



1775 THORNY BRAE PL

Mississauga, Ontario

Planning Rationale

Prepared by Batory Planning + Management – July 2025

EXECUTIVE SUMMARY

Batory Planning + Management has been retained by Mississauga Road Properties ("Owner") as the planning consultant for the proposed redevelopment of 1745, 1765, 1766, 1775, and 1776 Thorny Brae Place in Mississauga ("Subject Site"). The Subject Site is located at the southeast corner of Mississauga Road and 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 located at the intersection of two major roads and adjacent to transit, including a Transit Priority Corridor, should continue to be lands designated and regulated as "Residential Low-Rise".

Despite being located at the intersection of an Arterial road (Eglinton Avenue West) and a Major Collector (Mississauga Road) 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 the Subject Site represents infill density at an intersection that is scaled appropriately to fit within its context while promoting a more transit-oriented urban setting and reflects a gradual step towards achieving complete communities. It maintains a low-rise form in contrast to the high density development along nearby intensification corridors and nodes to provide an appropriate transition to the inner single detached neighbourhoods serviced by local roads.

The proposed development consists a 99 unit stacked townhouse development, 3 storeys (12.5 metres) in height, with associated parking and common outdoor amenity areas. Each unit is provided 2 private parking spaces with access into the development provided from a new curb cut along Mississauga Road, further south of the existing access (to be closed) and the existing intersection. 26 additional parking spaces are provided for visitors parking.

The current owners have actively engaged with the City and community since early 2024, having submitted an initial pre-application consultation request for an infill development in February 2024 and hosting a community meeting in December 2024 to introduce the development concept. 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 newly 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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APPENDIX A: DRAFT OFFICIAL PLAN AMENDMENT

APPENDIX B: DRAFT ZONING BY-LAW AMENDMENT

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 1745, 1765, 1766, 1775, and 1776 Thorny Brae Place. It is located at the southeast corner of the Mississauga Road and Eglinton Avenue West intersection, with frontage along both major streets.

The Subject Site is legally described as:
PT LTS 3, 4 RANGE 5, NDS, LT 2, PT LT 1, RP 498 - PT1 43R31060, PTS 1, 2 43R38445 & PLAN 498 LOT 3 & PLAN 498 LOT 4 & PLAN 498 LOT 4

It is formed by an assembly of multiple lots and is irregular in shape. Deducting the area conveyed to the City in a previous application, including Credit River and associated buffers, the net developable site area totals approximately 15,261.62 square metres. It has approximately 81 metres of frontage along Mississauga Road and 150 metres of frontage along Eglinton Avenue West. There is a grade change along the Eglinton Avenue West frontage that wraps around the north half of the site along Mississauga Road which necessitates the use of a retaining wall.

A Draft Plan of Subdivision application was initiated in 2005 for a low density development and again in 2017 for a townhouse development, both of which were revoked. These developments, along with another submitted in 2008 for multi-unit buildings were never completed. As a result, the Subject Site, including the entrance to Thorny Brae Place, have remained fenced off and closed to the public for several years, with vegetation overgrowth and unmaintained buildings visible from the right-of-way.





Looking east from Thorny Brae Place at Mississauga Road towards the Subject Site



(Left) Looking north towards Eglinton Avenue West from Thorny Brae Place and Mississauga Road; (Right) Looking south from Thorny Brae Place and Mississauga Road



(Left) Looking south from the southeast corner of Mississauga Road and Eglinton Avenues West; (Right) Looking west from the south side of Eglinton Avenue West approaching 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.

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.

Uses surrounding the Subject Site include:

North: North of the Subject Site is the Eglinton Avenue West Arterial corridor. 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.

Lands to the north are designated Residential Low Density I. This designation generally continues further north up to where the rail lines intersect with Mississauga Road, near the Streetsville GO station.

East: The east portion of the Subject Site is designated Greenlands with a Natural Hazards overlay. The Greenlands area includes a woodlot portion with a previously cleared extension of Thorny Brae Place, where servicing was placed but surfacing never completed. Adjacent to the woodlot is Credit River, Henwick Meadows (park), and the Culham Trail, designated Utility and 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 Residential Medium Density, Residential High Density, Industrial, and Mixed Use.

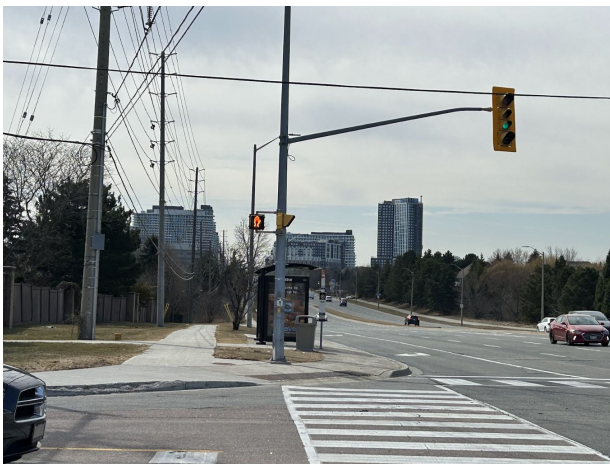
South: Immediately south of the Subject Site is the Croatian Martyrs Parish and the Croatian Parish Private Park, which comprises a place of worship and gathering space for community functions, and a large surface parking lot at the rear.

Further south is a recently approved development application site (OZ/OPA 25-4 W8) which proposes 32 townhomes and four semi detached dwellings. Adjacent to this site are properties designated Residential Low Density I, consisting of two single detached dwellings.

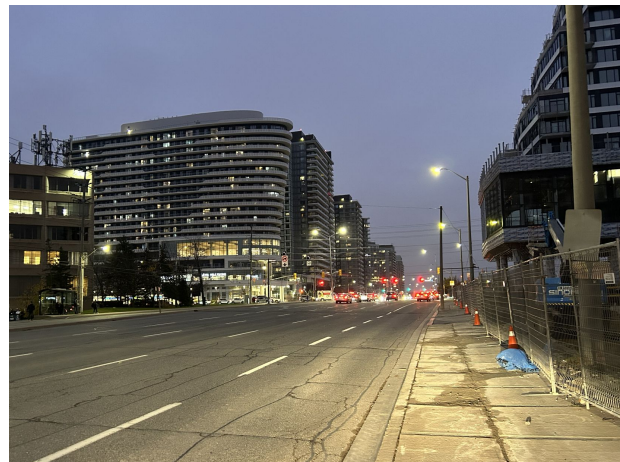
Beyond the residential properties are lands designated Greenlands and Parkway Belt West with the Natural Hazards overlay along the Credit River and its floodplain, eventually leading to Highway 403, approximately 1 kilometre south of the Subject Site.

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 800 metres to the west is the Credit Valley Hospital and Erin Mills Town Centre Major Node.



Context photos (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 with Erin Mills Centre in the background; Streetsville GO station; opposite street frontage from Subject Site on Eglinton Avenue West; view of interface between south adjacent property and the Subject Site



Context photos (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

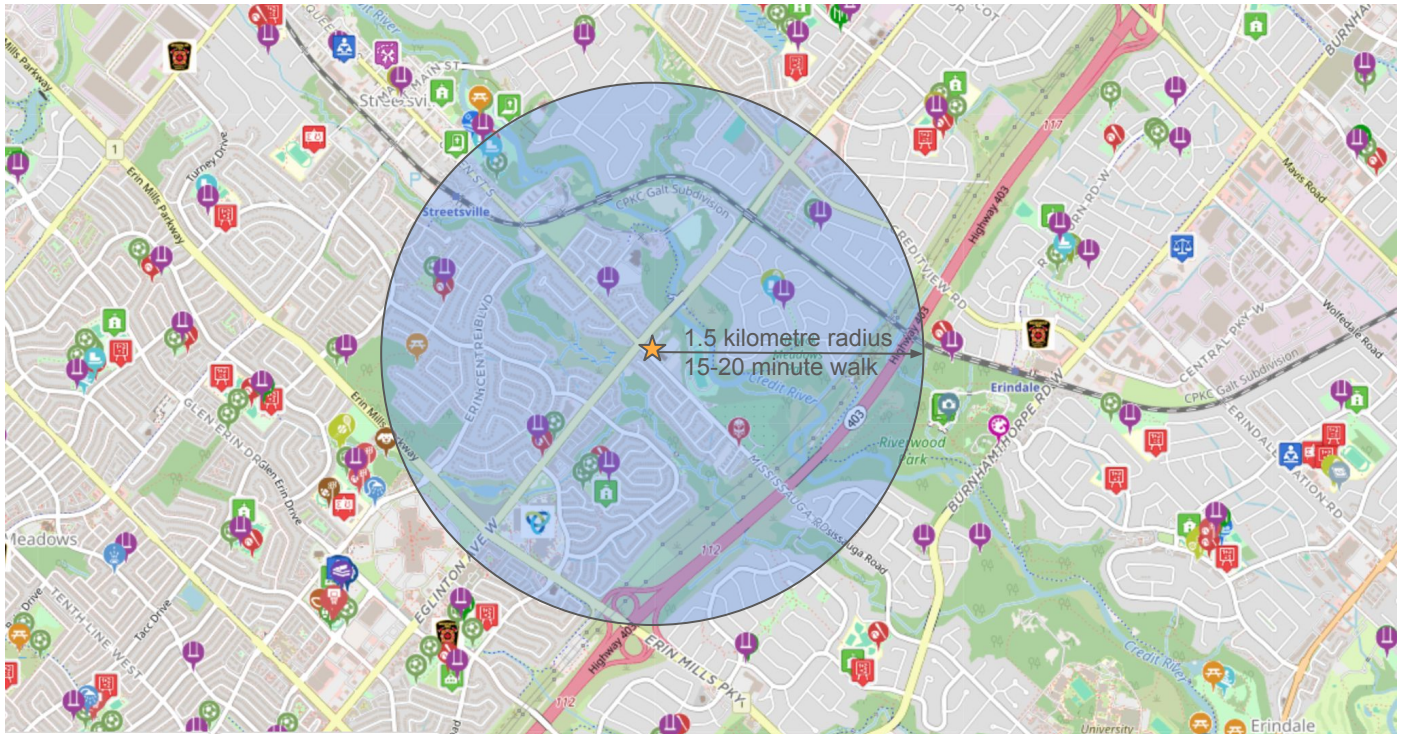
Broadening the contextual catchment area to a 1.5 kilometre radius (20-30 minute walking distance) captures schools, public parks, daycare centres, community and recreation areas, places of worship, and other amenities that support residential uses.

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; 10 minute walking route)
- St. Rose of Lima Catholic Elementary School (DPCDSB; JK-G8; 17 minute walking route)
- Credit Valley Public School (PDSB; JK-G5; 30 minute walking route)
- John Fraser Secondary School (PDSB; G9-G12; 31 minute walking route)
- Children's Learning Garden (daycare; 15 minute walking route)
- 123 TLC Preschool (daycare; 21 minute walking route)
- EYES Child Care (daycare; 26 minute walking route)
- Little Rascals Preschool (daycare; 32 minute)
- Little Angels Christian Childcare Centre (daycare; 25 minute walking route)
- PLASP Early Learning and Childcare Centre (daycare; 32 minute walking route)
- Mississauga Credit Valley YMCA Child Care Centre (daycare; 30 minute walking route)
- Busy Hands 'n' Minds Childcare Centre (daycare; 33 minute walking route)

Public recreation and open spaces located in the immediate vicinity include Hewick Meadows Park and Culham Trail, as well as the Leslie Log House lands a little further south, 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

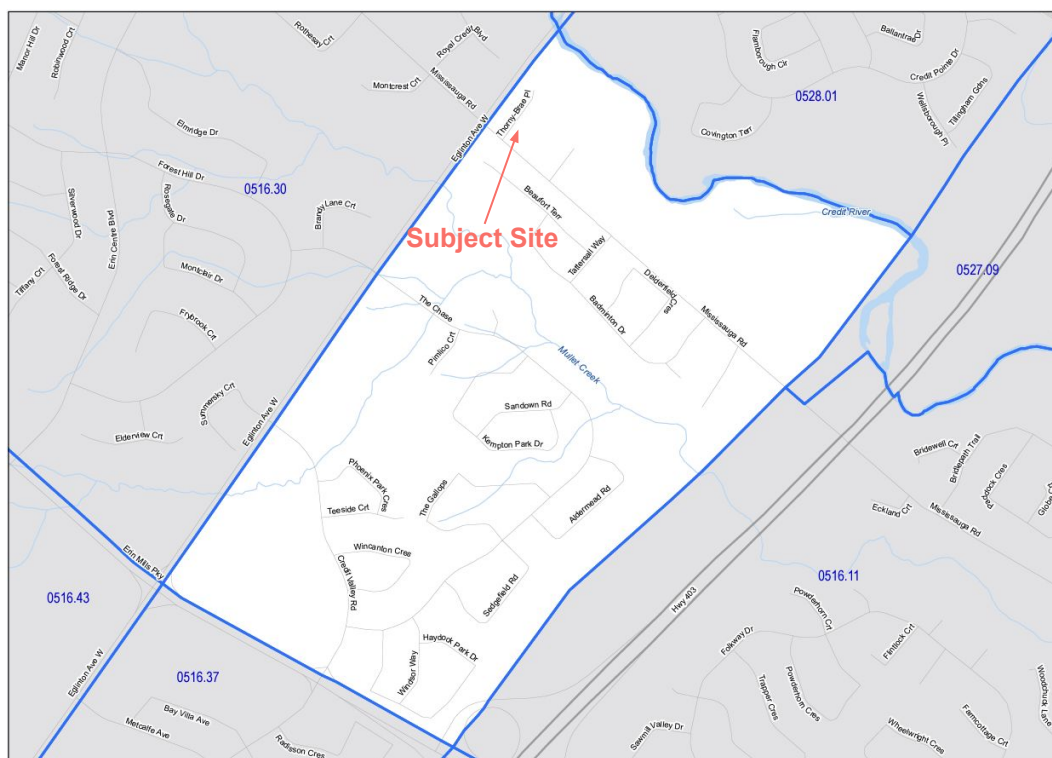
Track & Field

- 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

The Census Tract Area (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 at the intersection of an Arterial road with a planned 45 metre right-of-way (ROW), and a Major Collector road, which is also identified as a Scenic Route with a 26 metre planned right-of-way.

Traffic is carried in three eastbound lanes and three westbound lanes with a centre boulevard on Eglinton Avenue West. Closer to the Mississauga Road intersection a left turning and a right turning lane are introduced.

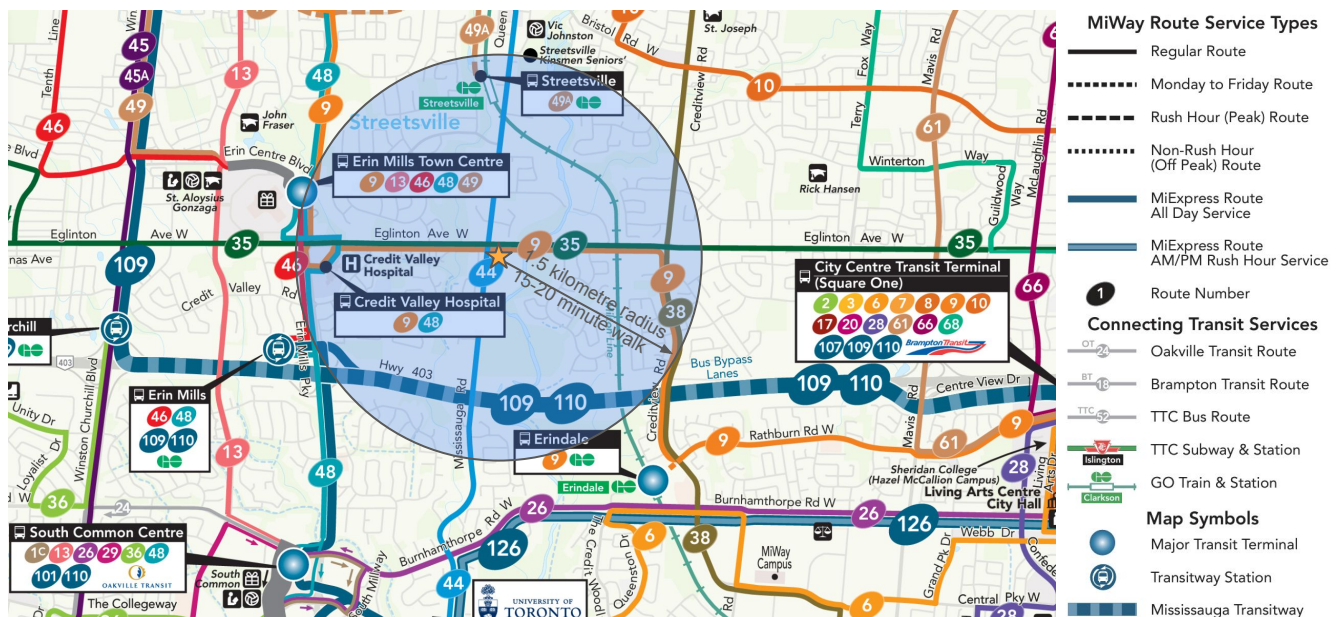
Along Mississauga Road, traffic is carried in one northbound and one southbound lane separated by a centre aisle reserved for turning vehicles. Closer to the intersection there are two additional lanes, a left turning lane and a right turning lane.

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
- 13 Glen Erin
- 35 Eglinton
- 38 Creditview
- 44 Mississauga Road
- 46 Tenth Line
- 48 Erin Mills
- 49/A McDowell

Approximately 1 kilometre to the west is the Erin Mills Town Centre transit hub. 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

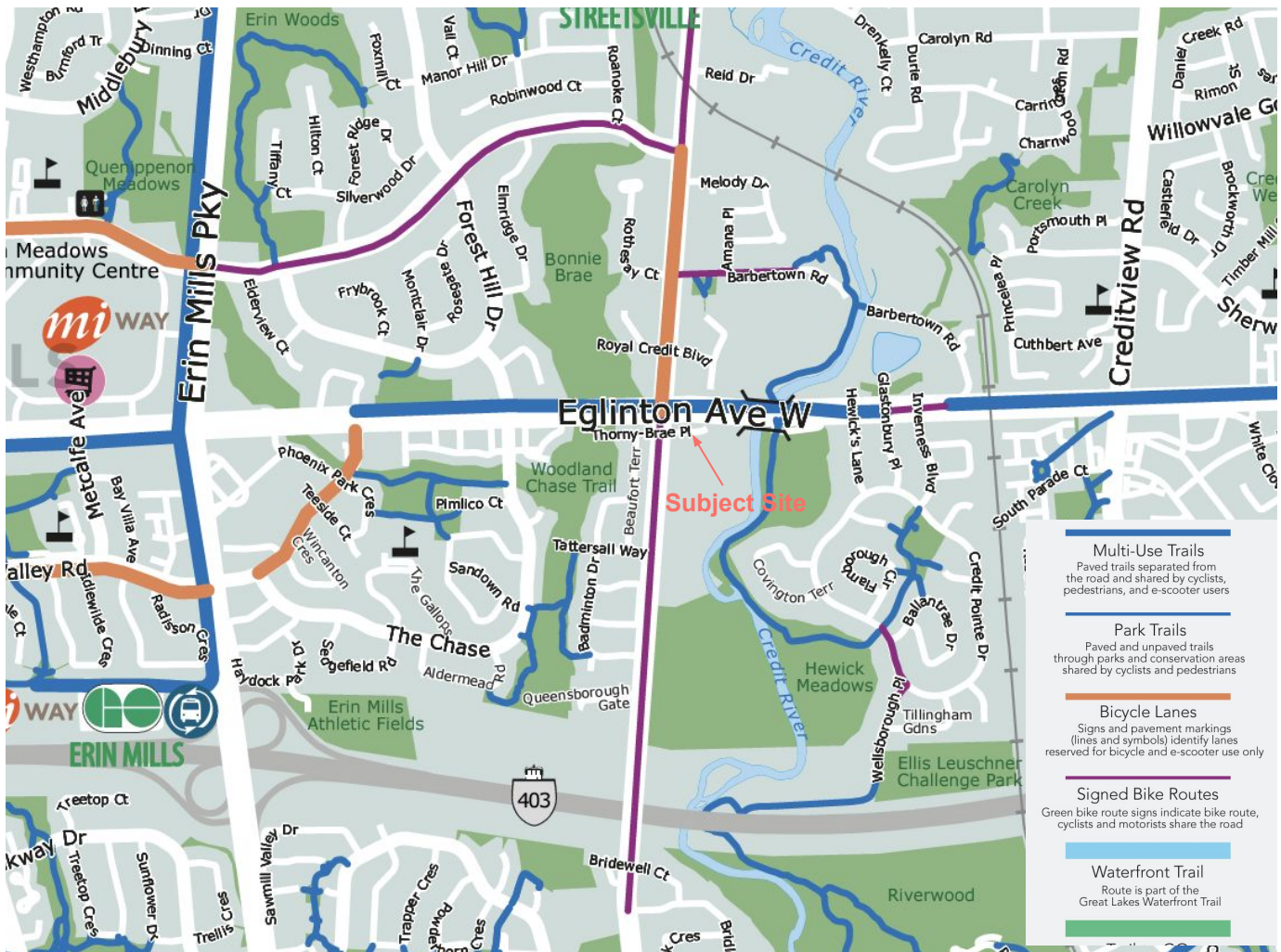
Active Transportation Network

The Subject Site is directly 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 available along Mississauga Road and Eglinton Avenue West. Pedestrian connection on the east side of Mississauga Road ends at the south property line.



City of Mississauga 2023 Cycling Map

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

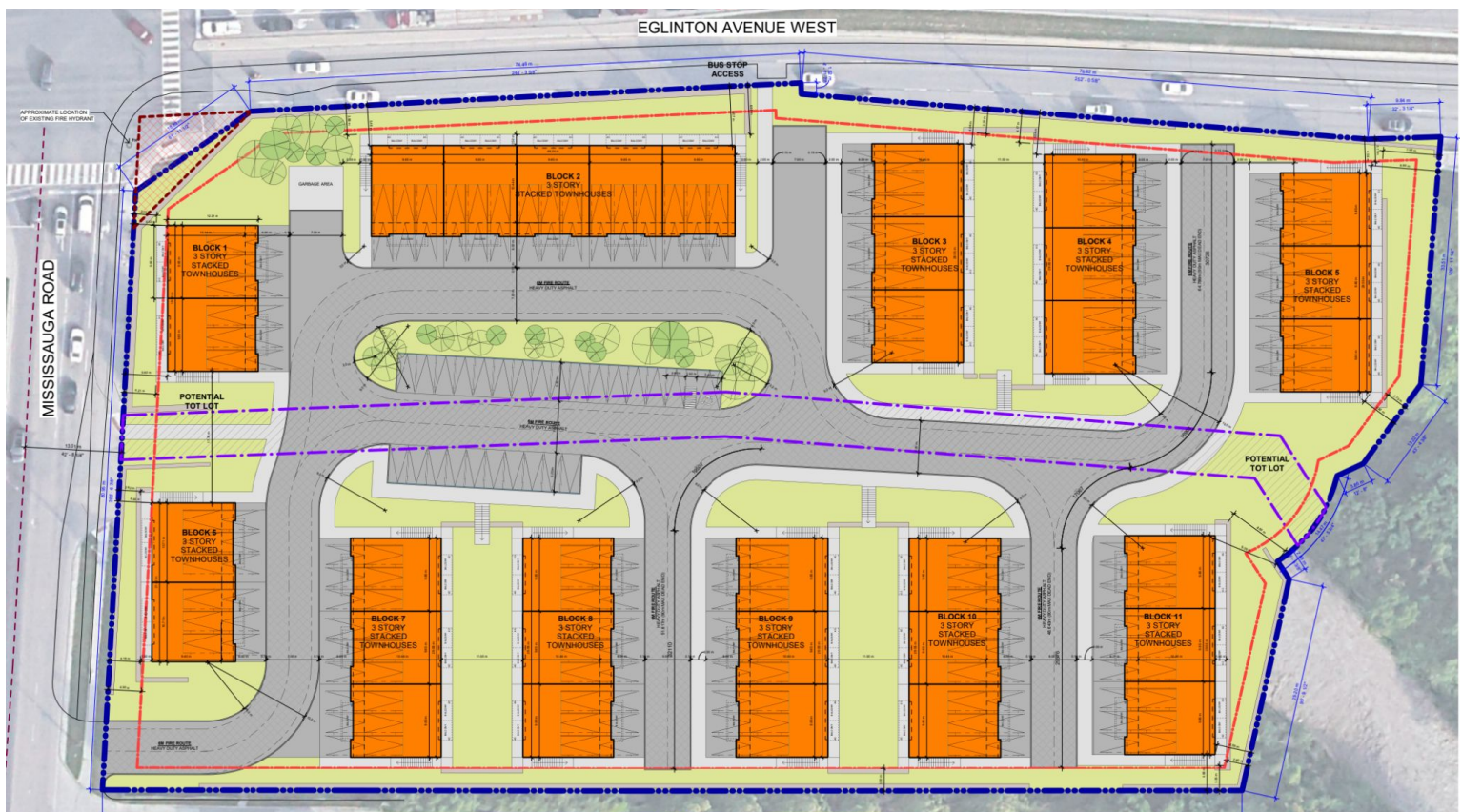
2.1 PROPOSED DEVELOPMENT SUMMARY

The Proposed Development introduces a more transit supportive residential infill development at the intersection of Eglinton Avenue West and Mississauga Road. The Proposed Development consists 11 stacked townhouse blocks with a total unit count of 99 dwelling units, including 66 townhouse units and 33 integrated bungalow units. The townhouse blocks are interspersed with common amenity areas, drive aisles, parking, and landscaping. All blocks are proposed as 3 storeys with a partial basement level for parking.

Vehicular access to the site is provided from Mississauga Road through a relocated curb cut further away from the main intersection.

Each unit is provided 2 private parking spaces - one space contained within an integrated below grade garage and one driveway space. 26 visitors parking spaces are also available central to the development in a small surface parking area.

Private amenity space is provided for bungalow units in the form of balconies and shared common outdoor amenity areas are also provided throughout the development. All townhouse units are proposed to have the option to choose between 2, 3, and 4 bedroom units and all bungalow units are proposed as 2 bedroom units.



Proposed Development - Site Plan

The following table details the proposed site statistics:

	Submission
Lot Area	15,261 sq m
Gross Floor Area	13,017 sq m
Building Height	3 storeys (13.82 m)
Density	0.76 FSI
Number of Dwelling Units	99
Bungalow Units (2 bedroom)	33
Townhouse Units (option for 2, 3, or 4 bedroom)	66
Common Amenity	2094.4 sq m
Parking Spaces	224
Residents Parking	198
Visitors Parking	26

2.2 PLANNING HISTORY

The Subject Site has historically been occupied by four single detached dwellings fronting onto Thorny Brae Place since the mid 1950s and has seen several development applications from the early 2000s until now on various parcel assemblies.

Between 1981 and 2008, there have been at least five development applications pertaining to the Subject Site, including, but not limited to:

- OZ 81/075
- OZ 87/106
- OZ 05/035 & T-M05009
- OZ 08/002
- OZ 17/018 & T-M17006

The applications ranged widely in development concepts, previously contemplating a community centre, retirement building, detached dwellings, apartment buildings, townhouses, and semi detached dwellings..

In August 2005, planning applications for a rezoning and Draft Plan of Subdivision was submitted (OZ 05/035 & T-M05009) to demolish the existing dwellings and create 18 lots, each proposed to be occupied by a detached dwelling fronting a common element condominium (CEC) road. This application was cancelled in November 2006 due to inactivity.

Under new ownership, an Official Plan Amendment and Zoning By-law Amendment application was submitted January 2008 (OZ 08/002) to permit the development of two apartment buildings (9 and 12 storeys), consisting 494 apartment units and four levels of underground parking. This proposal was part of a larger vision to redevelop the additional parcels fronting Thorny Brae Place and the lands to the south with a total of five multi unit buildings.

City Staff at the time directed the applicant to revise the proposal to respond to Staff and residents' concerns.

In February 2009 the proposal was revised to reduce the level of intensification proposed, proposing a development of two 8 storey residential buildings and one 4 storey residential building for a total of 251 units with two levels of underground parking. The application was appealed to the OMB and then sold to new owners, who then cancelled the application shortly thereafter in February 2010.

On August 18, 2015 a request for a Development Application Review Committee (DARC) meeting was submitted to discuss a development concept consisting four single detached dwellings fronting onto Mississauga Road and several townhouse blocks fronting onto an internal common element condominium road. Highlighted early in the process was a servicing concern regarding existing flow conditions.

Incorporating additional comments received during the DARC meeting, a revised concept consisting one single detached house and seven freehold townhouse blocks total 35 units was developed. A servicing solution was also devised and access agreement provided by the owners of 4605 Mississauga Road to facilitate the rehabilitation of the existing channel.

Following a period of inactivity, a second pre-application meeting took place in November 2017 to discuss the previously prepared development concept. Staff were generally supportive of the proposed concept and confirmed that three storey townhouses would be appropriate.

On December 7, 2017, a formal planning application was submitted to facilitate the development of the 2015 and 2017 DARC proposal discussed with City Staff.

The Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision submitted December 2017 (OZ 17/018 & T-M17006) was slightly modified to increase the unit count by two for the development of 37 three storey street townhouses in seven blocks fronting onto Thorny Brae Place, and one detached dwelling fronting Mississauga Road.

In March and April of 2018, demolition permits were issued for 1765 Thorny Brae Place and 1775 Thorny Brae Place, respectively. Both buildings are still intact and have not yet been demolished.

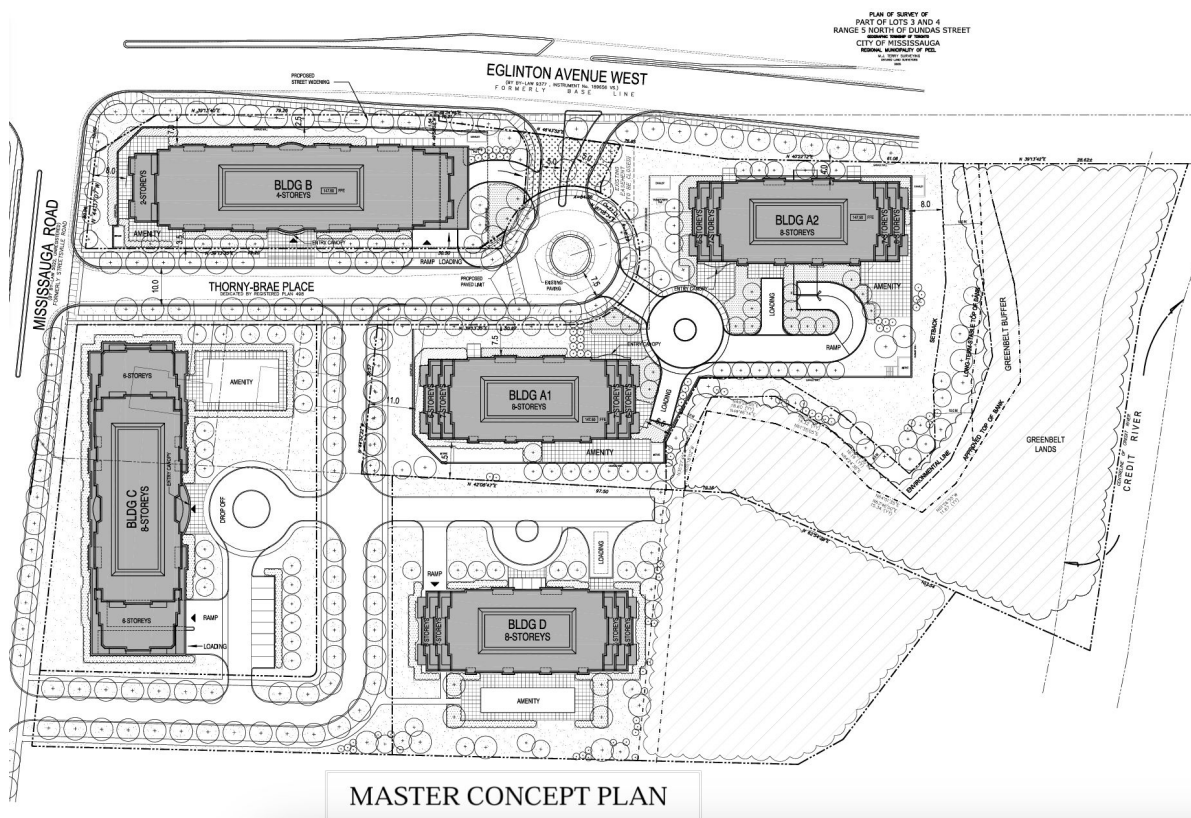
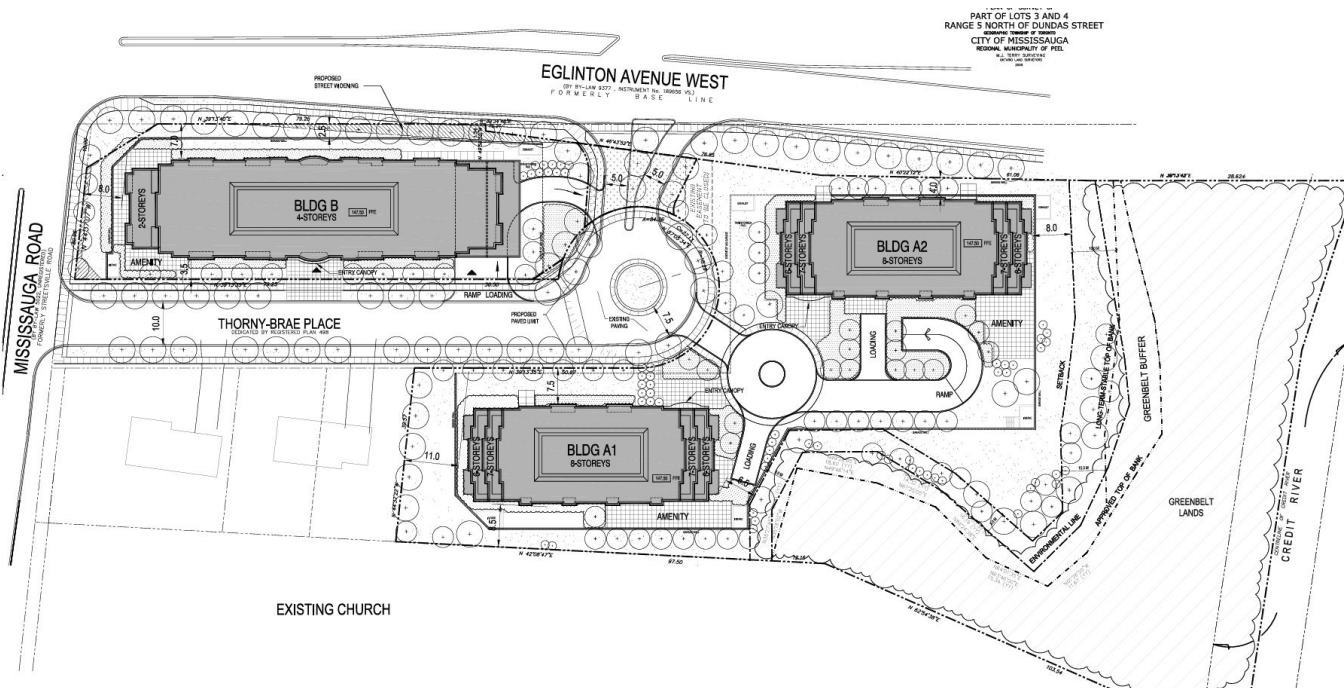
A Public Information Report dated August 23, 2019 was received by the Planning and Development Committee at its meeting on September 16, 2019 and a subsequent Public Meeting was held for the application on October 15, 2019.

Servicing infrastructure was installed and hazard lands associated with the Credit River were conveyed to the City prior to the application being cancelled April 2021 due to financial constraints. These lands were delineated through the mapping and findings from a Slope Stability Study prepared by Soil Engineers Ltd as part of the Draft Plan application and reviewed by City Staff and the Credit Valley Conservation Authority.

Under new ownership, a DARC application was submitted to the City in February 2024 for a proposal of eight semi detached dwellings and 208 stacked townhouse units (DARC 24-36). City and agency comments were circulated shortly thereafter to which the current proposal integrates in a revised concept. The City noted that an Official Plan Amendment application would be required as well as a Zoning By-law Amendment application.

This proposal relates to the the development block established through T-M17006 and incorporates the additional two properties fronting Thorny Brae Place (1766 and 1776 Thorny Brae Place) to form a more comprehensive development site.. It more aptly responds to changes in Provincial policy to promote efficient land and infrastructure use to increase housing options and supply while effectively using available municipal services.

A Public Information Meeting (PIM) was held December 3, 2024 to introduce the proposed development and received community feedback. Details regarding the PIM can be found in Section 2.5 of this report.



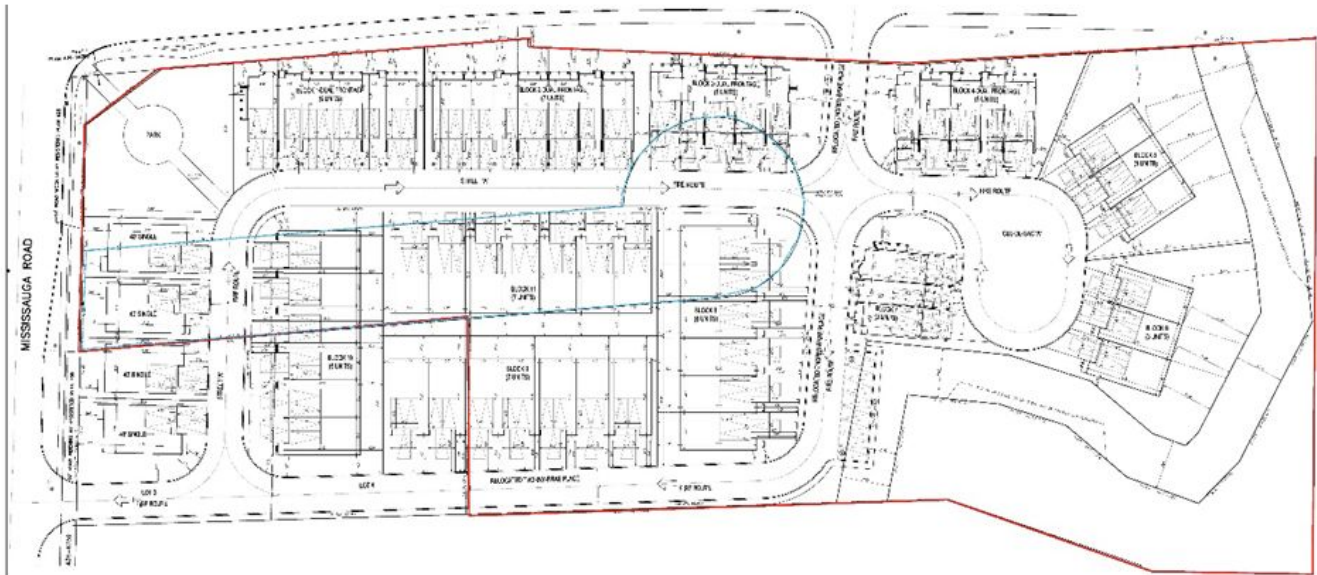
Master Concept Plan envisioned as part of OZ 08/002 contemplating two additional eight storey buildings to the south



Conceptual rendering of proposed development looking south on Eglinton Avenue West for OZ 08/002 W8



Conceptual rendering of proposed development looking southeast at Mississauga Road and Eglinton Avenue West intersection for OZ 08/002 W8



Development concept proposed in 2015 DARC application



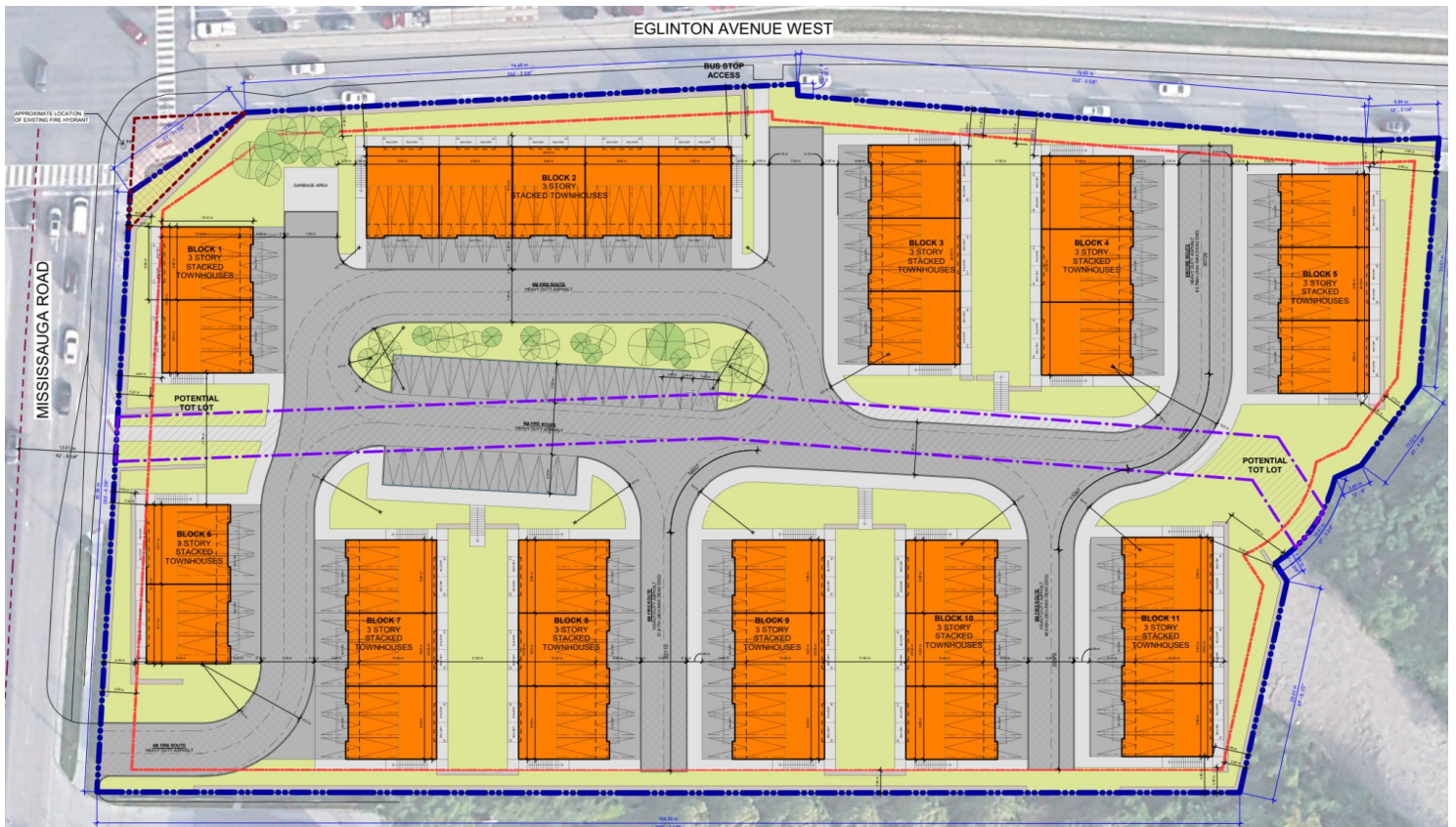
Woodland Enhancement Strategy resulting from the Environmental Impact Study prepared by WSP Canada Group Ltd and Slope Stability Study prepared by Soil Engineers Ltd March 2019



Conceptual elevation of a sample townhouse block for OZ 17/018 W8 prepared by RN Design



Conceptual renderings of a sample townhouse block for OZ 17/018 W8 prepared by RN Design



Current development concept Site Plan proposing 99 units contained within 11 stacked townhouse blocks



Example rendering of the proposed development from an internal driving aisle facing a townhouse block

2.3 BUILDING DESIGN AND LANDSCAPING

At 3 storeys in height, the proposed development has a height of 13.82m. The variation in height is a result of the changes in site grading throughout the Subject Site. Nonetheless, the proposed development has been sited, massed, and scaled as a three storey townhouse development to integrate appropriately into the planned and evolving context of the Central Erin Mills neighbourhood, particularly along the Eglinton Avenue West corridor. The Proposed Development benefits from its adjacency to transit and nearby 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 the 'scenic road' (Mississauga Road) and arterial road (Eglinton Avenues West). Building orientation, setbacks, and siting have been carefully considered to create a pedestrian friendly environment and maintain an attractive and compatible streetscape along both major streets, as intended by municipal planning policies and guidelines.

The density proposed appropriately balances the existing and evolving 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 4.19-4.53 metres, exclusive of balconies, to ensure ample space for property maintenance, access, and landscaping. The units fronting 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 townhouses are envisioned with a consistent architectural style with slight variation in block lengths to address street frontages at the main intersection. The interior townhouse blocks have been designed in similar block sizes to create site organization and a clear circulation layout.

The architectural elements of the Proposed Development have been carefully considered to ensure compatibility with the surrounding context while also introducing a modern design in keeping with more recent applications and approvals in the surrounding context. The proposed built form transitions from the existing older low rise stock to a more contemporary style through material selection, including brick, stone, and wood composite and cladding. The built form and facade articulation uses a more dynamic palette and variation in massing for visual interest and aesthetic appeal. It provides CPTED elements with ample openings to the street and common amenity areas for natural surveillance, improving sense of safety through design and interaction with the public realm.

The proposed development presents a thoughtful and context-sensitive addition to the surrounding neighbourhood character. The façade is articulated with a mix of traditional and contemporary materials that speak to the existing material palette present in the neighbourhood. The third storey is clad in warm-toned brick, a direct reference to the predominant red and brown brick used in the older single detached homes in the area, while the lower levels use a light-coloured stone veneer that echoes the material palette of newer nearby infill developments. Light wood-toned composite panels frame the upper levels, adding a subtle modern touch while visually breaking down the massing into distinct architectural elements that complement the rhythm and scale of adjacent homes.

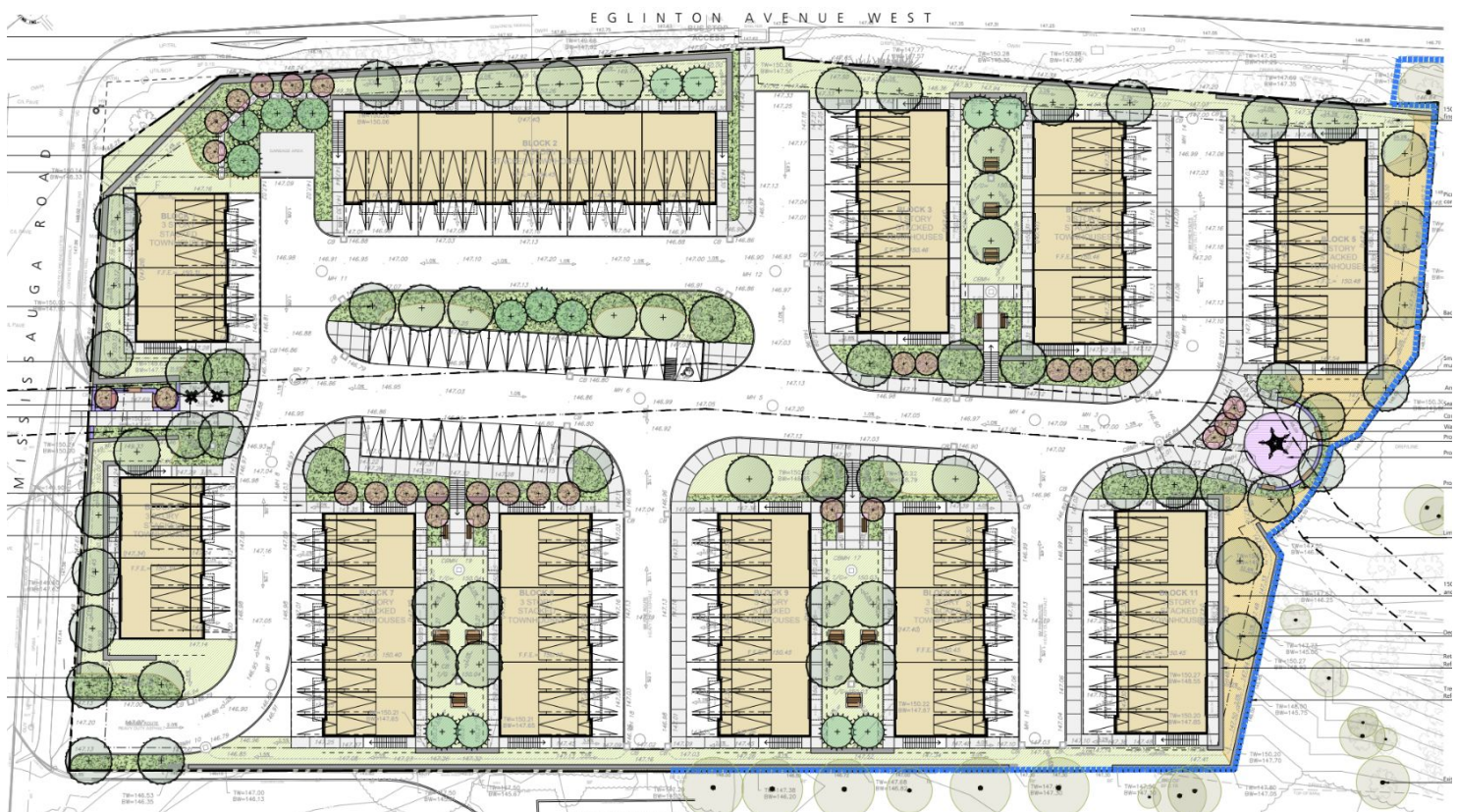
The varied rooflines and gabled dormers further reinforce a residential typology, creating a human-scaled streetscape despite the building's greater density. Balconies provide passive surveillance and activate the street edge, while the integration of parking within the building's base - and not through protruding garages - helps minimize visual impact at grade.

Overall, the design strikes a careful balance between architectural continuity and contemporary expression, ensuring it fits seamlessly into a transitioning neighbourhood context.

The building facades are designed to reinforce a consistent street framing at the main intersection, including the entry from Mississauga Road complemented by an common outdoor amenity area and corner gateway feature. The variation in building material is augmented by the architectural articulation through windows, push-pull massing, and protecting balconies and canopies to break up the townhouse building walls both vertically and horizontally.

Both street frontages are proposed to be landscaped with sodding, tree lining, and planting areas. A pedestrian walkway is also proposed from both Mississauga Road and Eglinton Avenues West to create pedestrian permeability into the site, where internal walkways continue to provide access to all townhouse blocks and units.

A tot lot is provided at the rear adjacent to the naturalized area and away from public roads and heavier flows of traffic. Between facing townhouse blocks is also a shared amenity area bookended by landscaped areas. The visitors parking area is proposed to be enveloped by trees and landscape planting to screen parking areas and provide relief from driving surfaces.



Proposed landscape plan



Example rendering of proposed development between facing townhouse blocks



Example rendering of proposed development from internal driving aisle



Proposed rear (left) and front (right) elevations



Proposed side elevations

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 uses in addition to tailoring a series of performance standards, including height, setbacks, and landscaping.

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 as part of this application submission package.

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 will also be required to establish the parcel of tied land (POTL) and common elements, such as the shared internal driving aisles, outdoor common amenity areas, and visitors parking.

2.5 COMMUNITY ENGAGEMENT PLAN

A Development Application Review Committee (DARC) request for a new development concept was submitted to the City on February 1, 2024 then re-submitted on February 16 with additional details. A DARC meeting was held on March 19, 2024 and comments were circulated shortly after. Comments from City Staff and external agencies have been received and considered to inform the development concept which has advanced to the formal submission. As per the City's request, an Official Plan Amendment and Zoning By-law Amendment have been prepared to permit the proposed development.

A virtual Public Information Meeting (PIM) was held December 3, 2023. Residents' concerns pertained mainly to potential traffic impact, land use, and environmental impact. A summary of the community meeting is provided in the Community Meeting Report.

Comments from Staff and agencies' review of the townhouse and semi detached development concept provided at the time of the March 19, 2024 DARC meeting, as well as those provided in writing following the DARC submission, include, but are not limited to:

- Technical elements, including site plan labeling and easement details;
- The incorporation of the ROW;
- The implementation of low impact development (LID) measures;
- The delineation and conveyance of Greenlands to the City;
- The requirement for indoor and outdoor bicycle parking;
- The consideration for public art; and
- Review of the Urban Design Guidelines

The Owner intends to meet the applicable Official Plan policies and overarching objectives, and has been working towards a collaborative planning process as encouraged in Chapter 3 of the Official Plan.

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 to notify area residents and the public of the proposed development application.

Members from the public are able to submit comments and area residents will also be circulated a written 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.”

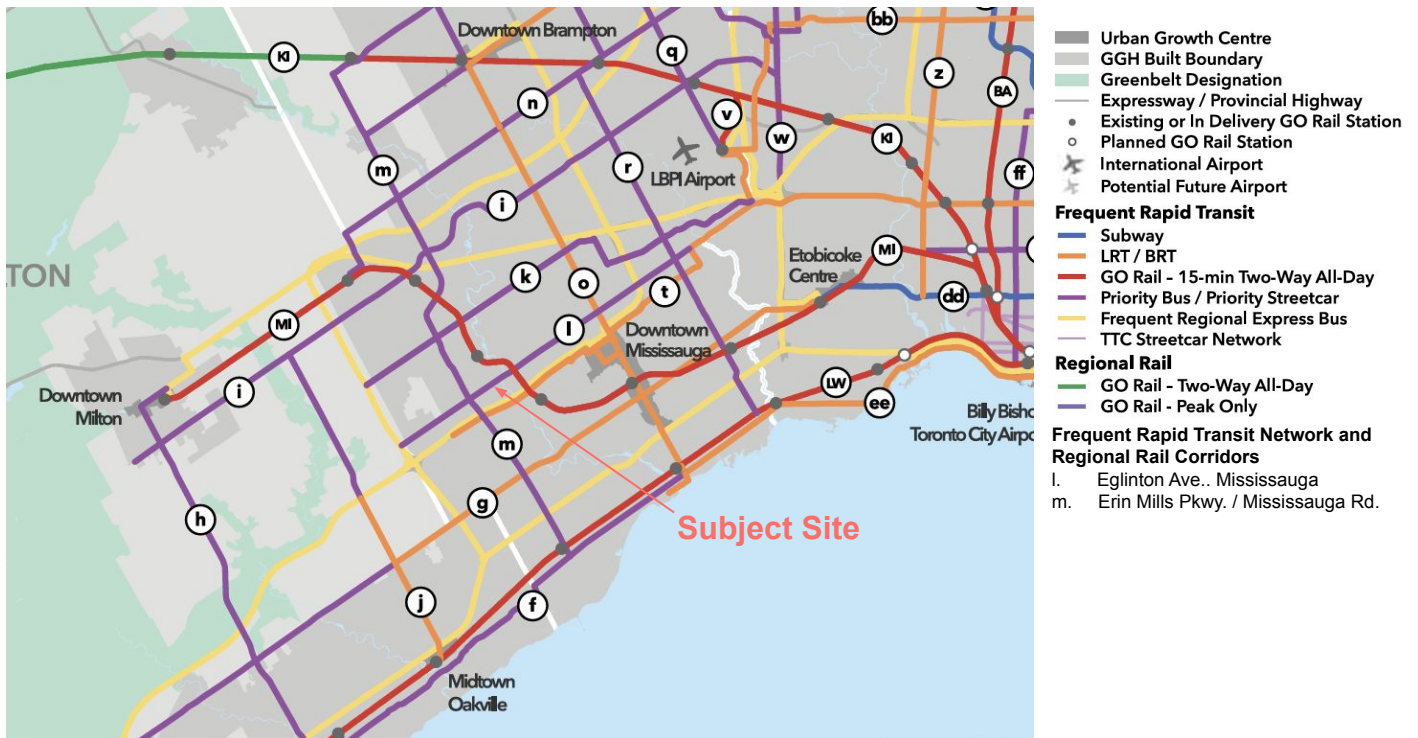
Relevant strategies to achieve the objectives of this vision include Strategy 4 - Integrate transportation and land use, and Strategy 5 - Prepare for an uncertain future. Each strategy includes a number of priority action items including:

- 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.

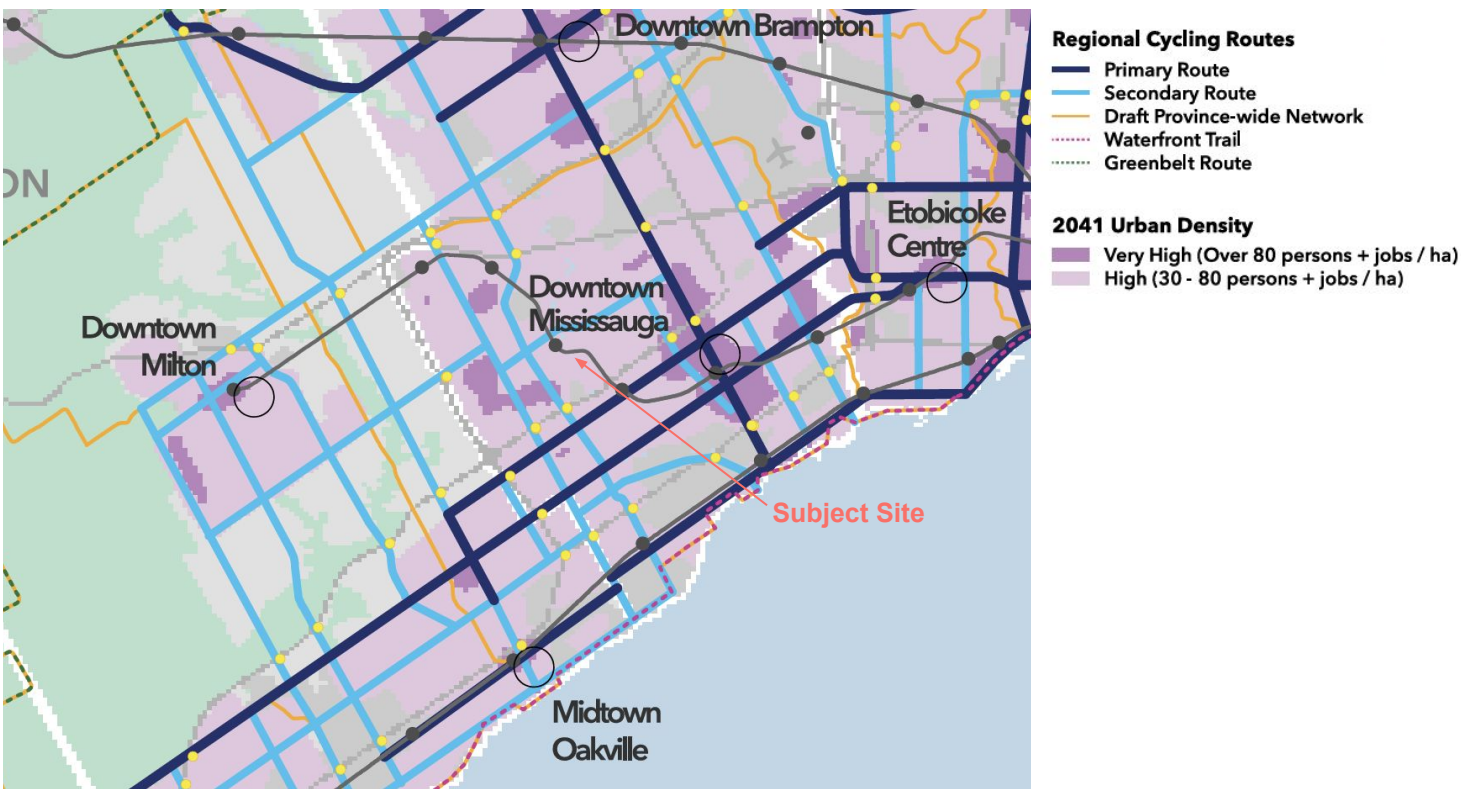
The RTP identifies the Eglinton Avenue Priority Bus in Map 5: 2041 Frequent Rapid Transit Network and Map 6: Complete 2041 Frequent Rapid Transit Network maps, as well as the Milton GO Line.

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

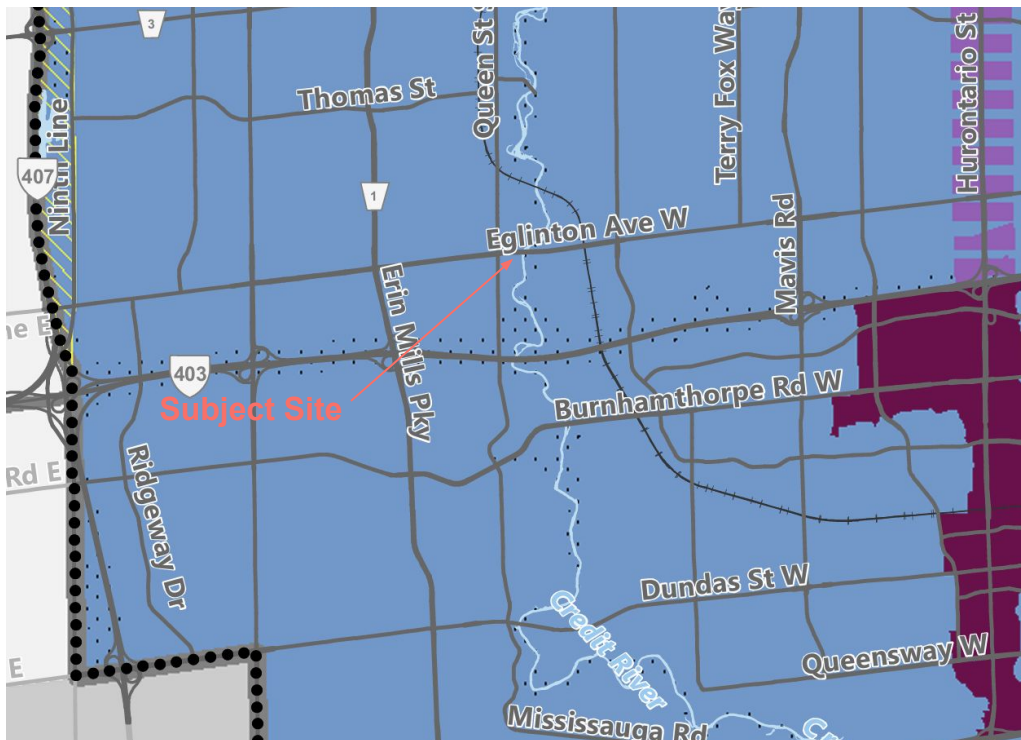
use planning, growth management, transit supportive development intensification, and infrastructure planning to achieve cost effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

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.

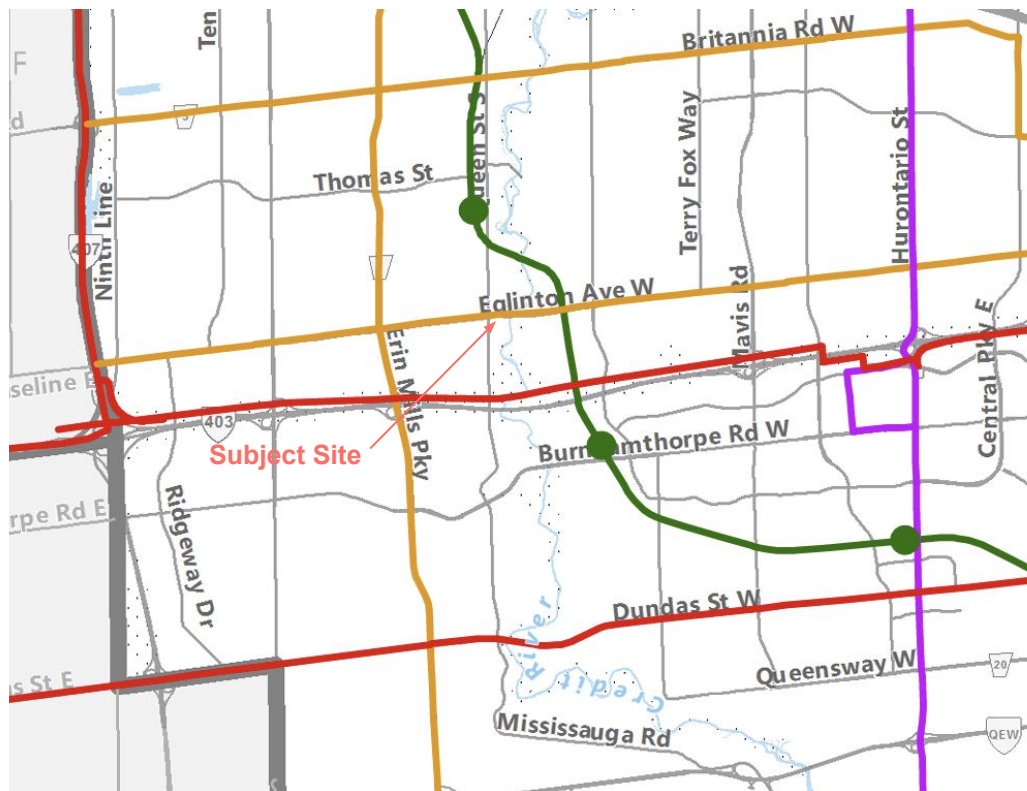
These directions are echoed in the Urban Systems land use designation section, with Policy 5.6.3 setting the clear objective for Urban Systems as areas to achieve intensified and compact built form to efficiently use land, services, infrastructure and public finances while taking into account the local 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 2031

The City of Mississauga Official Plan 2031 (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.

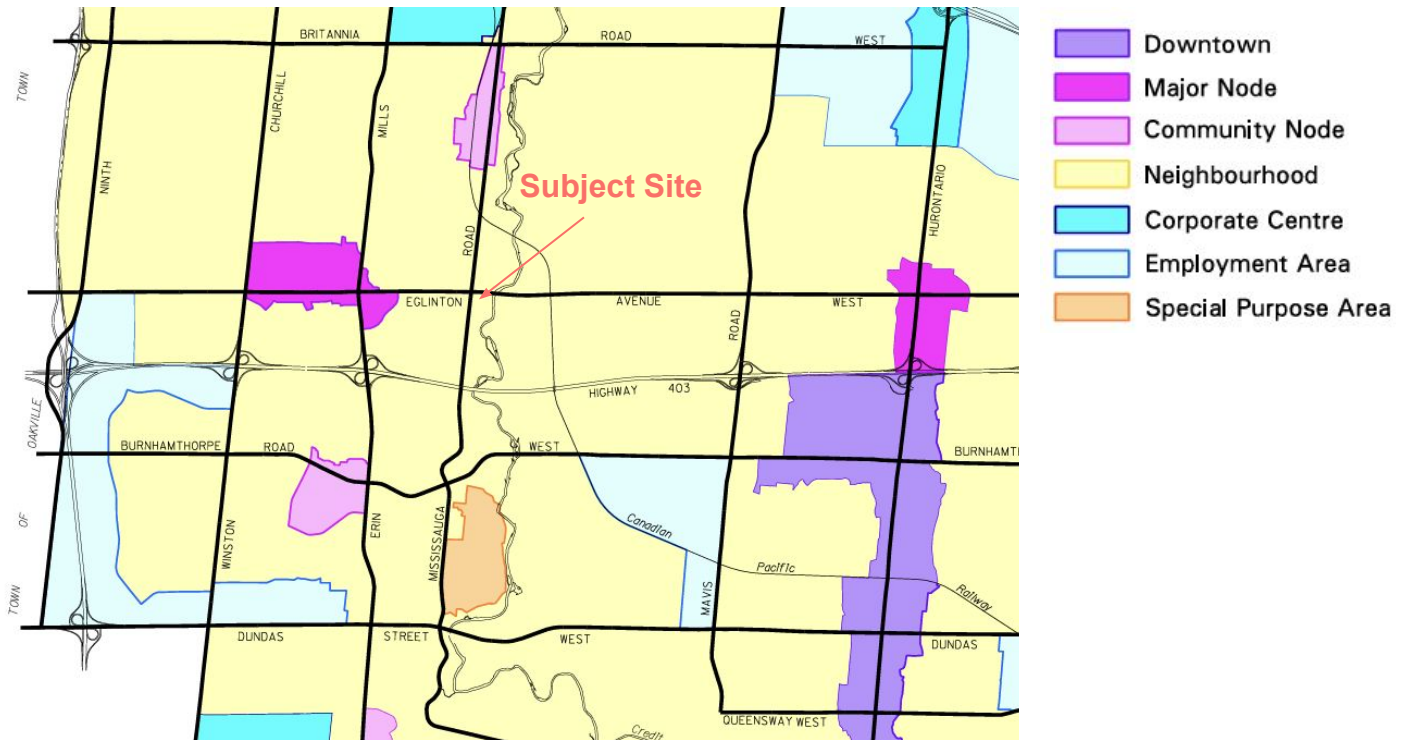
Policy 5.1.2 notes that the City will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

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.

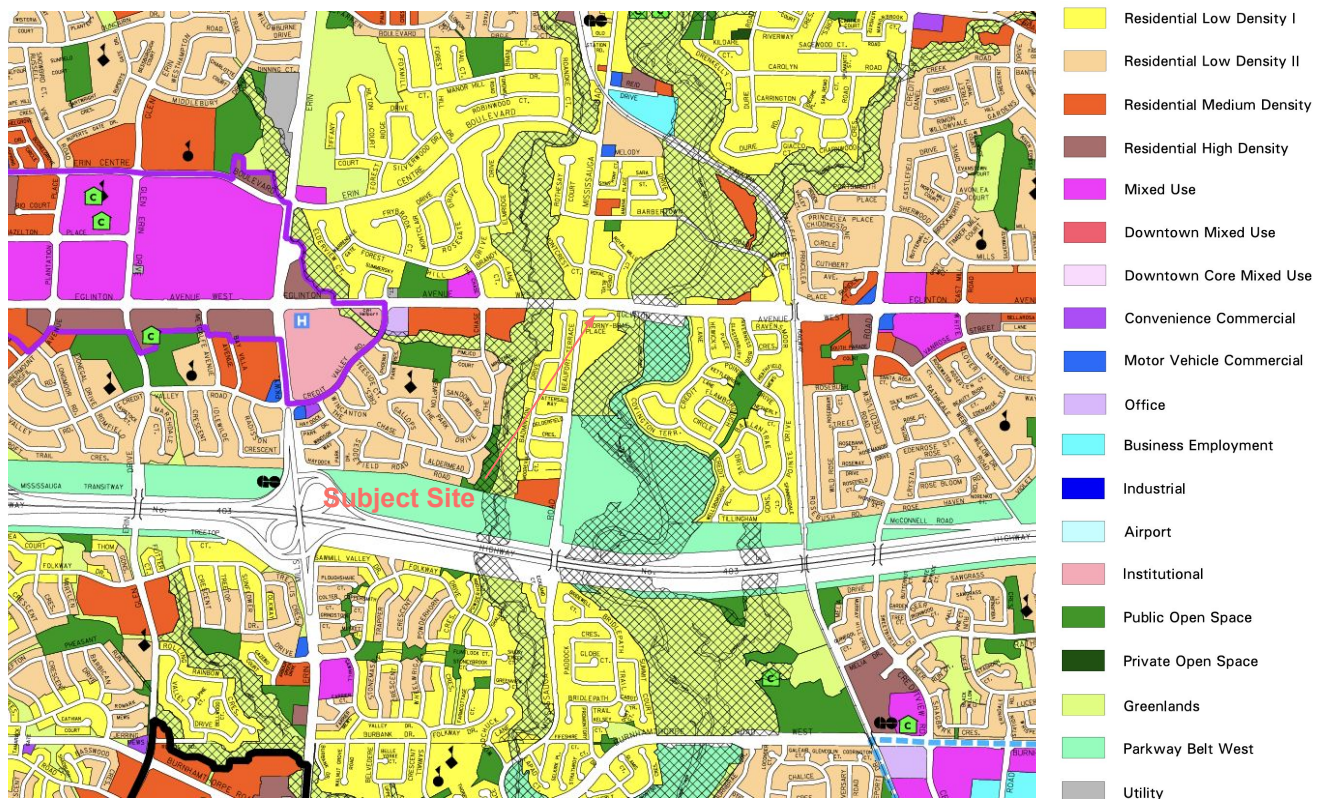
Policy 5.1.6 builds on the above by encouraging compact, mixed use development that is transit supportive and in appropriate locations to provide a range of local live/work opportunities.

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.

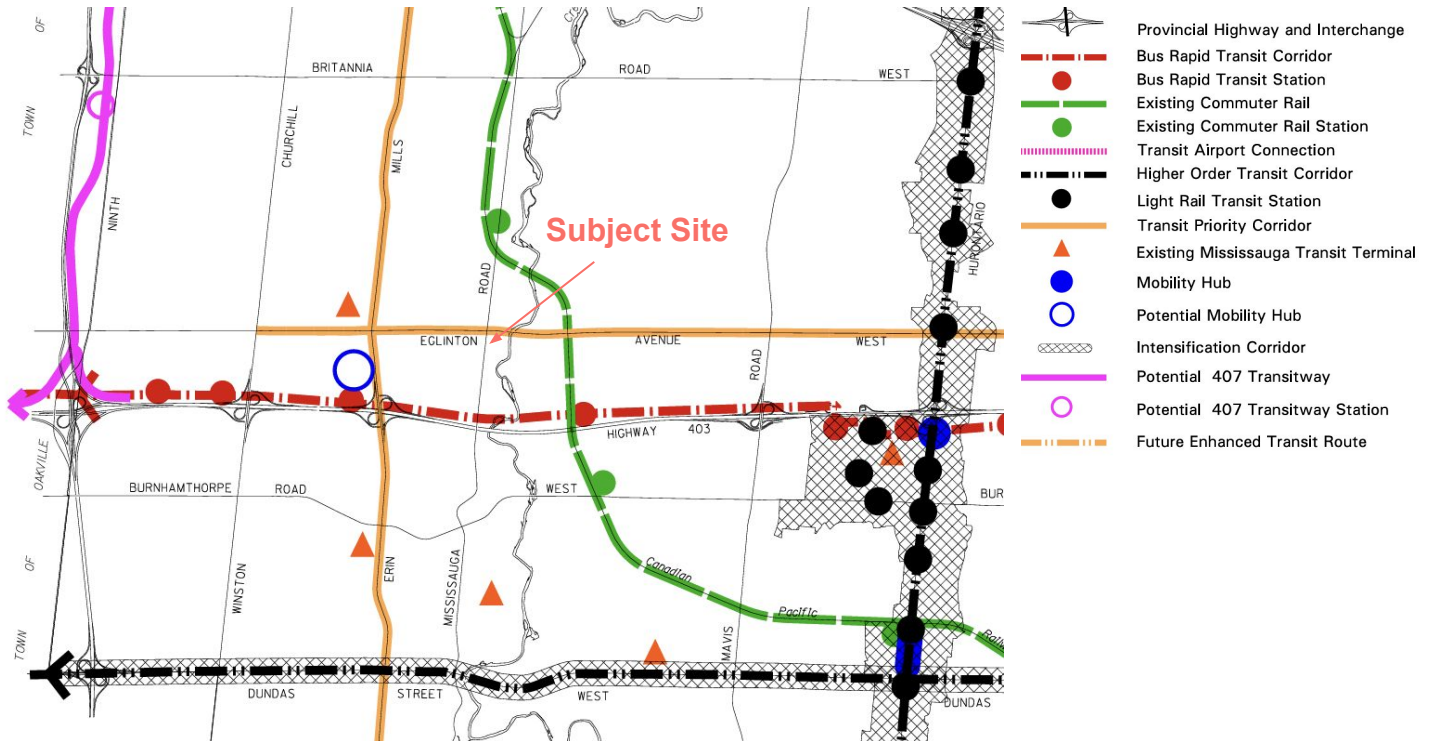
Policy 8.1.1 provides direction for the creation of a multi modal transportation system to provide transportation choices that encourage a shift in lifestyle towards more sustainable transportation modes, such as transit and active transportation.

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).

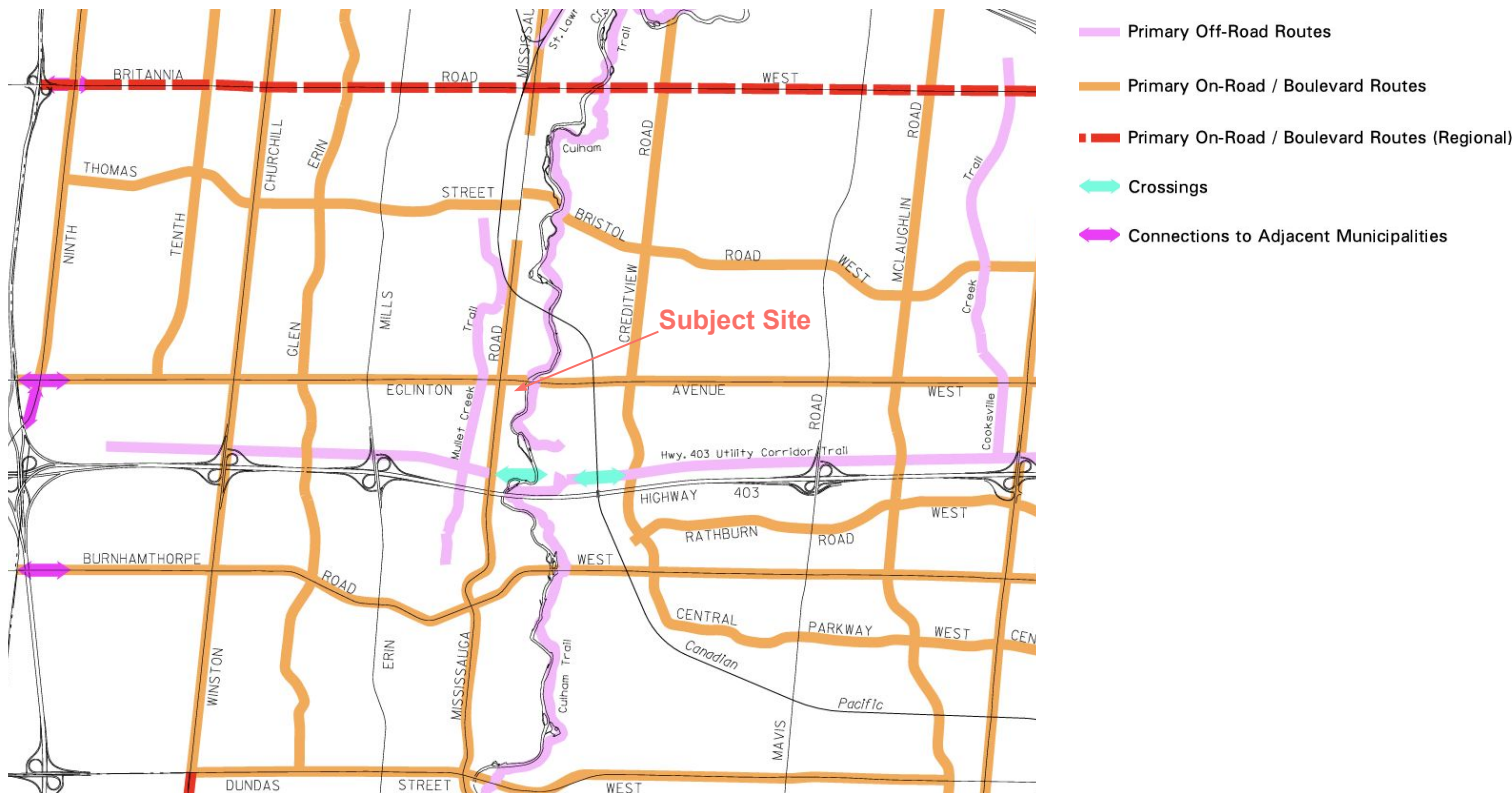
Policy 8.1.9 protects the planned utilization of transportation corridors to meet current and projected needs for various travel modes.

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).

3.5 CITY OF MISSISSAUGA OFFICIAL PLAN 2051

On April 16, 2025 the new Mississauga Official Plan 2051 (MOP 2051) was adopted by Council and subsequently submitted to the Ministry of Municipal Affairs and Housing (MMAH) for review and approval. While the *Planning Act* prescribes a 120 day decision making period, approval may take longer. Upon its approval, the new Mississauga Official Plan 2051 will replace the current Mississauga Official Plan and the former Region of Peel Official Plan.

Similar to its predecessor, MOP 2051 sets objectives and policies to guide how the City will grow and develop, including direction on land use and urban design, transportation, housing, culture and heritage, the environment, and the economy. It promotes complete communities that provide healthy, inclusive, transit-supportive development with added emphasis on addressing pressing issues such as the housing and climate crises through a flexible policy framework. This updated framework is anticipated to unlock approximately 124,000 additional residential dwelling units for a total estimate of 370,000 new residential unit opportunities by 2051.

MOP 2031 departs from the previous density based residential land use designations (Residential Low Density I/II, Medium Density, High Density) and introduces a height based designation system (Residential Low-Rise I/II, Mid Rise, and High Rise) that focuses on the scale of buildings, acknowledging the range in compatible building types. For example, the Low-Rise I consolidates the built forms permitted in the previous Residential Low Density I and II designations as well as all forms of street-facing dwellings up to three storeys, including street townhouses.

The OP designates the Subject Site as 'Central Erin Mills Neighbourhood' on Schedule 1 City Structure. It is designated 'Residential Low-Rise I' on Schedule 7 Land Use Designations.

Eglinton Avenue West is identified as a 'Neighbourhood Arterial' and Mississauga Road as a 'Scenic Route' on Schedule 3 Long Term Street Network. Both streets are identified as 'Primary On-Road/Boulevard Routes' on Schedule 5 Long Term Cycling Routes with a right-of-way width of 45 metres along Eglinton Avenue West and 26 metres along Mississauga Road as identified on Schedule 6 Designated Right-of-Way.

Housing Policies

Section 5.2 of the MOP 2051 details how the City will strive to meet the needs of all residents by planning for an appropriate range and mix of housing options. It explores the idea of 'gentle density' by increasing the diversity of housing options permitted within neighbourhoods to reflect the evolving housing needs across the City.

Policy 5.2.1 notes that development applications containing over 50 units may be required to demonstrate how the application meets the City's housing objectives and policies.

Policy 5.2.3 directs for the creation of housing suitable for families, encouraging developments containing more than 50 units to include 50% of a mix of two and three bedroom units.

Section 5.3.2 provides policy direction to diversity the housing supply by enabling opportunities for greater flexibility and suitable supply of housing options throughout the City, particularly within the neighbourhoods and a focus on 'missing middle' housing. Policy 5.3.2.1 directs for a diverse range of scale-appropriate housing units in all neighbourhoods.

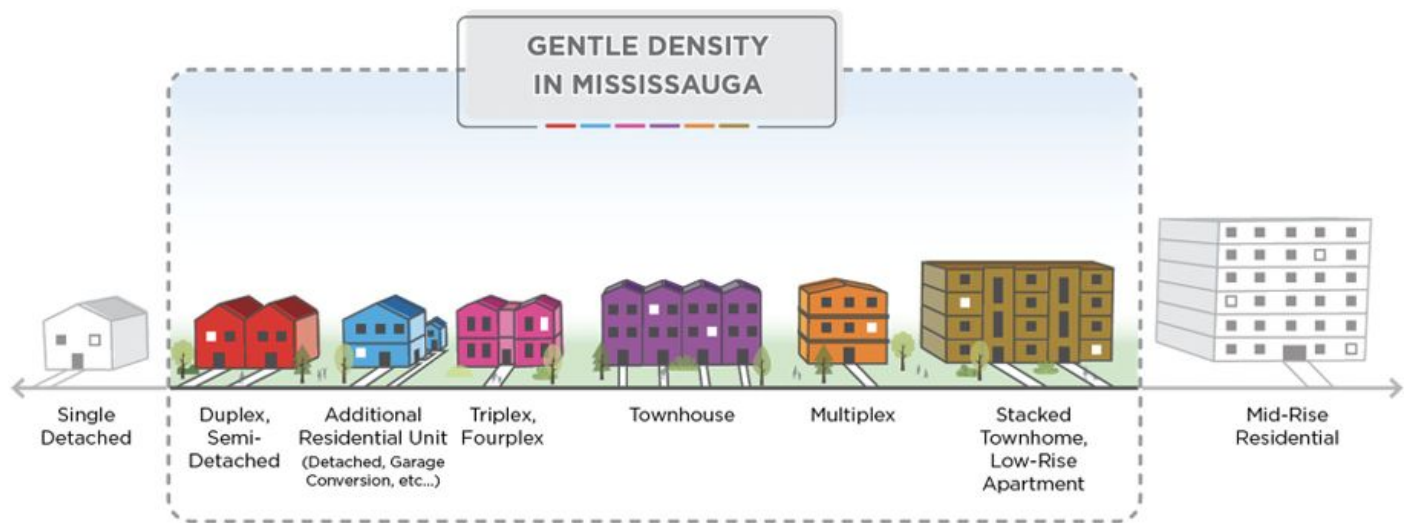


Illustration of 'gentle density' built forms that provide a diversity of housing options

Mobility Policies

Chapter 7 describes how Mississauga will continue to develop an inclusive multimodal transportation system that connects and moves people in a manner that promotes safe, efficient, equitable, and affordable travel options to benefit public health and the environment. This supports the City's Transportation Master Plan target in having 50% of all trips made by sustainable modes by 2041.

Policies 7.3.3.1 and 7.3.3.2 direct for street and streetscape designs that create safe, comfortable, and attractive environments for pedestrians, cyclists, and motorists through various methods, including accessible design, minimizing disruption to tree canopies, and locating sidewalks to minimize conflict with motorized traffic. These are supported through the policies found in Section 7.5 relating to the Active Transportation Network, taking into consideration sidewalks, multi-use trails, and cycling facilities.

Policy 7.7.4 lists criteria for how development applications will be reviewed to demonstrate traffic demand management (TDM) measures to encourage the use of sustainable modes of transportation. These include site layout and design to support transit usage and integration of the active transportation network.

Urban Design Policies

Chapter 8 of the of the MOP 2051 provides policies on urban form and urban design to support a resilient, healthy, and accessible City. New developments in the City are anticipated to help revitalize existing communities by replacing aged buildings, developing vacant/underutilized lots, and adding to the variety of building forms in a way that fits within an enhances the existing urban context while minimizing negative impacts on adjacencies.

Policy 8.2.3 directs for infill and redevelopment within Neighbourhoods to respect the local planning context, with Policy 8.2.5 noting that the urban form will ensure that the Green System is protected to contribute to a high quality urban environment and quality of life.

Policy 8.2.6 intends for the public realm to be transformed to create a strong sense of place and civic pride.

Policies 8.2.9 and 8.5.1.3 build on the policies of Chapter 7, noting that the urban form and developments will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes.

Policies 8.3.1-8.3.3 direct for development to create distinct places and locales that are vibrant and contribute to a sense of place and identity. Development is encouraged to take on a high quality, compact, urban built form to reduce the impact of extensive surface parking areas and enhance pedestrian circulation, with the interface between the development and the public realm being held to the highest design standards (Policies 8.3.4 and 8.3.8).

Policy 8.3.12 recognizes that new development need to mirror the existing context but should be designed to respect the existing scale, context, massing, and grades of the surrounding areas; minimize overshadowing on adjacent neighbours; contribute to a cohesive silhouette and well-articulated architectural expression; incorporate stormwater best management practices; and enhance and protect natural areas and features.

An integral component of the public realm are streetscapes. Policy 8.4.1.4 directs the design of the developments to maximize permeability by establishing connections to adjacent streets, meet universal design principles, be pedestrian oriented and scaled to support transit use.

Streetscapes are to be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting, and signage and wayfinding (Policy 8.4.1.8). They should include trees and other furnishings to improve the public realm while minimizing the visual impact of utilities, parking, and loading areas (Policy 8.4.1.9, 8.5.1.14, and 8.4.1.16).

Policy 8.4.5.6 requires private open space and/or amenity areas for all development. Policy 8.4.5.7 requires common outdoor on-site amenity areas be designed to be suitable for the intended users, promoting healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture, and active transportation (Policy 8.4.5.9).

Section 8.6.1 describes low-rise buildings as a range of grade related housing types, including detached, semi detached, townhouses, and multiplexes no taller than four storeys in height. They should be designed to integrate architecturally with the surrounding context (Policy 8.6.1.2).

Policies 8.6.1.11 and 8.6.1.13 note that principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings with front building facades parallel to the street. Street facing building facades should be designed to a high quality degree with the pedestrian scale in mind, considering scale, proportion, continuity, rhythms, texture, detailing, and materials (Policies 8.6.1.14 and 8.6.1.15).

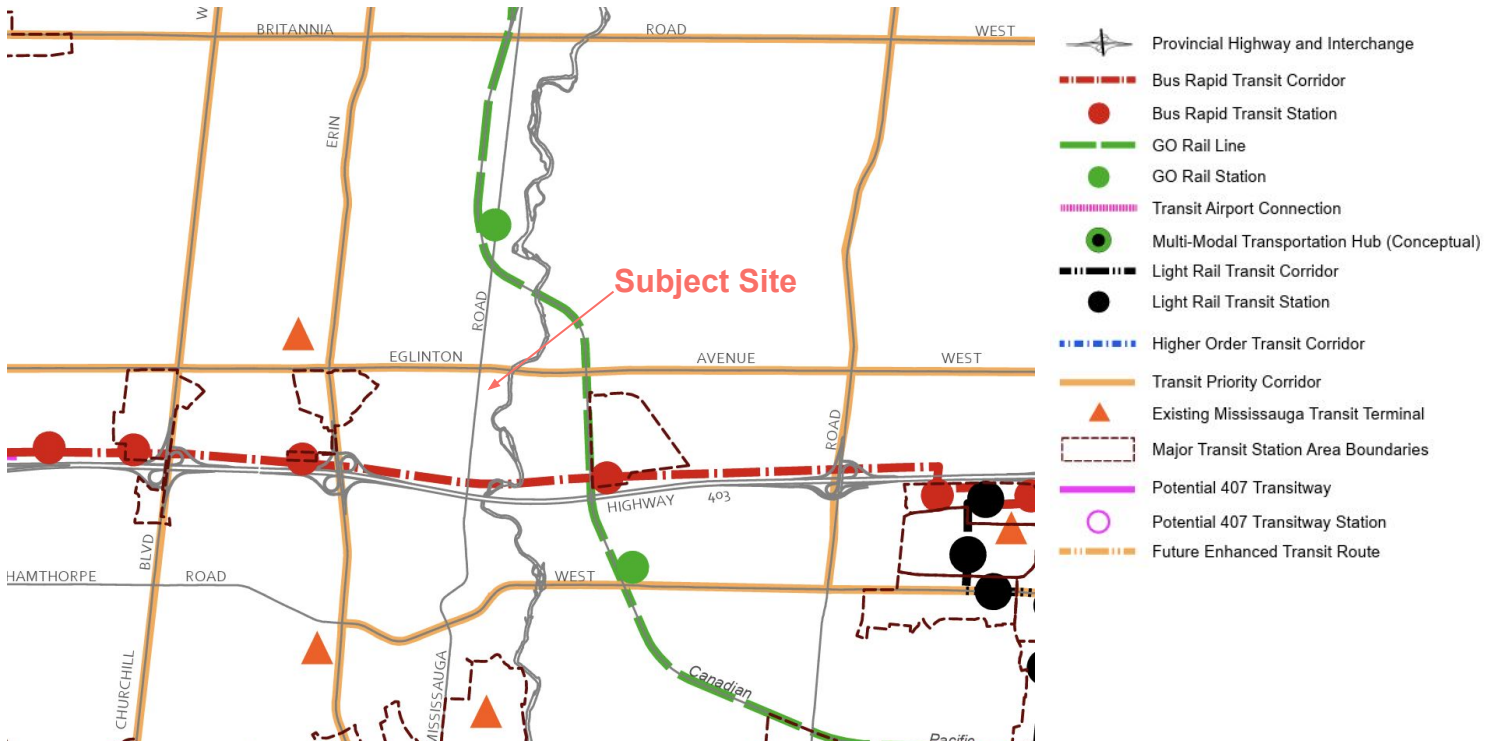
Site design and buildings are to create a sense of enclosure along the street edge with heights appropriate to the surrounding context (Policy 8.6.2.3).

Residential Land Use Policies

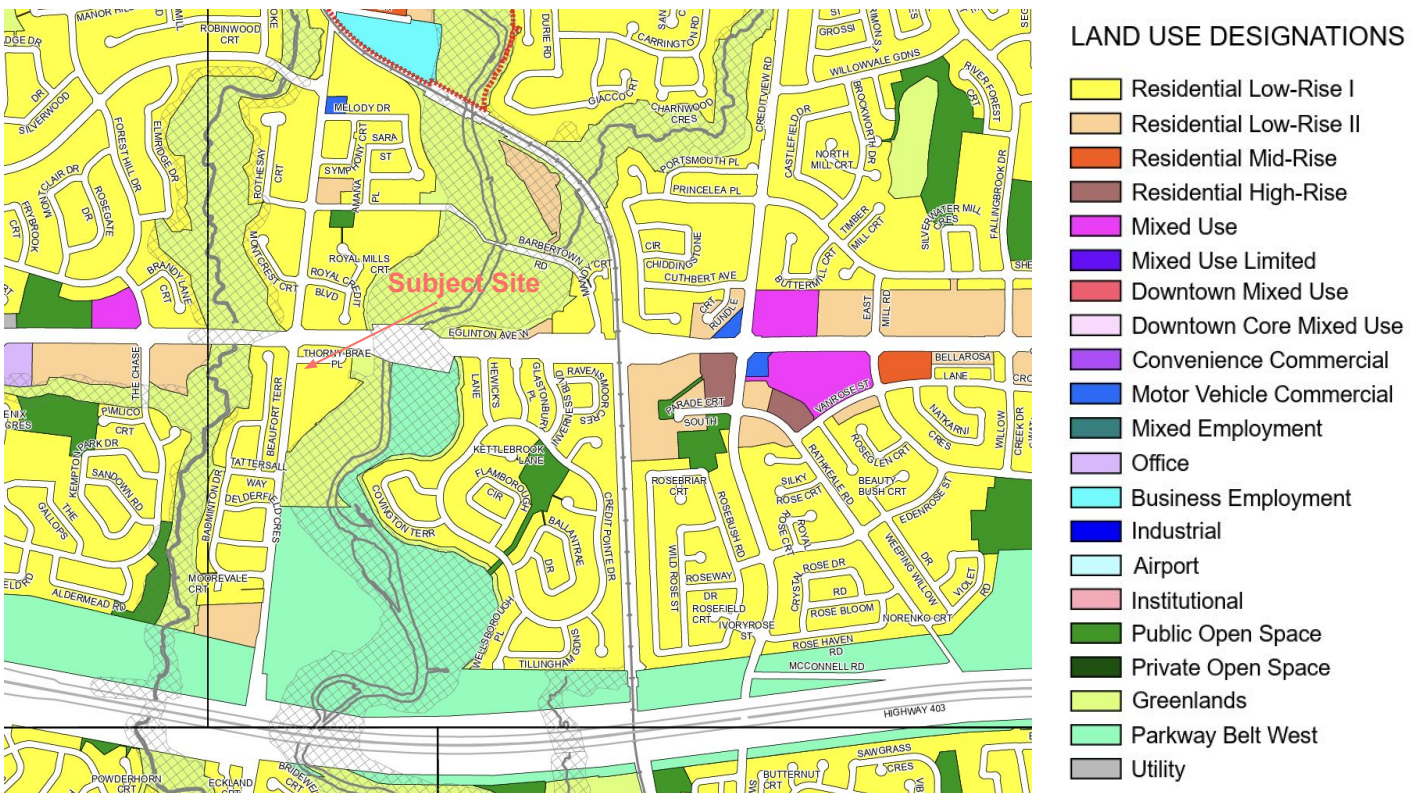
Within the Residential land use designation are four subcategories: Low-Rise I, Low Rise II, Residential Mid-Rise, and High-Rise. Whereas Low-Rise I permits all low-rise street-facing dwellings up to three storeys (Policy 10.2.5.4), Low-Rise II permits all types of townhouse dwellings up to four storeys and apartment buildings up to four storeys (Policy 10.2.5.7).

While it is not yet in-effect, the MOP 2051 is still considered important to review against the proposed development as the new policies indicate the direction for land use planning into the 2051 planning horizon.

Until MOP 2051 is approved by the MMAH, it is expected that the transition protocol as outlined in the March 5, 2025 Staff Report will apply.



MOP 2051 Schedule 4 - Long Term Transit Network excerpt



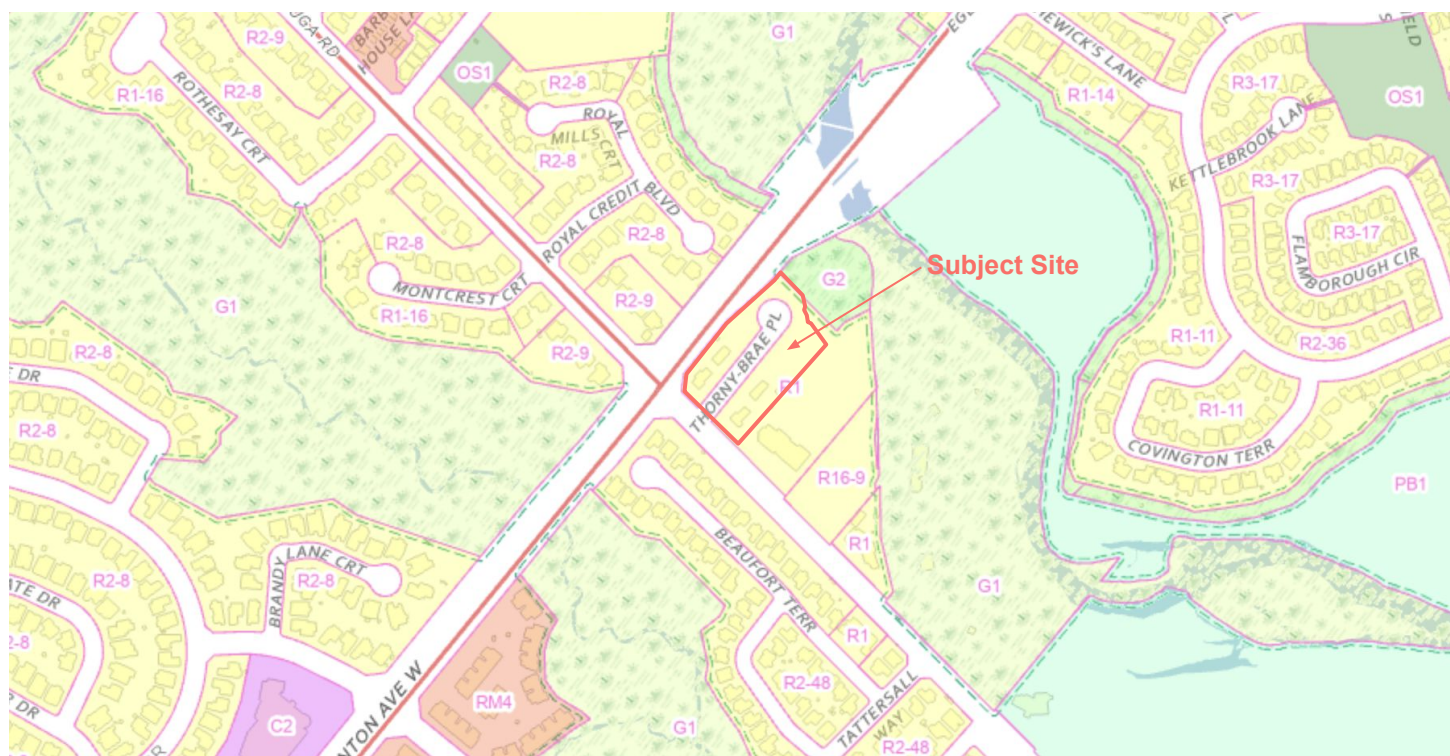
MOP 2051 Schedule 7 - Land Use Designations excerpt

3.6 MISSISSAUGA ZONING BY-LAW 0225-2007

The Subject Site is split zoned Detached Dwellings (R1) and Greenlands (G2) in the City of Mississauga Zoning By-law 0225-2007, as amended.

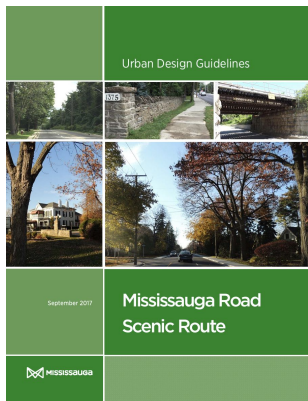
Permitted uses within the G1 Zone are limited to flood control, stormwater management, erosion management, and natural heritage features and areas conservation.

Permitted uses within the R1 Zone are limited to detached dwellings.



City of Mississauga Zoning By-law 0225-2007 map excerpt

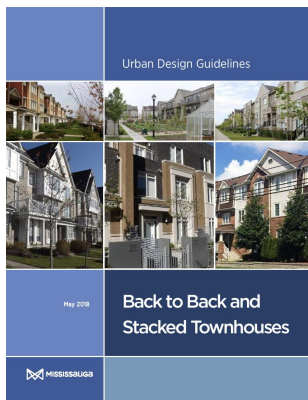
3.7 PLANS AND GUIDELINES



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.

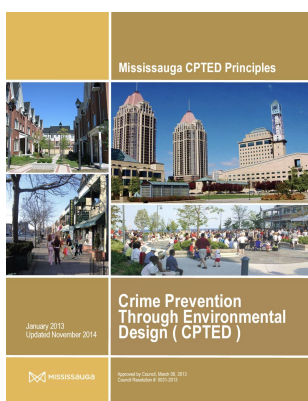
The Policies highlighted in Section 3.4 under Urban Design Policies, specifically Policy 9.3.3.11, implement the direction provided in the UDG.



Back to Back and Stacked Townhouses Design Guidelines

Back to back (BBT) and stacked townhouses (ST) are seen as a more efficient development patterns for land use and existing infrastructure and community services as the City's available greenfields become exhausted and infill and compact built forms on vacant and underutilized sites within the built boundary become sites for accommodating anticipated growth.

The guidelines were created to ensure a sensitive transition between low density and high density built forms by minimizing impacts on adjacent properties and establishing a high quality design expectation.



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

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*.

A previous planning application sought an OLT decision to allow the development of larger apartment buildings on the Subject Site, which the City did not support. An application on the Subject Site for a townhouse development, including a draft plan of subdivision was then contemplated and generally supported by Staff.

The proposed development increases the variety and type of housing in an area characterized by predominantly single detached dwellings. The 99 new units are provided within stacked townhouse blocks, comprising townhouse units and single storey ‘bungalow’ dwelling units to target a range of potential households, including young couples, families, and seniors looking downsize while remaining in the community.

The proposal increases the density through a built form that relates to the existing and evolving context with compatible design to mitigate potential negative impact to the established neighbourhood character while accommodating higher density along a major transit corridor. It has been designed to respond to the existing streetscape, minimize impact to adjacencies, and provide building articulation to create an attractive and interesting infill development that is contextually appropriate and responds to shifts in policy direction for transit oriented development.

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 recognizes 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 along transit and active transportation corridors.

It introduces a form of housing that is compatible with the surrounding low rise built forms, increasing housing supply and the range of options available for future residents, whereas most of the built context was completed in the late 1980’s during the era of single detached cul-de-sac patterned subdivisions replacing agricultural lots. It also maintains the direction for a scenic road along Mississauga Road with an active and attractive streetscape, proposing an open space area and street facing townhouse blocks on lots which currently exist as properties with the side of buildings interfacing the street.

The location promotes the concept of transit oriented communities and development by proposing density along transit routes to promote potential ridership. It also supports active modes of transportation being along multi-use trails and through its siting within walking distance to commercial streets and a major shopping centre and introduction of new walkways into the site..

The 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, multimodal, 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 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 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.

The proposed development provides new pedestrian access to the adjacent bus stops along both the Mississauga Road and Eglinton Avenue West transit corridors - less than 50 metres in all directions.

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](#)).

Both Mississauga Road and Eglinton Avenue West are also proposed as Primary On-Road cycling routes and nearby is the are Primary Off-Road Routes, including the Mullet Creek Trail, Culham Trail, and Highway 403 Utility Corridor Trail, as well as 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 also takes into consideration the creation of a well designed pedestrian oriented environment with site permeability and linkages 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 as well as other sustainable modal options, contributing to a healthier, cleaner, and complete community that works towards reducing reliance of private automobiles as a primary mode of transportation.

4.4 INTENSIFICATION AND LAND USE POLICIES

The Region and City's Official Plan (in-effect and new Council-approved MOP 2051) 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 2 of the MOP 2051 builds on the current Chapter 1 of the ROP and Chapter 4 of the OP to establish a vision for growth management and land development in the City. They contain a series of vision statements and guiding principles for policy directions that will help achieve the overarching goal of being a well designed, livable, and inclusive City.

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 efficient 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 in the MOP 2051 when ascertaining the appropriateness of development within areas designated as Residential Low-Rise I within Neighbourhoods with immediate access to transit and the active transportation network.

Section 5.3.2 directs for a diverse range of housing options and calls for greater flexibility, particularly within neighbourhoods with a focus on 'missing middle' forms of housing. This is complemented in the new residential land use policies for the Residential Low Rise I and II designations which permit a broader range of low rise built forms within the designations, including townhouse developments up to three and four storeys, respectively (Policies 10.2.5.4 and 10.2.5.7).

Policies 5.3.5.5, 5.3.5.6, and 9.2.2.3 of the OP acknowledge that Neighbourhoods are stable areas where development activity will be limited, but 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.

The urban design policies speak to this in the introductory portion of Chapter 8 in the MOP 2051, noting that new developments in the City are anticipated to help revitalize existing communities by replacing underutilized lots with new, compatible built forms.

Policy 8.2.3 directs for infill and redevelopment within Neighbourhoods to respect the local planning context, which is balanced with the intent of other policy directives, including Policies 8.2.9 and 8.5.1.3 which promote transit oriented development to encourage higher utilization rates.

Analysis

The proposed development introduces 99 new units in the form of stacked townhouse blocks. It is on an underutilized, transit oriented site within a mixed use area context characterized by a range of low density housing forms, access to green space, institutional uses, and commercial and retail services, as well as priority transit corridors and cycling routes.

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

While it is acknowledged that the Subject Site is currently designated in a low density category within the Residential designation, it is important to note the existing and planned context, particularly with respect to the incoming, more flexible land use designation policies provided in MOP 2051. It should also continue to respond to the various priorities and intent of the OP as a cohesive policy document.

Within an 800 metre radius (10-minute walking distance) context area, there is a recently approved three storey townhouse development, a townhouse complex, a three storey townhouse development and a three storey seniors residence building. To the west along Eglinton Avenue West is a larger townhouse development. To the east, there are newer and older townhouse developments of varying scale. The townhouse form is not a new form contemplated in the area and acts as a transition from the arterial road developments to the interior single detached forms.

The Subject Site maintains the intent of the local planning framework 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 and applicable mobility and urban design 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.

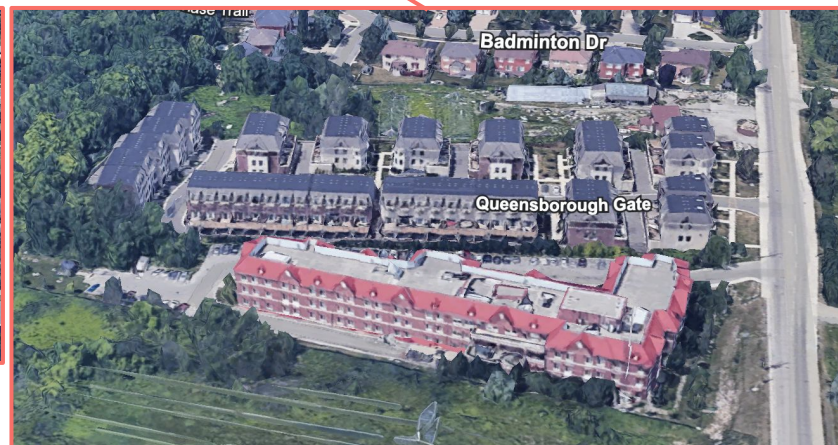
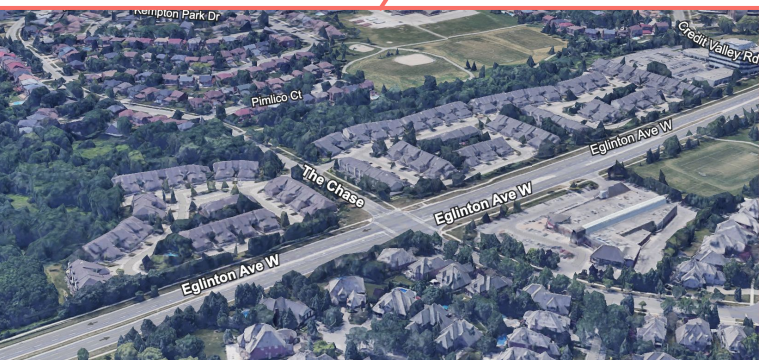
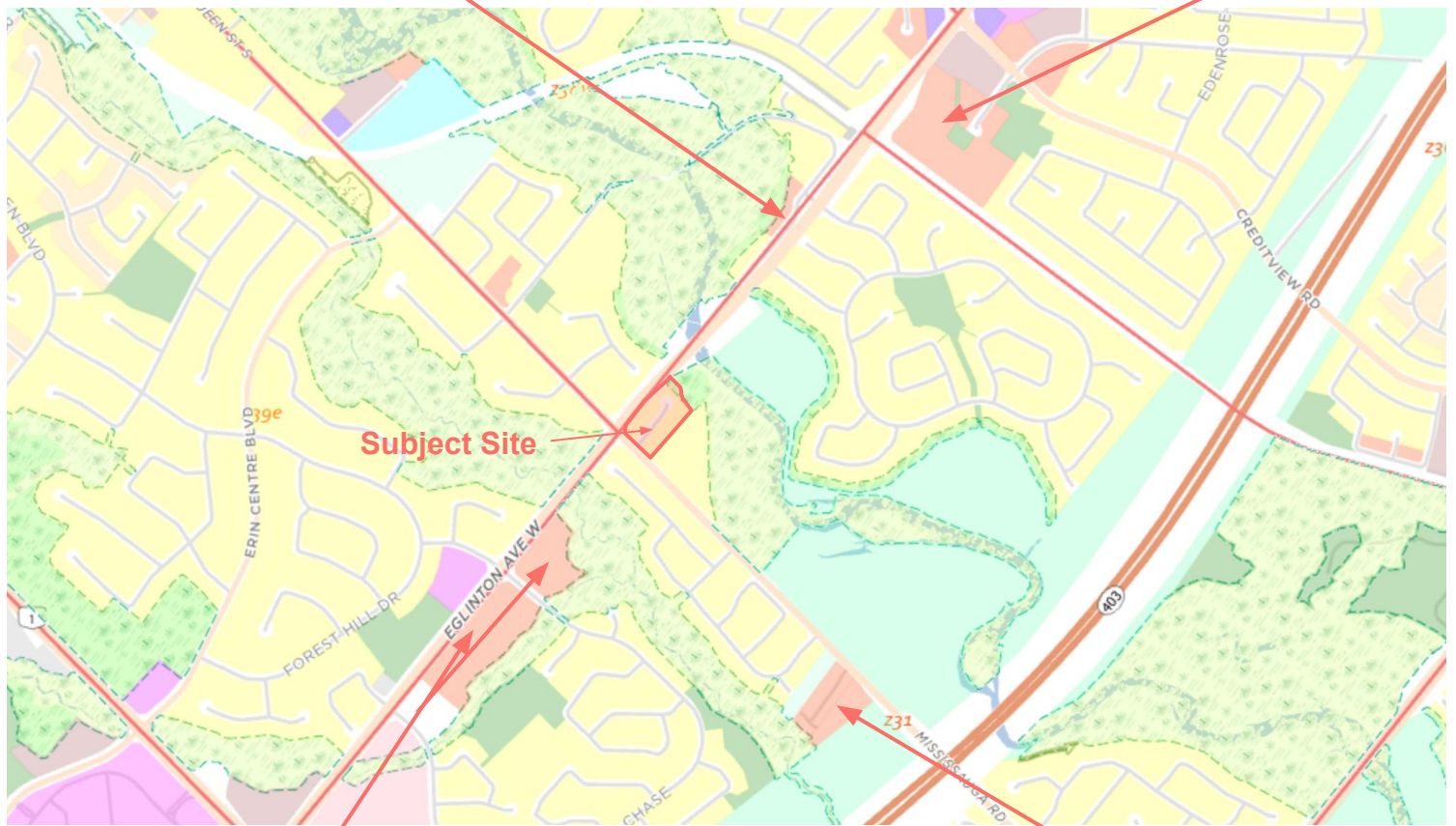
The proposed development has been designed to with consideration to the existing urban context and minimizes undue impacts on adjacent properties while working to revitalize a vacant and underutilized site at the corner of two main streets and transit routes. It proposes an appropriate level of intensification, balancing the growth management policy intent with those of housing policies and land use.

Allowing for a three storey townhouse infill development aligns with the more contemporary and evolving policy framework and objectives. Despite the differing massing and form of the existing adjacencies, the proposed development is representative of the type of Neighbourhood scale of infill development that should be anticipated at a minimum within a site adjacent to frequent transit and cycling routes.

The site's location along two major road with uses less sensitive to height to the east suggests that a greater level of intensification is warranted when compared to a similarly designated interior lot bound by other low density and sensitive use.

The proposed level of development on the Subject Site is moderate and appropriate as a 3 storey townhouse development.

While the proposed development is broadly consistent with the intent of the City's Official Plans and supports the objectives of the Regional and Provincial planning framework, the OPA/ZBA is required to permit non-street facing townhouse blocks (internal street) and to slightly modify zoning regulations.



Existing medium density (townhouse) context along Eglinton Avenue West and Mississauga Road

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. This is carried forward in MOP 2051 Policy 8.2.6.

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. This policy direction is also carried forward in the MOP 2051 in Policies 8.2.3 and 8.3.12.

OP Policies 9.4.1.1, 9.4.1.3, 9.5.3.6, and 9.5.3.7 (MOP 2051 Policies 8.3.1-8.3.3, 8.4.1.8) 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.

Buildings should be appropriately massed to create a safe and comfortable pedestrian environment. Blank walls are discouraged (OP Policy 9.5.3.8 and MOP 2051 Policy 8.6.3.3).

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 and MOP 2051, 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, particularly at the corner intersection. It has been designed to improve and enhance the existing site's relationship with the streetscape and inherently the public realm along Mississauga Road and Eglinton Avenue West, while providing housing at an appropriate scale. This attention to streetscape and public realm design has been carried into the central private common elements condominium (CEC) road as well for a cohesive public realm and site design.

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

The building frontages at the west side of the Subject Site, fronting Mississauga Road have been designed to locate front doors along the street facing facade. While the grade differentiation makes it difficult to provide direct at-grade access from the public sidewalk to each individual unit, a walkway extending from the centralized pedestrian access from Mississauga Road and leading to the front unit entrances has been provided. This treatment is also provided along the Eglinton Avenue West fronting townhouse block.

To encourage a sense of community and gathering within the development, townhouse blocks have been designed to face each other with a shared common amenity area between the blocks, which will serve as landscaped areas with seating and provide access to the main pedestrian entrance for each unit. The walkway from the Mississauga Road sidewalk is proposed to be flanked with seating areas on the north side, including a c-shaped seat wall and cluster seating to accommodate small groups.

At the rear of the townhouse blocks are garage entrances which face the CEC road. The rear building walls will continue to provide a high level of architectural design standard due to their visual prominence when entering and maneuvering through the site, including large windows and balconies, and the same level of facade articulation as the frontages containing the pedestrian entrances. Garages have been slightly inset and are proposed to be darker in colour to have them appear to recede further from the building face, juxtaposing and emphasizing the main residential levels.

The private CEC road is proposed to be lined by walkways to provide a pedestrian circulation framework on-site that extends to both municipal sidewalks to foster a complete, well-connected, walkable development that supports active transportation and public transit use.

The vehicle entrance from Mississauga Road is designed with gateway style planting to emphasize the access, acting as a way finding and sense of place marker. This access is separate from the pedestrian walkway which is reserved for pedestrians only to foster a distinctly pedestrian environment.

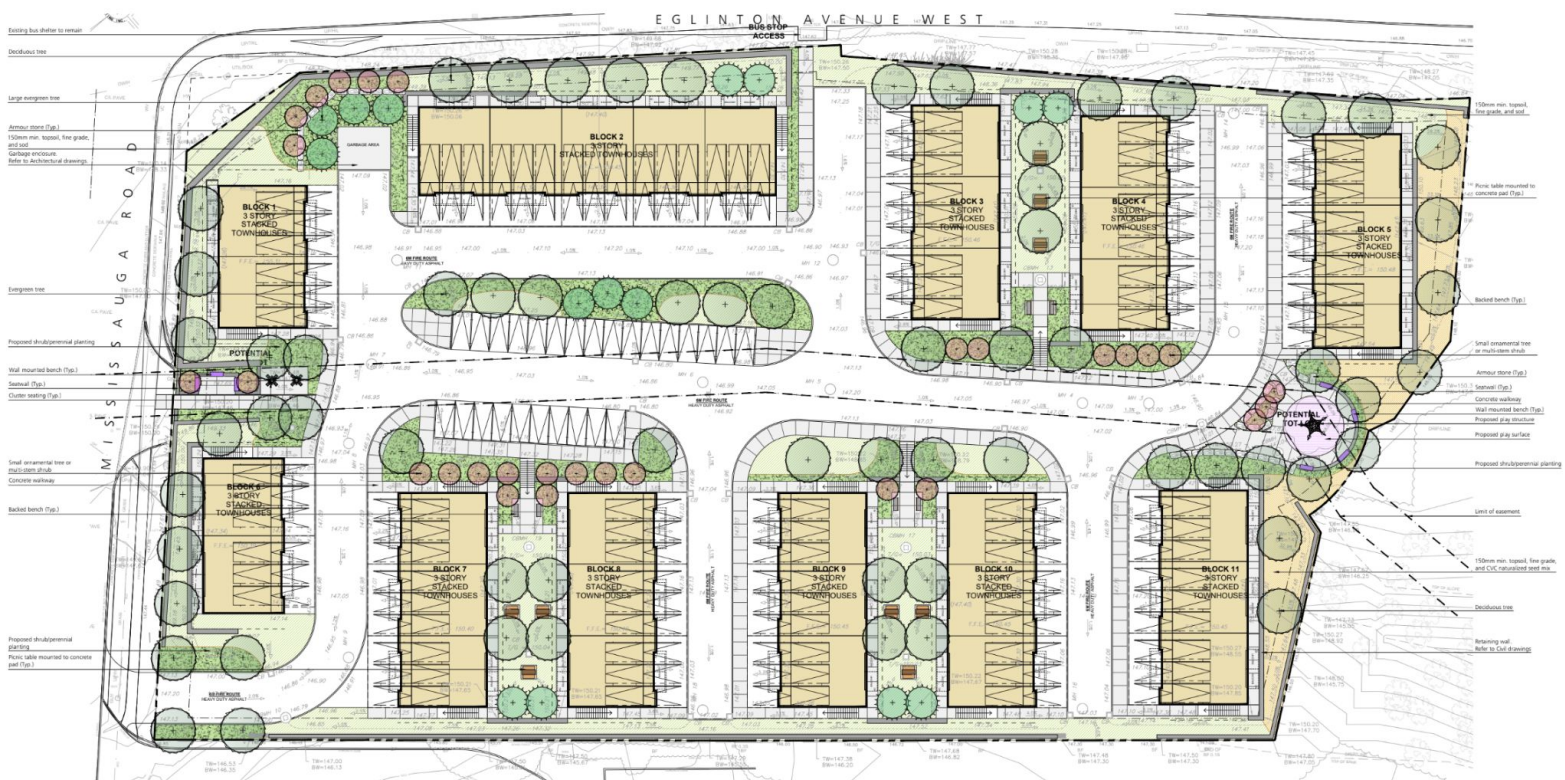
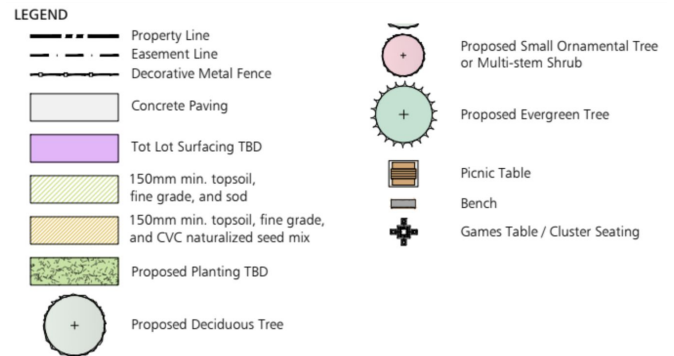
The building massing and choice in materiality has been employed to create architectural visual interest. The garage level is depicted using darker materials to provide a strong contrast to the upper levels as the focal point of the building block. The recessing of the garage and darker colour helps to relegate the auto-related space at the base. To create a bright and welcoming facade, the upper levels use a lighter palette scheme and large windows on all levels. The large windows create a sense of natural surveillance and result in a more interactive interface between the public and private realm. The third floor is provided in a warmer colour and brick cladding material, reflective of the architectural detail seen in the existing context to tie the more contemporary development together with the older surrounding buildings.

The attention in facade articulation provides for a high quality and thoughtful building design that enhances the public realm. The variation in materials and building facade treatment contribute to a pedestrian scale by creating strong visual cues and articulations through vertical and horizontal components, including canopies, balconies, gabled roofs at regular intervals, and colour blocking. 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.

Front yard landscaping along both major streets include sodding and tree lined streets, a corner gateway feature that doubles as a screen for waste storage, a pedestrian walkway flanked by enhanced landscaping and seating areas, and a vehicular entry point also featuring distinct landscaping to improve curb appeal and emphasize as sense of arrival.

The setbacks, landscaping and amenity areas, furnishing, walkways, and the deliberate use of integrated garages as opposed to protruding garages have all been considered as part of the street improvement program. Buildings have also been oriented to have the main pedestrian access face the main roads to support a more welcoming streetscape.

The proposed development achieves the in-effect and Council-approved Official Plans 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.



Proposed landscape plan

4.6 BUILT FORM POLICIES AND GUIDELINES

Official Plan Policies

Regarding building design, Official Plan Policy 9.1.3 (MOP 2051 Policy 8.2.3) 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 (OP Policy 9.1.11).

Although the policies of OP Section 9.2 and MOP 2051 Section 8.2 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 (OP Policies 9.5.1.1-2 and 9.1.9; MOP 2051 Policies 8.2.9 and 8.3.12).

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 and MOP 2051 Policy 8.4.3.10 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.

Back to Back and Stacked Townhouses Design Guidelines

The TDG describe BBT and ST as three to four storeys in height and comprised of units that are stacked vertically and/or horizontally with access from grade and provides a series of principles to be considered when designing a development. These address building height, setbacks, separation distances, block length and unit width, and building elevations.

Additional guidelines pertain to site organization and are largely captured and reiterated in the OP policies.

Analysis

The proposed development recognizes that Neighbourhoods will be protected and strengthened through compatible infill development to revitalize areas where properties are being underutilized. It is understood that a component of this assessment is related to the Green System to contribute to a high quality of urban environment and quality of life.

The proposed CEC road network, building siting and orientation, and landscaping provide for an organized site layout that efficiently uses the Subject Site lot area to accommodate a compatible townhouse development for the surrounding context. It has been massed with consideration to the prevalent built forms in the surrounding context, including single detached dwellings and townhouse developments and balances this with the Provincial and local policy direction for transit oriented communities and efficient use of land and infrastructure investment.

The proposed development has been designed to align with the intent of the RM8 zone and fits within the maximum building height of four storeys for stacked townhouses (TDG 2.1 and 2.2). Whereas the TDG calls for a separation distance of 15 metres and fit within a 45 degree angular plane in the case of front wall to front wall conditions (TDG 2.4), the proposed development has been designed with an 11 metre separation between buildings, which has widely been accepted as the minimum requirement for mid-rise buildings as it meets Ontario Building Code (OBC) requirements and ensures privacy and access to sunlight and skyview. Block lengths have been designed to avoid excessively long blocks (TDG 2.5) in favour of regular block intervals organized in a functional site layout that frames the main intersection.

Townhouse blocks are grouped into three unit widths of approximately 9.8 metres to ensure sufficient sunlight into units (TDG 2.5), including one 9.8 metre wide ground floor unit and two 4.9 metre wide upper units.

Despite policies relating to the built forms along Mississauga Road, there is a range of residential properties along Mississauga Road once it crosses north of Highway 403, including the aforementioned townhouses to the south, that vary from the consistency seen south of Dundas Street West, where large lots with houses setback from the ROW to accommodate trees front onto the scene route.

Between Eglinton Avenue and Highway 403, the properties along Mississauga Road in this 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 scenic road south of Highway 403, those to the north are accessed by internal local roads and result in side and rear yard conditions to the scenic route. The proposed development seeks to improve this condition with intentional design to relate to the street and enhance the streetscape through planting and trees, as intended by the scenic route policies specific to Mississauga Road.

In this way, the proposed development also meets the intent of the incoming MOP 2051 Low-Rise land use designation policies by proposing a low rise development that is street oriented and no higher than 3-4 storeys, also satisfying the TDG principles.

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. This is carried forward in MOP 2051 Section 5.2.

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. MOP 2051 also intends this and explores the idea of ‘gentle density’ by providing flexibility in compatible development forms and directs for scale-appropriate housing units in all neighbourhoods (Policy 5.3.2).

Further MOP 2051 Policies 5.2.3 promotes the creation of housing suitable for families by encouraging developments containing 50 or more units to include at least 50% two and three bedroom units.

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 2025, the City of Mississauga has seen the completion of 1,277 new housing units since January 1 to April 30, with planning approvals for 2,984 new residential units, site plan approvals for 3,846 new residential units, and issued building permits for 1,145 new residential units ([Mississauga Housing Update](#), 2025). As of the end of April, 10,708 new residential units are under construction. 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 99 new dwelling units represents a compact form of infill intensification on an underutilized site immediately accessible to transit routes, including a Transit Priority Corridor, within an established settlement area.

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, with landscaping and open space amenity areas to enhance the streetscape. Further, All townhouse units are proposed to have the option to choose between 2, 3, and 4 bedroom units and all bungalow units are proposed as 2 bedroom units, providing for an entirely family-friendly development.

The proposed development meets the needs of a growing City, providing 99 housing units where where previous property acquisitions and cancelled development applications have left the site unoccupied and unsightly. The proposed development makes more efficient use of the Subject Site, which currently exists as four vacant and boarded houses, meeting the intent of the Official Plan to provide new housing supply through gentle density and revitalization.

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 and MOP 2051 which promote transit oriented development, policies provided in Chapter 8 of the OP and Chapter 7 of the MOP 2051 speak directly to creating a multi modal City with the target of having 50% of all trips made by sustainable modes by 2041.

OP 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 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 transportation opportunities (OP Policies 8.2.3.8 and 8.2.3.9; MOP 2051 Policies 8.2.9 and 8.5.1.3).

OP Policy 8.1.8 and MOP 2051 Policy 7.7.4 encourages the application of TDM measures, alongside the policies 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 (OP 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 (OP 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 adjacent to a Transit Priority Corridor (Eglinton Avenue) as well as 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 in the City's Long Term Cycling Route schedule.

The proposed development has been conceived as a transit supportive development, planning for 64.87 units per hectare. This upgrade in housing supply from the previous 2.6 units per hectare - 4 dwellings on the Subject Site - supports the PPS's direction to optimize transit investment by providing for infill development where transit is readily available and accessible, 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 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, internalized surface parking area, away from the public realm while central and accessible to the dwelling units. TDM measures include the site's location and transit supportive density, internal walkway leading from the public right-of-way on both main streets into the Subject Site and surrounding all townhouse blocks, and creating a pedestrian oriented environment to promote active forms of transportation.

4.9 SUMMARY OF PROPOSED OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment (OPA) establishes a site specific exception to permit a stacked townhouse development consisting of townhouse and integrated single level dwellings within a common elements condominium POTL by redesignating the lands from Residential Low Density I to Residential Medium Density.

In anticipation of the implementation of the Council-approved Official Plan 2051, a separate Official Plan Amendment has been prepared to redesignate the lands from Residential Low-Rise I to Residential Low-Rise II.

Due to its location along a Scenic Route, the application of OP Policy 9.3.3.11 and MOP 2051 Policy 8.4.3.10 are 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 and the proposed development has otherwise meant the intent of the public realm policies.

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



 **AREA OF AMENDMENT**

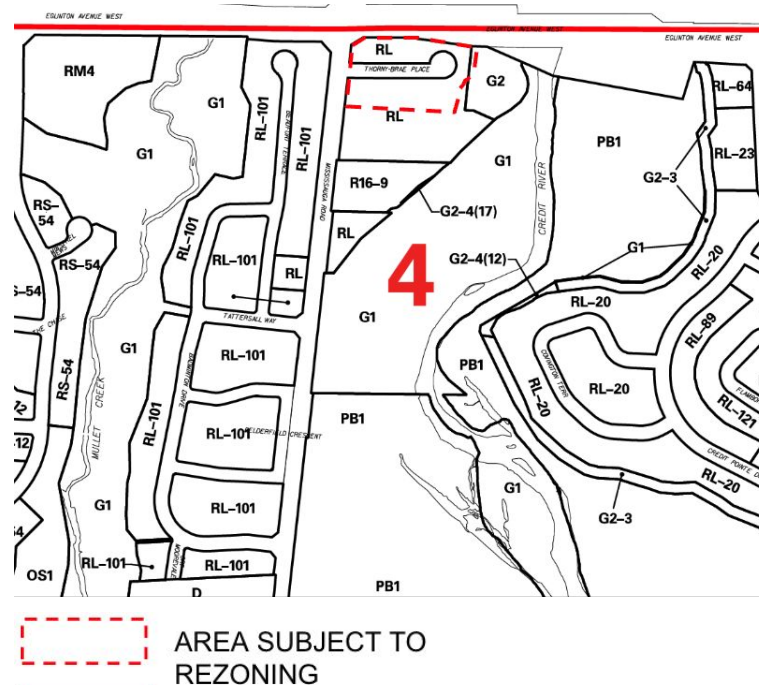
Extent of the proposed application on the draft Official Plan Amendment

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 reduce certain setbacks 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 RM8 (Back To Back And/Or Stacked Townhouses) with site specific exemptions;
- o Specifying various provisions, such as setbacks, interior driving aisle width, minimum width of interior walkways, minimum percentage of required contiguous amenity area, and EV parking spaces for spaces not provided in a garage;
- o Amending By-law mapping as necessary to permit the proposed development.



Extent of the proposed application on the draft Zoning By-law Amendment

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.

Phase 1 & 2 Environmental Site Assessment

Soil Engineers Ltd. was retained to carry out a Phase One Environmental Site Assessment (Phase One ESA) Update for the property located at 1745, 1765, and 1775 Thorny Brae Place to provide updated information further to an initial Phase One ESA dated December 1, 2017 and Phase Two ESA dated August 5, 2016.

The original Phase One ESA identified fill material of unknown quality present on the subject site, a fire which may have produced contaminants during combustion at 1775 Thorny Brae, and historical agricultural use at the southwestern portion of the site. The Phase Two ESA was conducted to address the above environmental concerns and the updated assessment, dated April 24, 2019, revealed identified stockpiled soil located at the subject site had originated from the subject site and no further environmental investigation is recommended at this time.

A Phase One ESA was separately prepared by Landtek Limited March 2023 for the remainder of the subject site at 1766 and 1776 Thorny Brae Place. The assessment recommends a budget allowance for a waste management plan for the following items:

- Removal of the miscellaneous stockpiles on the site, where chemical testing would be required prior to disposal at a licensed landfill;
- Confirmation of suspected former septic systems and associated septic bed, and groundwater wells to be decommissioned;
- A Designated Substance Assessment prior to demolition activities which would disturb suspected asbestos containing materials (ACMs) and lead-based paints (LBPs).

Environmental Impact Study

A Scoped EIS addendum letter has been prepared by WSP Canada Inc. June 26, 2025 to update existing conditions which were previously surveyed on September 14 and 20, 2022; October 12, 2022; November 15, 2024; and, June 12, 2025 and review the previous Scoped EIS conclusions and recommendations in consideration of the updated proposed plans and technical documents.

The Study concludes that implementation of all recommended protection, mitigation, and enhancement measures as provided in the servicing plan, arborist report, tree protection plan, and landscape concept plan as part of the proposed development can be undertaken as proposed while protecting retained/adjacent environmental features and their functions.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSR/SWM) has been prepared by MGM Consulting Inc. June 24, 2025 to provide details on the required site servicing, grading, drainage, and stormwater management features as required by the Region of Peel and City of Mississauga's design criteria. The Report recommends the following:

- An internal underground storm sewer system, designed to convey the 10-year storm without surcharging is proposed, which will convey storm flows to the existing 750mm storm sewer within the storm sewer easement bisecting the site.
- Emergency storm flows are directed towards the Mississauga Road right of way at an elevation of 147.09.
- The proposed runoff volume reduction quantity will be provided by three GreenStorm Stormwater Crates which will collect roof runoff from Blocks 3, 4, 7, 8, 9 and 10.
- Sanitary servicing can be provided by connecting to the existing sanitary manhole located at the west side of the site, adjacent to Mississauga Road.
- Water servicing as required for fire protection and domestic water supply can be provided from the existing 400mm municipal watermain within the Mississauga Road right of way.
- Sediment and erosion controls as indicated on associated plan are to be implemented prior to construction and maintained until the site is stabilized.

Traffic Impact Study

A Traffic Impact Study has been prepared by UrbanTrans Engineering Solutions Inc. June 27, 2025 to evaluate the anticipated impacts to traffic operations and identify potential safety issues. Based on the details of the proposed development, the Study concludes and recommends the following:

- The intersection capacity analysis indicates that under the future (2029) background conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified at both the Mississauga Road and Eglinton Avenue West signalized intersection and Mississauga Road and site access' unsignalized intersection.
- Based on the trip generation calculations, the proposed development is estimated to generate a total 48 two-way trips (12 inbound and 36 outbound) during the weekday morning peak hour and 56 two-way trips (33 inbound and 23 outbound) during the afternoon peak hour.
- Signal timings should optimize splits and phases during the morning and afternoon peak hour periods while maintaining the 160 second cycle length to achieve v/c rates under 1.0 and no failing levels of service.
- Monitor growth rates along Mississauga Road and Eglinton Avenue West and other main corridors in the area so that signal timings will be appropriately prioritized for transit vehicles and other modes of transportation.
- Provide appropriate internal signages and pavement markings in accordance with the Ontario Traffic Manual (OTM) Book 5.

Arborist Report

An Arborist Report has been prepared by Baker Turner Inc. June 20, 2025 and supplemented by a Tree Inventory and Presentation Plan, and Landscape Concept Plan. The existing woodlot to the rear has been omitted from the development site as it was previously delineated as an area intended to be retained as naturalized greenlands. The study was scoped to inventory existing streets on the Subject Site and along the boundary, including those adjacent and within City-owned property and assessed their structural and biological condition.

The Arborist Report notes that many of the trees are already in poor condition, including those which are dead and other which have fallen. 91 trees from the Subject Site and 18 from the City-owned boulevard are proposed for removal to facilitate the proposed development.

Trees along the boundary are recommended to be protected through tree protection hoarding and/or continued maintenance of the existing fence along the south property line.

The report details recommendations for tree preservation for once construction being and after construction is complete to promote healthy growth and maintenance.

Noise Feasibility Study

A Noise Feasibility Study was prepared by SLR Consulting (Canada) Ltd. June 26, 2025 to evaluate the impacts of the environment of the proposed development, and impacts of the proposed development on the environment and itself. The Study concludes the following:

- Impacts of the environment on the proposed development can be adequately controlled with upgraded glazing and acoustic barriers, with the inclusion of ventilation and warning clause requirements.
- Impacts of the proposed development on itself are not anticipated and can be adequately controlled.
- Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits and can be adequately controlled.
- The future selection of mechanical systems (equipment selections, layouts, and sound level data) should be reassessed by an acoustical consultant during later stages of design.

6.

SUMMARY AND CONCLUSIONS

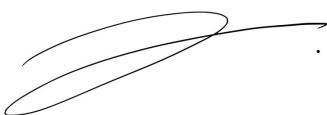
6. SUMMARY AND CONCLUSIONS

The proposed development replaces an underutilized redevelopment site along an Arterial, Priority Transit Corridor with a 99 unit stacked townhouse infill development. The Proposed Development has been designed to fit in an evolving, transit supportive context as it is situated along a transit corridor to the west and a priority transit corridor to the north. 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, along Eglinton Avenue West and within the vicinity of the nearby Strategic Growth Centre (Erin Mills Centre). The proposed development is an appropriate scale of development to provide additional new housing in a compact form within an area well served by existing and planned transit, parks, schools, and community facilities.

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 building siting and orientation, locating pedestrian entrances on building facades facing streets and adherence to the delineation of green system lands provided through an EIS and Slope Stability Study.

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. It 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 increases not only the supply but also range of housing types and has been thoughtfully designed to meet urban design objectives regarding built form and the public realm. In addition to helping the City meet its growth targets, it has also been designed to accommodate a range of family-sized units - providing options for 2-4 bedroom layouts.

In our opinion, the proposed development is consistent with the intent of relevant Provincial and local Planning framework, including the Council-approved Mississauga Official Plan 2051, relevant guidelines and documents, and current best practices. We believe it 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 limiting impacts related to building mass and scale on surrounding areas.



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 _____, 2025.

Signed _____

Signed _____

MAYOR

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 10.

PURPOSE

The purpose of this Amendment is to permit 99 stacked townhouse units and to reestablish the boundary between designated Residential and Greenland lands as provided in the 2019 Woodland Enhancement Strategy.

LOCATION

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

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) with the latest office consolidation being August 7, 2024.

The subject lands are designated Residential Low Density I and Greenlands. Residential Low Density I permits only detached, semi-detached, and dwellings. Greenlands permit conservation; electric power distribution and transmission facility; facilities that by their nature must locate near water or traverse watercourses; flood erosion and/or erosion management; passive recreational activity; parkland, piped services and related facilities for water, wastewater and stormwater; and accessory 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 compatible housing options, per the *Planning Act*.

The proposed development will utilize the existing below grade infrastructure completed as part of a previous application through an easement agreement to accommodate the 99 residential dwelling units proposed on the site. In addition to the site being located adjacent to transit and cycling networks, the 99 dwelling units are supported by two (2) vehicular parking spaces per dwelling unit and share twenty six (26) visitor parking spaces. All dwelling units proposed will have their own respective private balcony amenity area in addition to common amenity areas throughout the site. The building heights proposed for the development will be a maximum of 3 storeys..

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 Eglinton Avenue West

and 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 and maintains a low rise residential building form.

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.

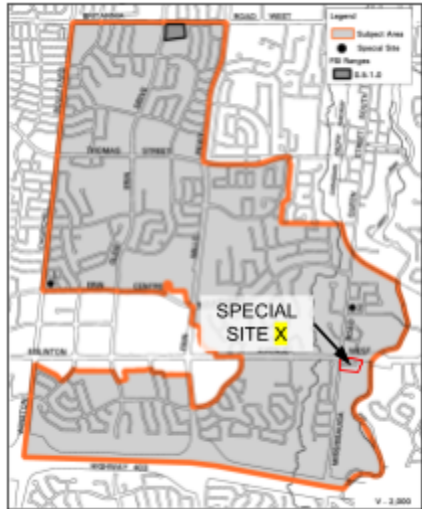
5. The policies and objectives of the City of Mississauga Official Plan are supported by this proposal as it contributes to the range of housing types, sizes, and built form. The proposal provides for residential growth through infill redevelopment of an underutilized and vacant site and will contribute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

6. The proposal seeks to refine the Greenlands boundary currently identified in Schedule 10 to match the delineation provided through the findings of a scoped Environmental Impact Assessment and Slope Stability Study provided in a previous application for townhouse development on the subject site dated March 2019, prepared by WSP Group Ltd and Soil Engineers Ltd, respectively.

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 southeast corner of Eglinton Avenue West and Mississauga Road.

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

- a) A maximum of 99 dwelling units in the form of stacked townhouses not exceeding three storeys will be provided;

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.

2. Schedule 10 Land Use Designations of the Mississauga Official Plan is hereby amended by changing the designations of the subject lands from Residential Low Density I and Greenlands to Residential Medium Density, as shown in Map A herein.

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 the Mississauga Official Plan.



EXISTING



AMENDED

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT:
REVISION TO LAND USE
DESIGNATIONS FROM RESIDENTIAL
LOW DENSITY I TO RESIDENTIAL
MEDIUM DENSITY



0 500 1000 1500 2000
metres

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

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:

4.14.2.XX	Exception: RM9-XX	Map # 31	By-law: XX
In a RM9-XX zone the permitted uses and applicable regulations shall be as specified for a RM8-14 zone except that the following uses/regulations shall apply:			
Regulations			
4.14.2.XX.1	Minimum front yard	4.5 m	
4.14.2.XX.2	Minimum exterior side yard	4.56 m	
4.14.2.XX.3	Minimum interior side yard where any portion of the interior side lot line abuts a zone permitting detached dwellings and/or semi-detached	4.86 m	
4.14.2.XX.4	Minimum rear yard where the front wall of the building abuts the rear lot line	4.59 m	
4.14.2.XX.5	Minimum internal setbacks: (1) From the front wall of a building to a condominium road , sidewalk, walkway or parking space not located on a driveway (2) From a porch , exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road , sidewalk, walkway or parking space (3) From a side wall of any building to a walkway	0.0 m	
4.14.2.XX.6	From a front wall of a building to a front wall of another building on the same lot , where the building is less than or equal to three storeys	11.0 m	
4.14.2.XX.7	The area created by the minimum separation distance between buildings may include the required amenity area		
4.14.2.XX.8	Minimum width of a condominium road/aisle	6.0 m	
4.14.2.XX.9	Minimum landscaped buffer abutting any side and rear lot line	2.73 m	
4.14.2.XX.10	Minimum contiguous amenity area , excluding private outdoor space	241.45 m2	
4.14.2.XX.11	Minimum setback from an amenity area to a building and to any type of road	1.5 m	
4.14.2.XX.12	Minimum number of required electric vehicle ready parking spaces for back to back and stacked townhouse , without exclusive use garage and/or driveway	0	

2. Map Number 31 of Schedule "A" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "RL" and

“G2” to "RM9-XX", the zoning of PT LTS 3, 4 RANGE 5, NDS, LT 2, PT LT 1, RP 498 - PT1 43R31060, PTS 1, 2 43R38445 & PLAN 498 LOT 3 & PLAN 498 LOT 4 & PLAN 498 LOT 4PT LTS 3, 4 RANGE 5, NDS, LT 2, PT LT 1, RP 498 - PT1 43R31060, PTS 1, 2 43R38445 & PLAN 498 LOT 3 & PLAN 498 LOT 4 & PLAN 498 LOT 4, in the City of Mississauga, PROVIDED HOWEVER THAT the "RM9-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 in red.

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 stacked townhouse development on the lands identified on Schedule “A” as the “area subject to rezoning”.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "RL" (Detached Dwellings and Semi-detached - Typical Lots) and “G2” (Greenlands) to "RM9-XX" (Stacked Townhouses - Exception).

The "RM9-XX" zone will permit a stacked townhouse development 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.

