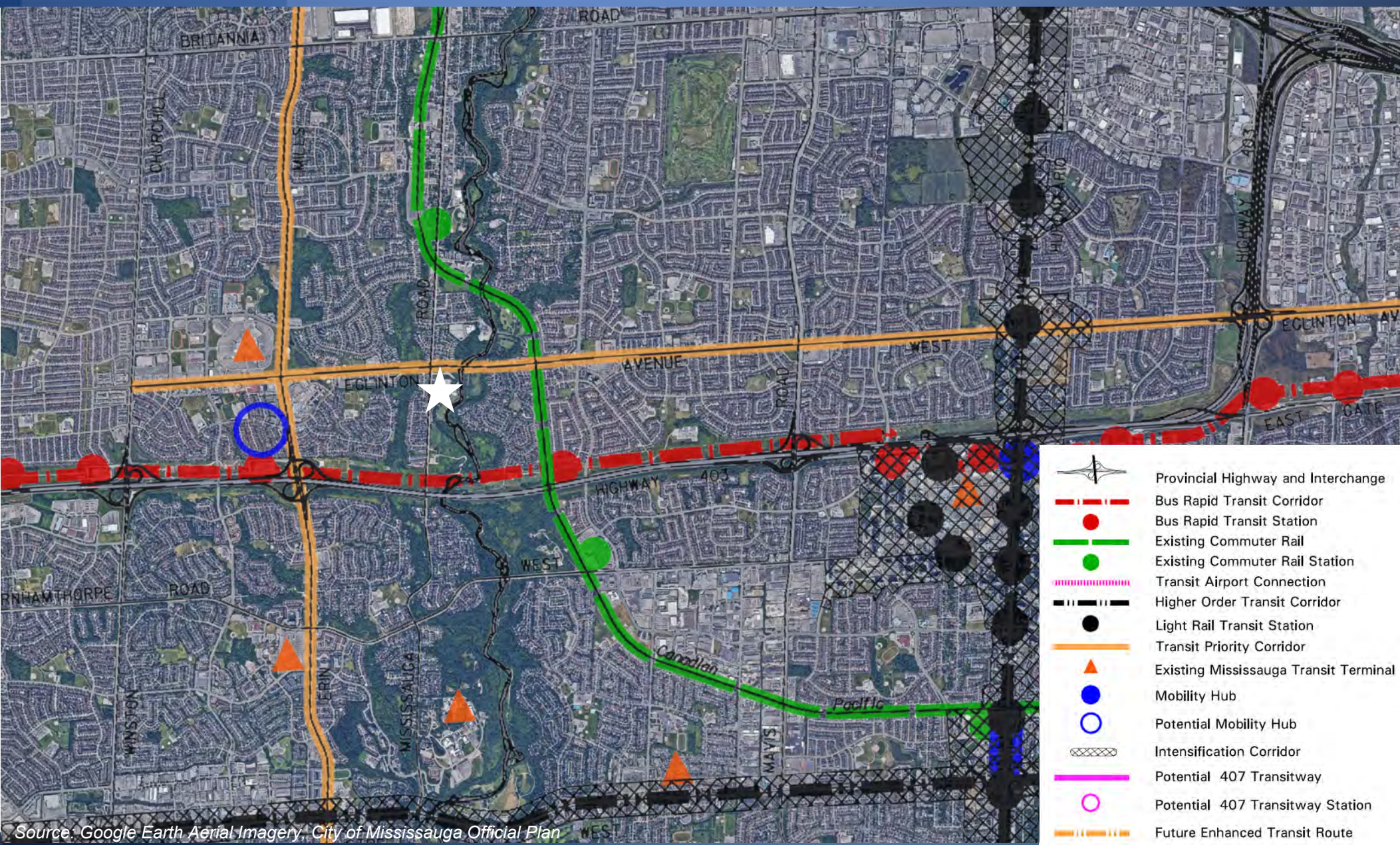
Source: Google Earth Aerial Imagery, City of Mississauga Official Plan

Mississauga Official Plan - City Structure

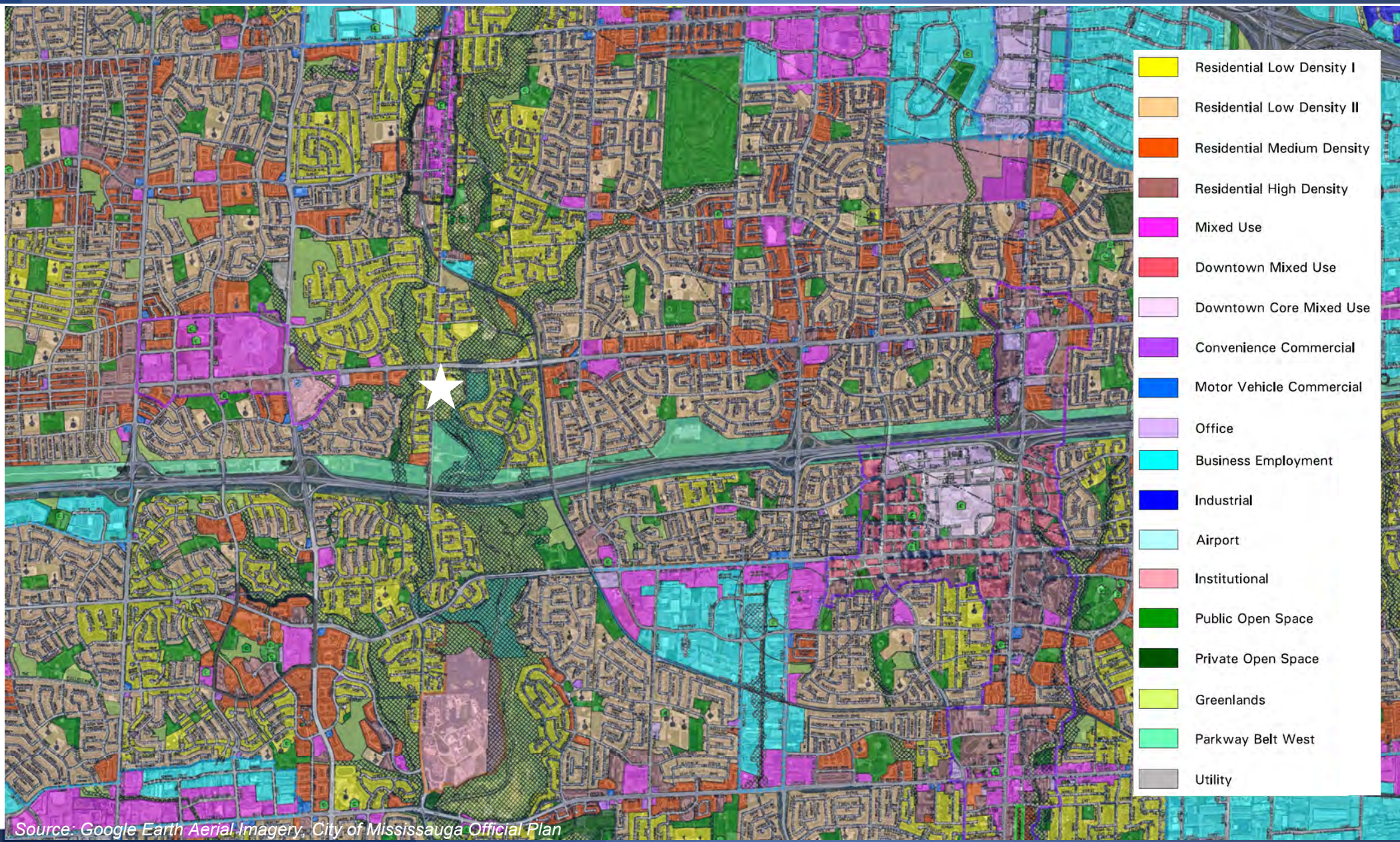




Mississauga Official Plan – Intensification Areas



Mississauga Official Plan – Long Term Transit Network



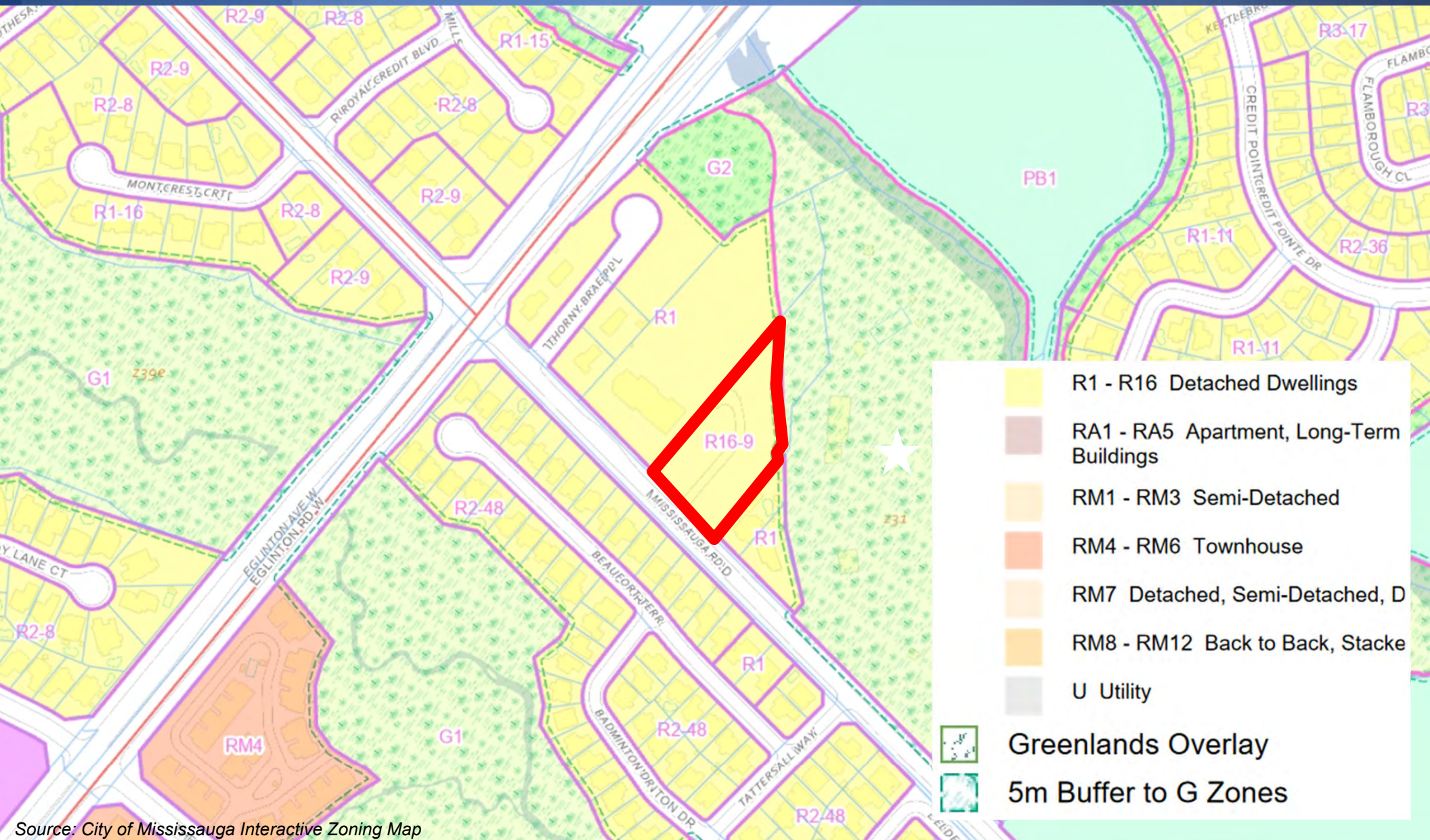
Source: Google Earth Aerial Imagery, City of Mississauga Official Plan

Mississauga Official Plan – Land Use Plan



Source: Google Earth Aerial Imagery, City of Mississauga Official Plan

Mississauga Official Plan – Land Use Plan



Source: City of Mississauga Interactive Zoning Map



Source: Google Earth Aerial Imagery

Immediate Site Context



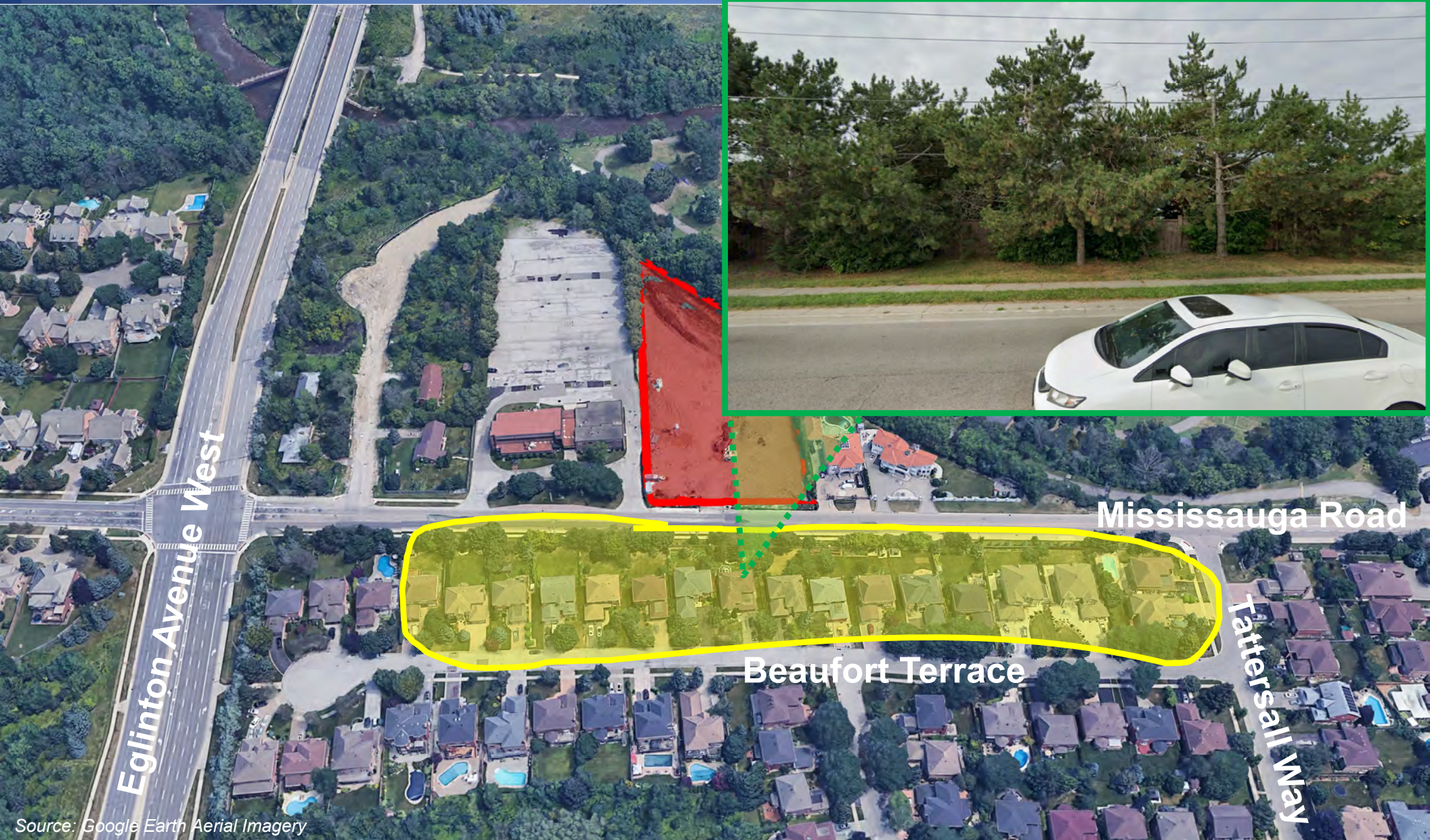


Source: Google Earth Aerial Imagery

Immediate Site Context
SOUTH



Immediate Site Context NORTH





Unit Statistics (45 UPH)

32 – Block Townhouses

4 – Semi-Detached

Source: Baker & Turner Landscape Architects, RN Design Ltd.

**Development Concept
Plan**



Parking Statistics

72 – Private Spaces

5 – Visitor Spaces (1 BF)

Source: Baker & Turner Landscape Architects, RN Design Ltd.



Development Concept Plan



Source: Google Earth Aerial Imagery

**Development Concept
Envisioned**



Source: RN Design Ltd.

**Development Concept
Envisioned**

What can be built today?

(As-of-Right)

- **Approved for 11 units** *(could become 33 units under current planning legislation)*
- **10.7m (35ft)** tall buildings
- **No** requirement for visitor parking spaces
- **No** guarantee that each unit would have its own outdoor amenity space
- **No** requirement for public consultation prior to building permit

What could be built after approval of the future planning applications?

(Proposed Concept)

- **36 units** (32 within Townhouse and 4 within Semi-Detached Buildings)
- **10.7m (35ft)** tall buildings
- Requirement for visitor parking spaces
- Each unit has its own outdoor amenity space
- Requirement for public consultation prior to planning application decision

QUESTIONS AND COMMENTS WELCOME



Source: RN Design Ltd.