

**» PLANNING JUSTIFICATION REPORT**

# **1970-1980 Fowler Drive Mississauga, Ontario**

December 2025





Sajecki Planning Inc.

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1.0

# Introduction

This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of IMH 1970 & 1980 Fowler Drive Ltd. (the “Property Owner”) to support an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application that seeks to facilitate development at 1970-1980 Fowler Drive (the “subject lands” and “entire site”) in the City of Mississauga.

The subject lands are located in Ward 8 at the southeast corner of N Sheridan Way and Fowler Drive. The lands are comprised of two properties - 1970 and 1980 Fowler Drive - and have an irregular shape and approximate area of 2.69 ha (26,937 m²). It is the intent of the Property Owner to create a new lot, by way of severance, for the proposed development.

Throughout this report, the proposed retained lot at 1970 Fowler Drive is referred to as “Part 1”; the proposed retained lot at 1980 Fowler Drive is referred to as “Part 2”; and the proposed severed lot is referred to as “Part 3” and the “subject site”.

The subject lands are currently developed with two 14-storey apartment buildings, supported by a combination of surface and underground parking, along with associated outdoor amenities and landscaped open space areas.

It is designated Residential High Density in the Mississauga Official Plan and Residential High-Rise in draft Mississauga Official Plan 2051 (Council Adopted). The subject lands are zoned Residential Apartment with an exception (RA4-2) per City of Mississauga Zoning By-law 0225-2007.

The OPA/ZBA application seeks to permit a 24-storey residential apartment building containing 285 rental units and a total gross floor area (GFA) of 19,796 m² on Part 3.

The purpose of this Planning Justification Report is to provide:

- » An overview of the subject lands and local area context;
- » A review of the applicable land use planning policy and regulatory frameworks;
- » An explanation of the proposed built form, uses, and development statistics;
- » A summary of all supporting studies and technical reports; and,
- » A description and justification of the proposed amendments to the Official Plan and Zoning By-law.

A Development Application Review Committee (“DARC”) Meeting was held on December 6, 2023, to receive preliminary feedback from City of Mississauga (“City”) staff and review agencies, and to confirm submission requirements. This report is part of a complete application submission requirement under the *Planning Act* for an OPA and ZBA application. The DARC submission requirements checklist (DARC 23-199) is attached (see *Appendix A*). Summaries of supporting technical studies are provided in *Section 5.0* of this report.

TABLE 1. Property Details

Entire Site Area (Parts 1, 2, and 3)	26,936.63 m² (2.7 Ha)
Subject Site Area (Part 3)	4,758.04 m² (0.5 Ha)
Proposed Frontage (Part 3)	58.7 m along N Sheridan Way
Established Grade (Part 3)	123.26 m





FIGURE 1. Aerial Photo of the Subject Lands

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## 2.0

# Site & Surrounding Area

## 2.1 The Site

The subject lands are located in Ward 8 and are comprised of two properties – 1970 and 1980 Fowler Drive – with a combined area of 26,936.63 m<sup>2</sup> (2.69 ha). The lands are located on the southeast corner of the intersection of N Sheridan Way and Fowler Drive in the Sheridan Community Node, which is a mall-based Community Node in southwest Mississauga bounded by N Sheridan Way, Fowler Drive, Erin Mills Parkway, and Leanne Boulevard.

It is irregularly shaped and located on the eastern side of Fowler Drive, directly opposite the Sheridan Centre. As such, it is immediately adjacent to significant retail and commercial uses and other goods and services. Across N Sheridan Way from the subject lands is Springbank Meadows Park and public open space (*Figure 2*).

The subject lands are located in an existing residential apartment neighbourhood and contains two 14-storey rental apartment buildings with surface and underground parking and large open spaces, representing a tower-in-the-park urban form. A similar style of development abuts the subject lands to the east and south.

The subject lands are not listed on the Heritage Register and is not a designated heritage site.

## 2.2 Planning History

There are no previously approved OPAs or ZBAs associated with the subject lands. However, there are a number of approved Committee of Adjustment applications, which are summarized below.

**1989 - 1996** – Requests to consent to Partial Discharges of Mortgages and Mortgages of part of Block “A” Registered Plan 842. The “severed” land, as shown on the application plan (43R-11814), is approximately 1.35 ha and was proposed to be used for residential apartment building purposes.

**1996** – A minor variance for 1970 Fowler Drive to permit 160 tenant and 42 visitor parking spaces for a total of 202 parking spaces on-site, whereas the applicable Zoning By-law required a minimum of 166 tenant and 42 visitor parking spaces for a total of 208 spaces. Current zoning permissions require parking be provided at a rate of 0.9 resident spaces per unit and 0.2 visitor spaces per unit for rental apartment uses.

**2012** – A minor variance for 1980 Fowler Drive to permit the conversion of the rooftop party room into six new rental apartment units, thereby increasing the floor space index (FSI) to 1.04, whereas a maximum FSI of 1.0 was permitted. The maximum FSI permitted in a RA4-2 zone per the current Zoning By-law is 1.0.



Established Apartment Neighbourhood in proximity to the subject lands, looking northeast (Google Maps).



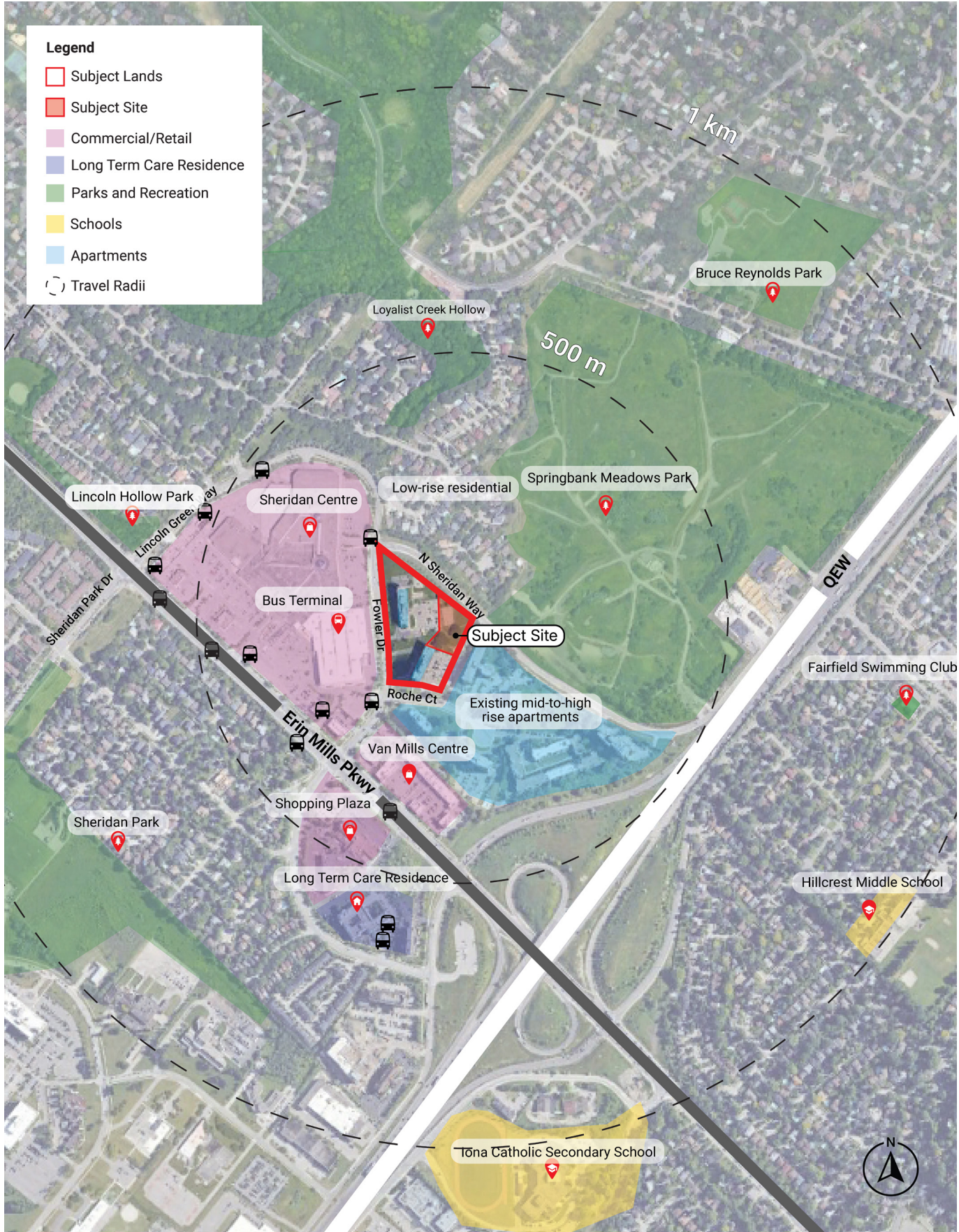


FIGURE 2. Site Context

## 2.3 Surrounding Area

### 2.3.1 Area Context

The subject lands are located in the Sheridan Community Node, which is an established mall-based community located near the intersection of Erin Mills Parkway and the Queen Elizabeth Way. The surrounding area contains a range of building types and land uses including: a number of tall tower-in-the-park style apartment buildings to the east and south; one-to-two storey commercial plazas further south; the Sheridan Centre to the west; and low-rise residential dwellings and a large park, Springbank Meadows, to the north.

### 2.3.2 Immediate Surroundings

The following are key sites and uses in proximity to the subject lands:

#### North

To the north of the subject lands are one-to-two storey detached residential dwellings that may be accessed from Fowler Drive on the west side of the Sheridan Centre via Lincoln Green Way. There is also significant open space provided by Springbank Meadows Park, which extends north towards Springbank Road and east to the Queen Elizabeth Way.

#### South

South of the subject lands are two tower-in-the-park style apartment buildings and the Van Mills Centre, which is a one-storey commercial plaza with a surface parking lot that fronts onto Erin Mills Parkway. There is also a car wash, two gas stations, and a two-storey commercial plaza containing a variety of restaurants and services. Further south is a long term care residence, several hotels, and the Sheridan Corporate Centre.

#### East

To the east is an established apartment neighbourhood with residential apartments ranging in height from seven to 14 storeys.

#### West

To the west is the Sheridan Centre and surface parking lots. There is a planned redevelopment of the mall lands directly west of the intersection of N Sheridan Way and Fowler Drive. The approved redevelopment is for two 15-storey towers with a combined total of over 600 residential units. Additional information on this development is provided in Table 2. Further west are one-to-two storey detached dwellings and townhouses.



Architectural details of 1980 Fowler Drive





Bus stop at Van Mills Plaza at the northeast corner of Fowler Drive and Erin Mills Parkway (Google Maps)



Existing Apartment Neighbourhood, looking south from N Sheridan Way



1970 Fowler Drive, looking southeast from Fowler Drive



Proposed Development Area, looking southeast from N Sheridan Way

## 2.4 Nearby Development Activity

Recently proposed and approved developments within 2 km of the subject lands are detailed in *Table 2*.

**TABLE 2.** Nearby Development Activity within 2 km of the Subject Lands (As of November 27, 2025)

#	Address	Type	Status	Use	Key Statistics	Distance from Subject Lands
1	2225 Erin Mills Parkway (Zone A and G)	OPA/ZBA, SPA	Approved in Principle by the OLT (Case No.: OLT-24-000064)	Residential	» Two, 15 storey residential buildings » 262 units (Zone A); 369 units (Zone G); for a total of 631 units » GFA: 22,095 m <sup>2</sup> (Zone A); 30,452 m <sup>2</sup> (Zone G); for a total GFA of 52,547 m <sup>2</sup> *	~150 m
2	2070 Hadwen Road	SPA	Approved	Industrial	» 4 storeys	~1.0 km
3	2935 and 2955 Mississauga Road	OPA/ZBA	Under Review	Residential	» 12-storey residential building and 3-storey townhouse complex » 196 units; 15 stacked townhouses units; and a total of 211 units » Total GFA of 18,227.3 m <sup>2</sup> **	~1.8 km
4	1720 Sherwood Forrest Circle	ZBA and Subdivision	Approved	Residential	» 3 storeys » 56 detached dwellings	~1.4 km
<b>Notes</b> *Per OLT Interim Decision (January 22, 2025) and OLT Final Order (June 26, 2025) **Per Dwg "A 0.01 Project Statistics" by Caricari Lee Architects (October 20, 2023)						

## 2.5 Transportation Network

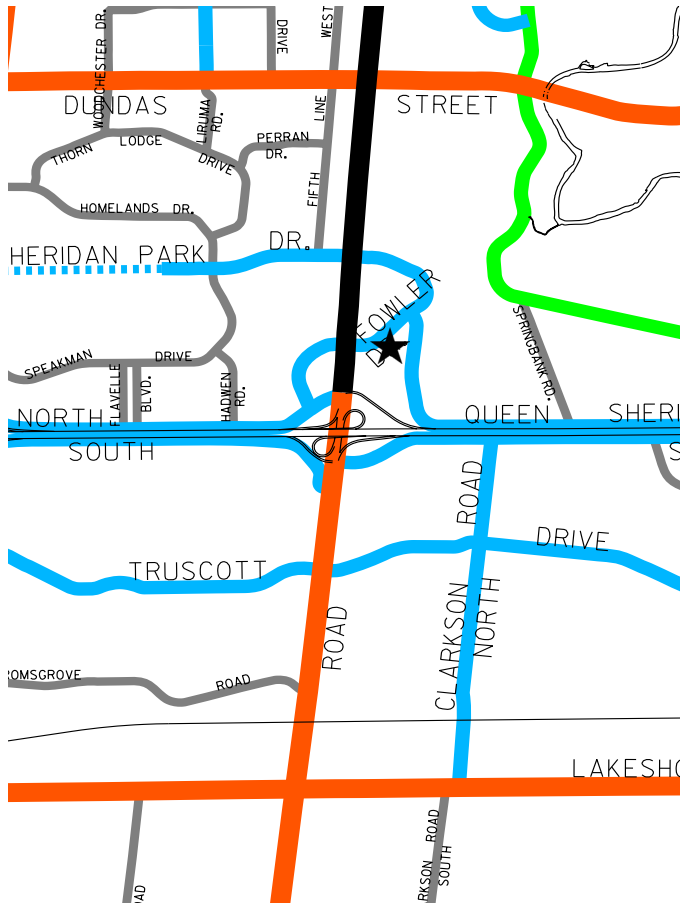
### 2.5.1 Road Network

The subject lands abut Fowler Drive and N Sheridan Way, which are both identified as Major Collectors in Schedule 5 of the City of Mississauga Official Plan ("MOP") with a designated right-of-way width of 26 m (per Schedule 8 of the MOP). Major Collectors are designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities (MOP Policy 8.2.2.1).

Near the subject lands, N Sheridan Way and Fowler Drive are two lanes, with one lane moving traffic in either direction. Further, there is a dedicated left turn lane on N Sheridan Way for access to Fowler Drive. Sidewalks are provided along the south side of N Sheridan Way and both sides of Fowler Drive.

Erin Mills Parkway is a Regional Arterial Road per Schedule 5 of the MOP with a designated right-of-way width of 45 m. Regional arterial roads are intended as principal transportation corridors for high volumes of people and goods (MOP Policy 8.2.2.1). Further, Erin Mills Parkway is designated as a Transit Priority Corridor per Schedule 6 of the MOP and will be designed to employ transit priority measures.

The Queen Elizabeth Way is an east-west provincial highway located to the south of the subject lands. It connects Mississauga with other provincial highways, including the 403, 407 and 427, and provides access to surrounding municipalities, such as the Toronto, Oakville, Burlington, and Hamilton. Near the subject lands, the Queen Elizabeth Way has three eastbound and three westbound lanes.



★ Subject Lands

**Legend:**

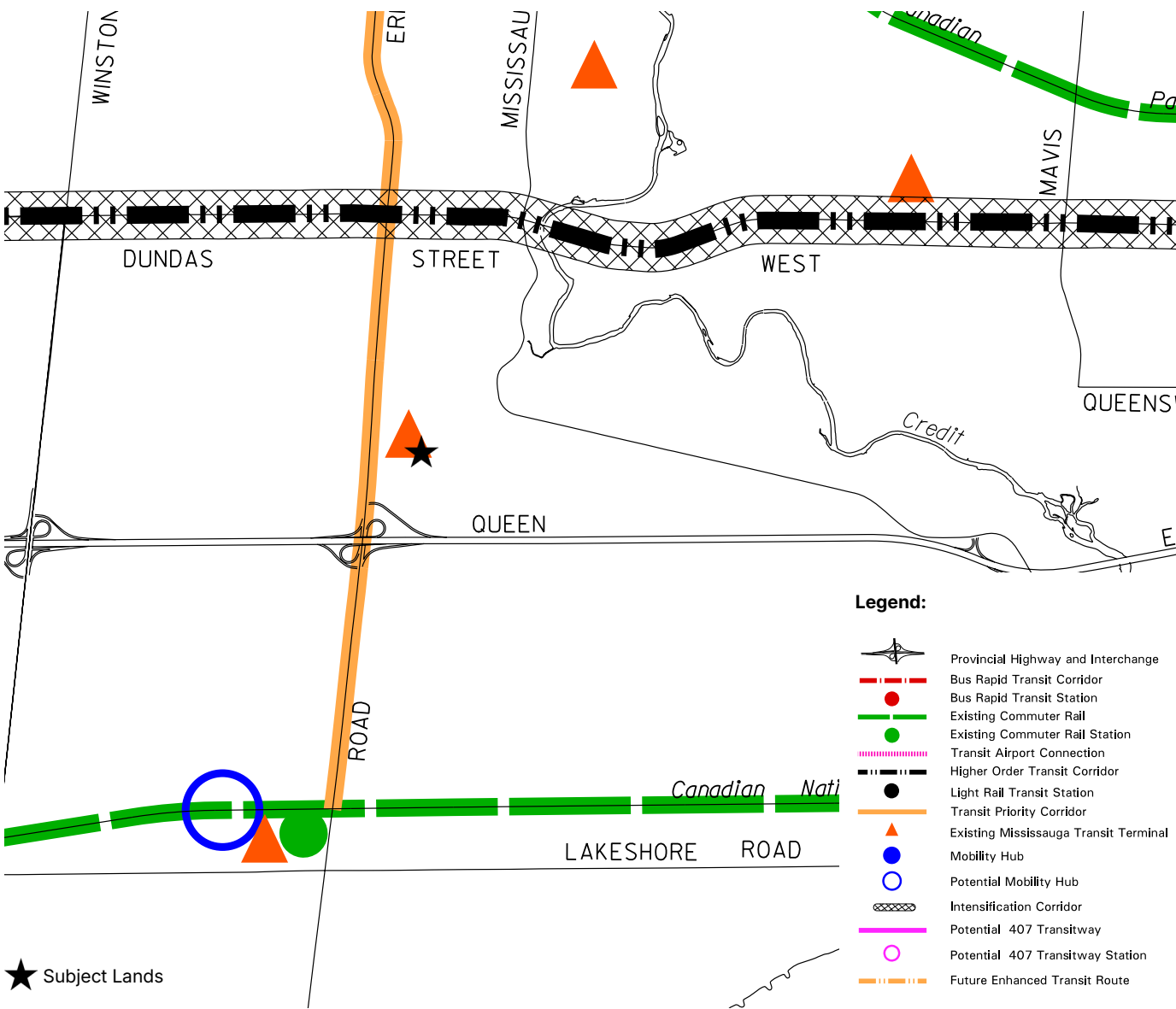
- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.

**FIGURE 3.** Mississauga Official Plan Schedule 5 - Long Term Road Network

### 2.5.2 Transit Network

The subject lands are located at a key transit juncture in the City of Mississauga as they are located near a Transit Priority Corridor (Erin Mills Parkway) and adjacent to the Sheridan Centre's MiWay Transit Terminal. As a result, the subject lands are easily accessible to and from significant

locations and major transportation networks across the city, including the University of Toronto Mississauga Campus and regional higher order transit lines, such as the GO Transit rail network. The proposed development provides transit supportive density and encourages a more efficient use of existing infrastructure and multimodal travel.



★ Subject Lands

**FIGURE 4.** Mississauga Official Plan Schedule 6 - Long Term Transit Network



### GO Train Service

Clarkson GO Station is approximately 2.3 km southeast of the subject lands. The station serves the Lakeshore West GO train, which runs east and west between Union Station in Toronto and Niagara Falls. Clarkson GO Station is equipped with bike racks and provides free surface and garage parking. MiWay Routes 13, 14, 23, 29, 45, and 110, as well as Oakville Transit, make frequent stops at this GO Station. MiWay Routes 13, 29 and 110 all have stops in proximity to the subject lands.

### Bus Services

MiWay bus routes provide transit service to the subject lands via bus stops located across the street from 1980 Fowler Drive at the Sheridan Centre Bus Terminal. These routes include:

**13 Glen Erin:** provides daily service between Meadowvale Town Centre and Clarkson GO Station via Erin Mills Parkway and Glen Erin Drive.

**29 Park Royal-Homelands:** provides daily service between Erin Mills GO Station, Clarkson GO Station, and the South Common Centre Bus Terminal via Erin Mills Parkway and a variety of local roads.

**71 Sheridan-Subway:** provides weekday rush hour service between Winston Churchill Boulevard and Islington Subway Station.

Additionally, the following route stops at the intersection of Erin Mills Parkway and Fowler Drive, within 250 m of the proposed development:

**110 University Express:** provides 24-hour weekday service between Clarkson GO Station, the University of Toronto at Mississauga Campus, the South Common Centre Bus Terminal, and the City Centre Transit Terminal.

### 2.5.3 Cycling and Pedestrian Network

Per Schedule 5 of draft Mississauga Official Plan 2051, the subject lands are located in proximity to the Primary On-Road / Boulevard Routes of Erin Mills Parkway and Southdown Road. These routes run north-south and connect to multiple east-west bicycle corridors, including the Hydro One Corridor Lakeshore – Royal Windsor Trail, Lakeshore Road West, and Dundas Street West. Currently, neither Erin Mills Parkway nor Southdown Road contain dedicated bicycle lanes or infrastructure. However, the proposed density of the development can support active transportation usage and the future strengthening of related infrastructure.

The subject lands are well-connected to the Primary On-Road / Boulevard Route of Blythe Road through existing and dedicated cycling lanes on Sheridan Park Drive and Lincoln Green Way.

N Sheridan Way contains a pedestrian walkway on the south side that connects to pedestrian walkways along Fowler Drive, Roche Court, Erin Mills Parkway and beyond. The latter routes have pedestrian walkways protected by landscaped buffers, providing a more pleasant pedestrian experience. The proposed development would front N Sheridan Way and have direct access to the aforementioned walkway.

The Sheridan Centre Development Master Plan (May 2023) also proposes several new bicycle and pedestrian paths that would improve connections throughout the Sheridan Centre site and thereby increase access to retail, commercial, and service establishments for nearby residents.

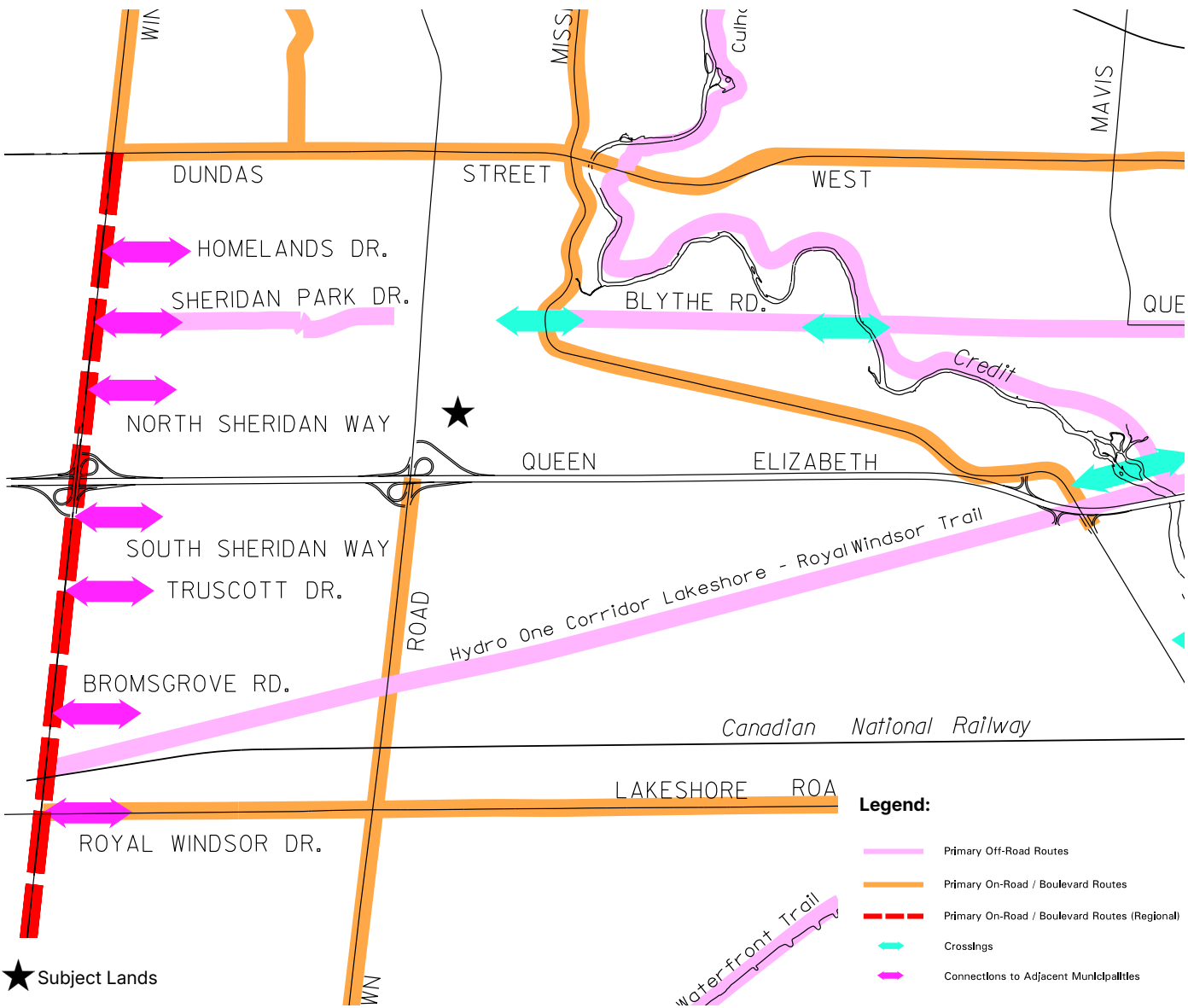


FIGURE 5. Mississauga Official Plan Schedule 7 - Long Term Cycling Routes



## 2.6 Community Facilities

A summary of nearby community facilities and services within 1 km of the subject lands is provided in *Table 3*. The table is sorted according to proximity to the subject site.

**TABLE 3.** Community Services and Facilities within 1 km of the Subject Lands (As of November 27, 2025)

Name	Address	Approximate Distance from Subject Site	Type
Sheridan Centre	2225 Erin Mills Pkwy	250 m	Shopping Mall
Van Mills Centre	1944 Fowler Dr	300 m	Shopping mall
Metro	2225 Erin Mills Pkwy	450 m	Grocery Store
Agecare Wenleigh Long Term Care Residence	2065 Leanne Blvd	550 m	Long Term Care Home
Lincoln Hollow	2475 Lincoln Green Way	610 m	Park
Springbank Meadows Park	2210 Springbank Rd	650 m	Park
Fairfield Swimming Club	1773 Christopher Rd	800 m	Recreation Facility
Sheridan Park & Sheridan Park Herridge Reservoir	2200 Sheridan Park Dr	850 m	Park
Bruce Reynolds Park	2173 Springbank Rd	850 m	Park
Kinder Kids International Preschool Clarkson	1575 Clarkson Rd	880 m	School
Hillcrest Middle School	1530 Springwell Ave	900 m	School
Dean Henderson Memorial Park	2909 Hammond Rd	900 m	Park
Don Gould Park	2441 Fifth Line W	900 m	Park
Bayshore Health Care	2102 Hadwen Rd	900 m	Medical Centre
KMH Labs	2075 Hadwen Rd	950 m	Medical Centre
Sheridan Park Family Church	2440 Fifth Line W	960 m	Church
Iona Catholic Secondary School	2170 S Sheridan Way	1.0 km	School
Benares Historic House	1507 Clarkson Rd	1.0 km	Museum
ISNA Canada Mosque	2200 S Sheridan Way	1.0 km	Mosque

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## 3.0 Proposal

### 3.1 Development Overview

The proposed development consists of a new 24-storey infill residential apartment on the subject site, with vehicular access from N Sheridan Way. The two existing 14-storey apartment buildings on the subject lands will be retained. The proposed building will contain 285 dwelling units, including 43 barrier-free units, and a total GFA of 19,796 m<sup>2</sup>. A full range of unit types and sizes is proposed, as detailed in *Table 4*.

The proposed building has a podium tower design and provides stepbacks on the north, east, and west faces of the building to mitigate tower clustering and ensure adequate lighting, views, and access to recreation and amenities for residents and visitors.

New vehicular parking is proposed on Part 3 in the form of four levels of underground parking, providing a total of 272 parking spaces, including 3 accessible spaces. A total of 186 bicycle parking spaces is also proposed on Part 3. Approximately 1,738 m<sup>2</sup> of combined indoor and outdoor amenity space is proposed throughout the development area and within the building, including spaces at grade, on the fifth floor, and on the rooftop. This results in an amenity area ratio of 6.10 m<sup>2</sup> per dwelling unit within Part 3.

Across the entire site, the new and existing amenity areas will total over 1,800 m<sup>2</sup> combined. To accommodate the proposed building's footprint, one of the existing playgrounds is proposed to be relocated and the existing basketball court is proposed to be upgraded to a multipurpose court.

*Table 4* provides a summary of key statistics pertaining to Parts 1, 2, and 3.

#### 3.1.1 Site Layout and Pedestrian Connectivity

The proposed development is located in the northeastern corner of the subject site and extends across portions of the properties municipally known as 1970 and 1980 Fowler Drive. The proposed building will front onto N Sheridan Way and will be accessed via a private driveway located along the east side of the subject site. The driveway provides dedicated access to the building and underground parking structure for residents, visitors, and service needs. Landscaped areas wrap around the subject site. The proposed building is setback 7.5 m from the northern development area boundary, with a 6.1 m easement and 4.5 m landscape buffer.

The ground floor of the proposed building has a central lobby that separates servicing areas, including the garbage and recycling room and staging area, mail room, maintenance room, moving bay, and bulk storage area, from recreational and amenity spaces.

#### 3.1.2 Massing and Built Form

The proposed building is a total of 24 storeys, with a 4-storey podium and 20-storey tower that are generally rectangular in shape. The podium is approximately 14.6 m tall, and the tower is nearly 78 m in height, with an additional 6 m provided for the mechanical penthouse and 3.5 m provided for the elevator machine room.

From the northern property line of Part 3, the podium is setback 7.5 m and the tower is setback

11.6 m. The tower is located towards the south end of the podium with stepbacks provided on the north, east, and west sides of the building. This allows for the 5<sup>th</sup> floor amenity space to wrap around the tower and provide views in all directions. Similarly, dwelling unit balconies are provided on most sides of the building to increase access to sunlight (*Figure 6*).

The tower has a proposed floorplate of 900 m<sup>2</sup>. The design of the tower ensures shadow and overlook impacts are minimized (see *Section 5.3* for the results of the Shadow Study). These mitigation efforts are supported by separation distances of at least 30 m between the proposed development and surrounding buildings.

3.1.3 Amenity Areas and Open Space

A total of 1,738 m<sup>2</sup> of amenity space is proposed to be provided on Part 3. Approximately 468.7 m<sup>2</sup> of exterior amenity space is proposed at-grade, which considers various features including a multipurpose court, playground, dog run, and landscaped areas. On the 5<sup>th</sup> floor and rooftop, 317.7 m<sup>2</sup> and 345.5 m<sup>2</sup> of exterior amenity space is proposed, respectively. The rooftop amenity space is protected on all sides by 2 m wind barriers to create a comfortable experience for all users. While inaccessible to residents and visitors, the remainder of the rooftop is proposed to be a green roof. It is the intent of the Property Owner to issue a tenant survey to existing residents at 1970 and 1980 Fowler Drive to ask what types of amenity spaces they would like to have considered on the subject site.

A total of 606.1 m<sup>2</sup> of interior amenity space is provided throughout the proposed building, including on the 1<sup>st</sup> and 5<sup>th</sup> floors and rooftop. The largest interior amenity space is located on the 1<sup>st</sup>

floor on the north side of the proposed building, adjacent to N Sheridan Way. A 237.7 m<sup>2</sup> interior amenity space is proposed on the north side of the 5<sup>th</sup> floor of the building and is extended by the adjacent exterior amenity area. The rooftop interior amenity space is comparatively smaller than the other indoor amenity areas as it primarily serves to provide access to the proposed rooftop exterior amenity area.

3.1.4 Servicing and Access

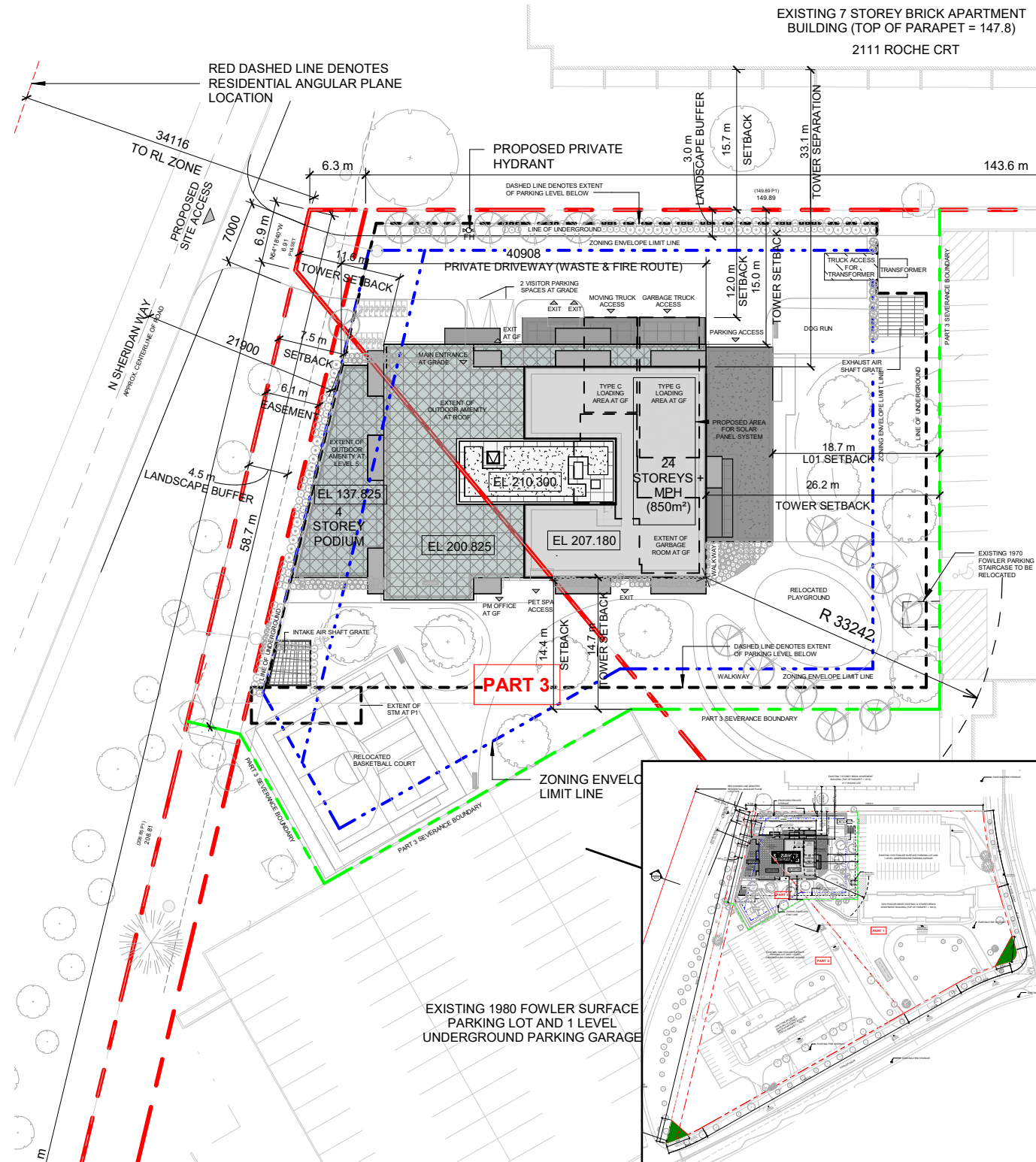
The subject site is accessed via N Sheridan Way by way of a private driveway. The driveway extends across the eastern edge of Part 3 and connects to the new underground parking lot's access ramp, which is located towards the southern end of the proposed development area. The majority of pedestrian and vehicular access points to Part 3 are located along the east face of the proposed building, with the main entrance located in the northeastern corner of the subject site. Loading and garbage truck access is located adjacent to the proposed parking garage ramp. The proposal includes one Type C and one Type G loading space with a staging area that connects to the garbage room (*Figures 6 and 7*).

The main entrance of the proposed building leads to a vestibule and lobby that connects to servicing areas to the south and amenity spaces to the north. The double loaded elevator core is centrally located within the building and includes four elevators, one of which opens to the moving area. The west face of the proposed building includes three exits to allow for convenient access to outdoor amenities. There is also a pathway proposed to wrap around the western and southern sides of the proposed building to provide residents with a connection to a potential future dog run area.

TABLE 4. Key Statistics of Parts 1, 2 and 3.

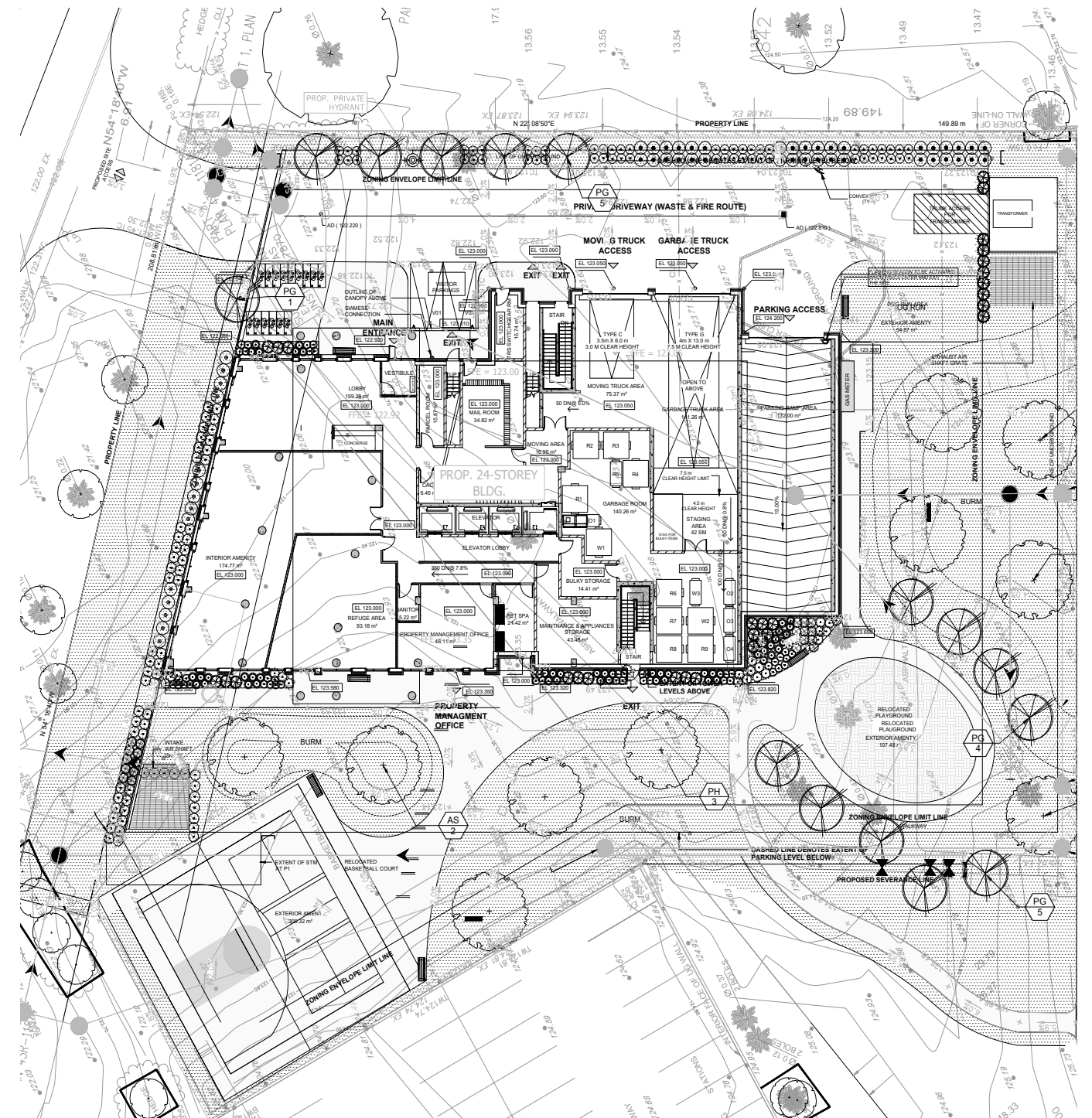
Parts 1, 2, and 3 (Inclusive of the Proposed Development)	
Area	26,936.63 m <sup>2</sup> (2.69 Ha)
Frontage	~245 m along Fowler Drive, 208 m along N Sheridan Way, and 90 m along Roche Court
Floor Space Index (FSI)	1.94
Building Heights	14 storeys and 24 storeys
Existing Buildings	14 storeys x 2 buildings
Proposed Building	24 storeys (77.54 m) + MPH (6.0 m) + Elevator Machine Room (3.5 m)
Gross Floor Area (GFA)	52,312 m <sup>2</sup>
Existing Buildings	~16,258 m <sup>2</sup> x 2 buildings (32,516 m <sup>2</sup> )
Proposed Building	19,796 m <sup>2</sup>
Dwelling Units	617
Existing Buildings	116 × 2 buildings (332 units)
Proposed Building	285
Amenity Area	~1,884 m <sup>2</sup> (excluding unprogrammed open space areas)
Part 3 (Proposed Development Area Only)	
Area	4,758.04 m <sup>2</sup> (0.5 Ha)
Frontage	58.7 m along N Sheridan Way
Floor Space Index	4.16
Dwelling Unit Type Breakdown	285
Studio	33 (11%)
One-bedroom	140 (49%)
One-bedroom + Den	12 (4%)
Two-bedroom	59 (20%)
Two-bedroom + Den	12 (4%)
Three-bedroom	29 (10%)
Amenity Area	1,738 m <sup>2</sup> (Approx. 6.10 m <sup>2</sup> /unit)
Interior	606.1 m <sup>2</sup>
Exterior	1,131.9 m <sup>2</sup>
Vehicular Parking Spaces	272
Resident	243
Visitor	29 (3 accessible spaces)
Bicycle Parking Spaces	186 (Class A: 171 spaces and Class B: 15 spaces)



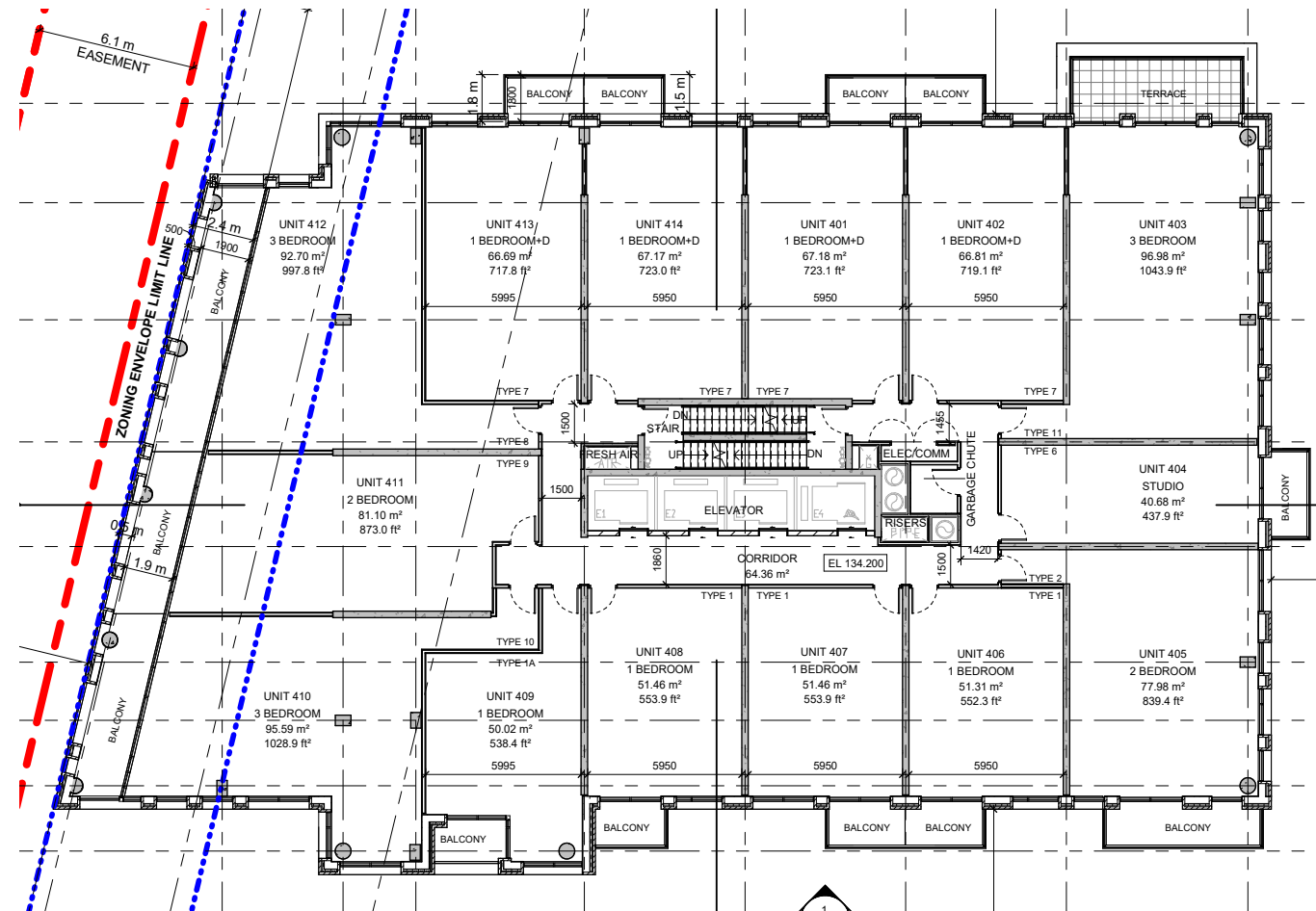


**FIGURE 6.** Site Plan (Source: Core Architects)

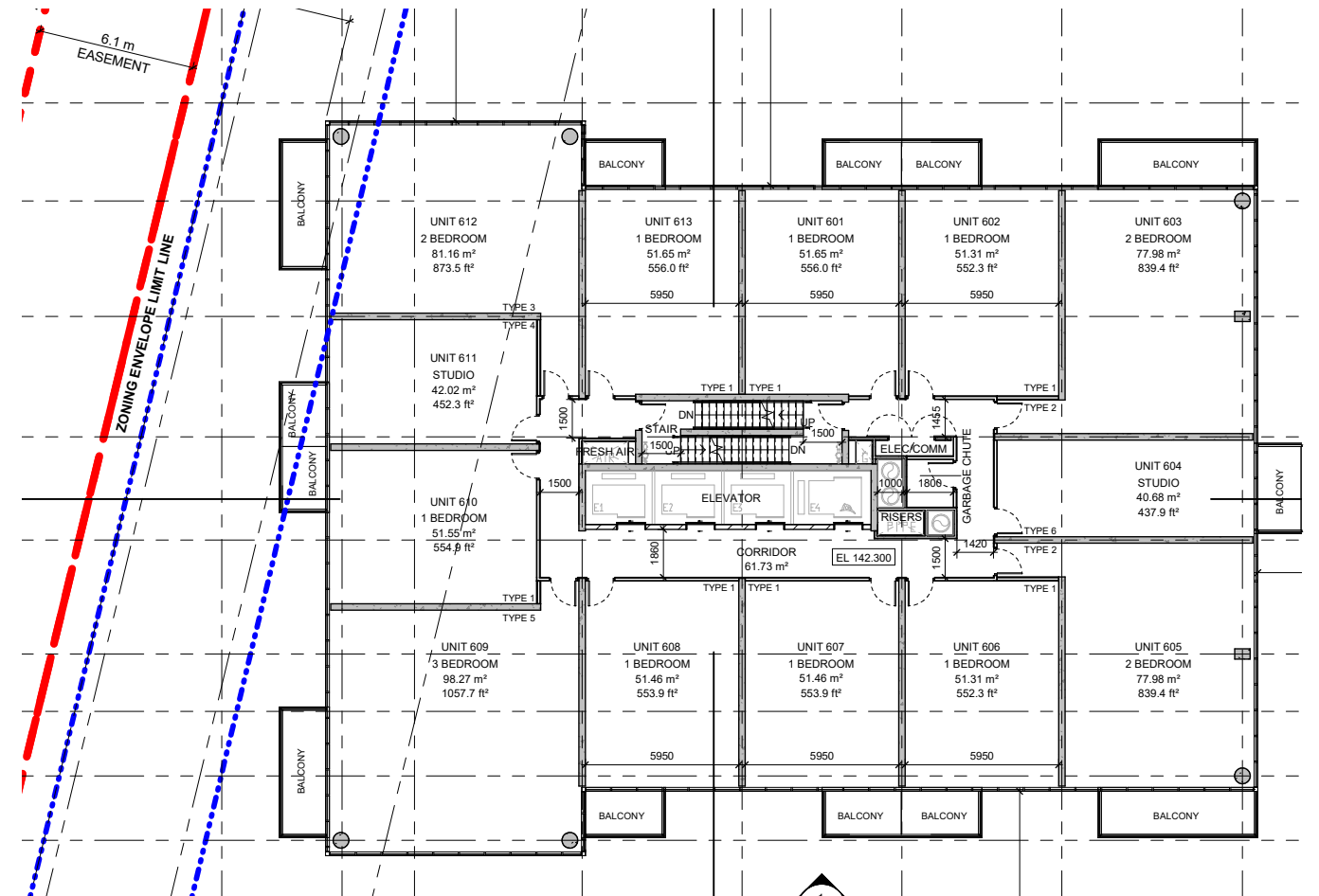
*Note: From the proposed development, tower separation distances are 33.1 m to 2111 Roche Court, 33.2 m to 1970 Fowler Drive, and over 60 m to 1980 Fowler Drive.*



**FIGURE 7.** Landscape Plan (Source: MHBC)



**FIGURE 8.** Level 4 Podium Floor Plan (Source: Core Architects)



**FIGURE 9.** Levels 6-15 Floor Plans (Source: Core Architects)



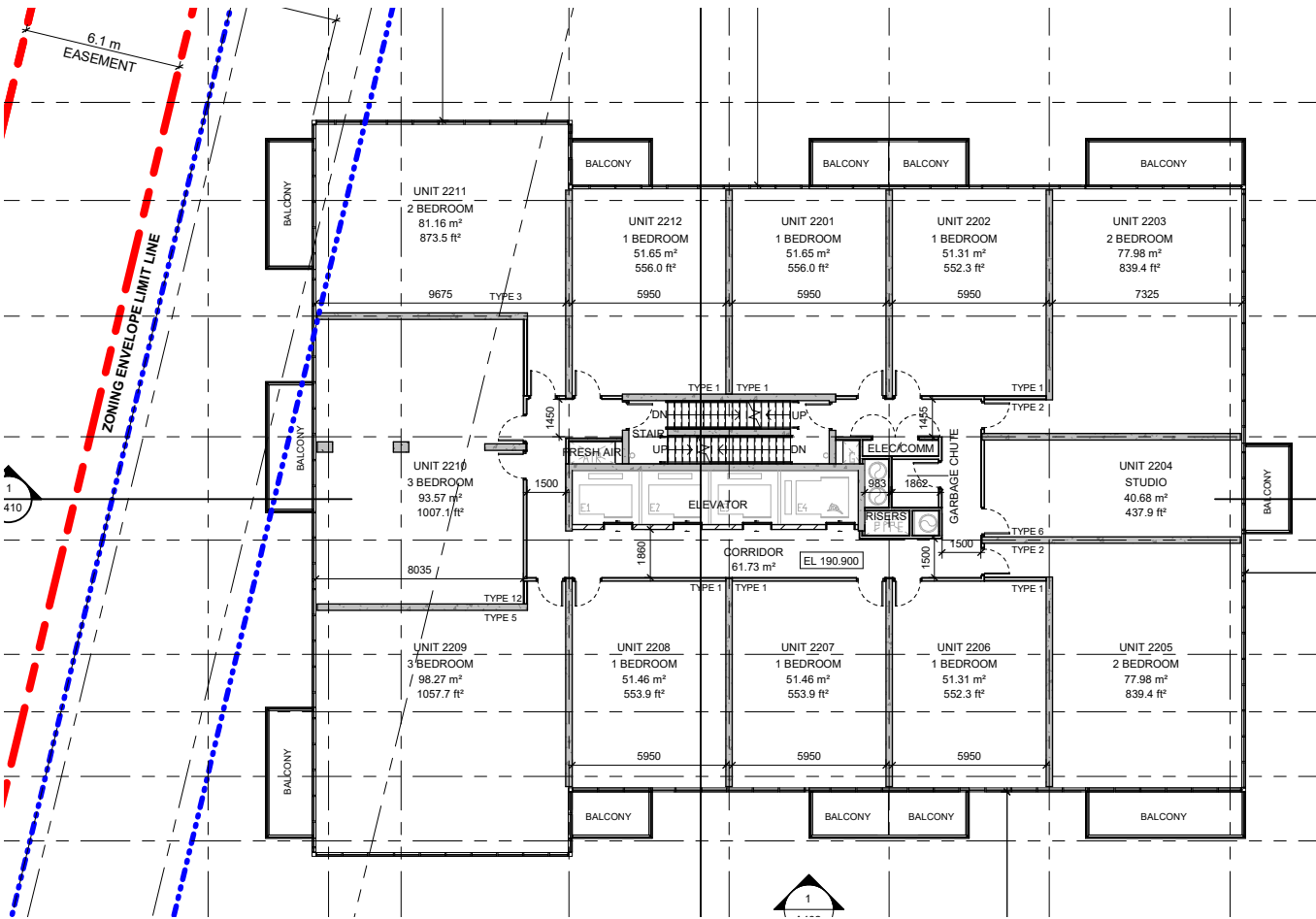


FIGURE 10. Levels 22-24 Floor Plans (Source: Core Architects)

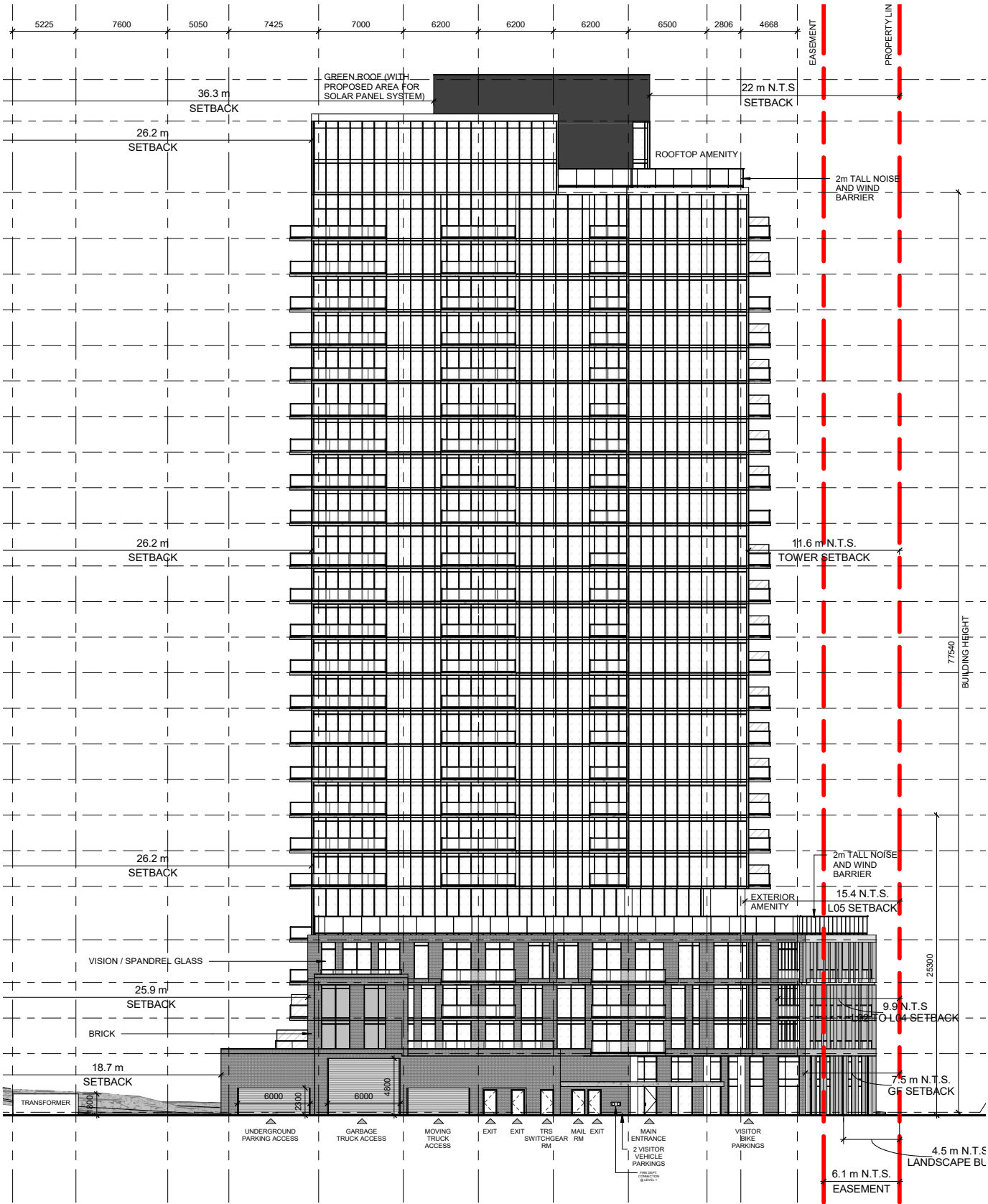


FIGURE 11. East Elevation (Source: Core Architects)





FIGURE 12. Massing View: North East (Source: Core Architects)



FIGURE 13. Massing View: South West (Source: Core Architects)



## 3.2 Required Approvals

### 3.2.1 Official Plan Amendment (OPA)

The subject lands are designated Residential High Density within the *Sheridan Community Node* and are subject to policies that govern mall-based *Community Nodes* in the City of Mississauga Official Plan (May 15, 2025 Office Consolidation). Policies of the Residential High Density designation support residential apartment uses, and mall-based *Community Node* policies permit a maximum height of 18 storeys and maximum floor space index (FSI) of 3.75. However, per Policy 14.1.7.2.3 of the MOP, developments in excess of 18 storeys may be considered through a site-specific OPA subject to demonstrating how specific criteria (a through e) is met. To support the proposal, an OPA is required to permit the proposed height and density.

### 3.2.2 Zoning By-law Amendment (ZBA)

The subject lands are zoned Residential Apartment 4 with an exception (RA4-2) per City of Mississauga Zoning By-law 0225-2007. This zoning permits residential apartment uses but restricts density to a greater extent than the Official Plan. Per the Zoning By-law, a maximum FSI of 1.0 and height of 56.0 m and 18 storeys is permitted.

A ZBA is required to permit the proposed development on the subject site. The proposed zone is Residential Apartment 5 with an exception (RA5-XX) that will permit greater density and heights of up to 24 storeys, plus the mechanical penthouse and elevator machine room.

As part of this application, two versions of the draft ZBA have been prepared. The first proposes a rezoning of the entire site to RA5-XX. The second

maintains the current zoning of 1970 and 1980 Fowler Drive (RA4-2) and rezones only the subject site (future severed lot) to RA5-XX.

As per discussions with the City, the Applicant will continue to work with City staff regarding the most appropriate approach to the draft ZBA to support the proposed development in light of a future consent application.

### 3.2.3 Site Plan Approval (SPA)

Per the Site Plan Control By-law 0293-2006, all land within the City is designated a Site Plan Control area and no development may be undertaken without site plan approval. The site plan process ensures the proposed development is consistent with the policies of the Official Plan and that technical matters and design issues are resolved prior to the issuing of a building permit.

The proposed apartment building will require a Site Plan Approval application, which will be filed at a later date.

### 3.2.4 Consent to Sever

A consent application will be required to sever the lots of 1970 and 1980 Fowler Drive (Parts 1 and 2) to create a new lot, Part 3, to support the proposed development. The application will be filed at a later date following discussions with City staff and confirmation of the proposed severance boundary.

## 3.3 Public Consultation

Public consultation relating to this project will follow the regulations of the *Planning Act* and City of Mississauga planning approvals process. Key stakeholders (such as existing tenants at 1970 and 1980 Fowler Drive) and the public will be engaged throughout the development process via written channels, statutory meetings, ward meetings, and informal meetings, as required.

Development application materials will be made available through the City's website. An application notice sign will be posted on the subject site and updated with relevant meeting information as required. A statutory public meeting is held by the Planning and Development Committee following the application submission. *The Planning Act* requires consultation within a specified area of impact that has been determined to be 120 meters.

To date, the Applicant has attended several meetings with City Planning staff and the local Councillor to discuss the proposal. The following meetings have occurred to keep the community informed about the development and receive feedback on the proposal:

- » September 9, 2025: Community Consultation Meeting (Councillor-led, Virtual)
- » August 13, 2025 (3 PM - 7 PM): 1-on-1 Tenant Meetings (In-Person, Applicant-led)
- » August 14, 2025 (11 AM - 3PM): 1-on-1 Tenant Meetings (In-Person, Applicant-led)

1-on-1 Tenant Meetings remain available upon request for residents living in 1970 and 1980 Fowler Drive.

## 4.0

# Policy Framework

The following sub-sections provide an overview of Provincial and Municipal planning policies that apply to the subject lands. This discussion outlines how the proposed development has regard to Section 2 of the *Planning Act*, is consistent with the Provincial Planning Statement, 2024, has consideration for the Region of Peel Official Plan, and conforms to the direction and policy framework of the City of Mississauga Official Plan.

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

The Planning Act R.S.O. 1990, c. P.13 (*Planning Act*) is provincial legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the tools, processes and mechanisms to exercise this control. Section 2 of the *Planning Act* outlines matters of provincial interest that approval authorities must have regard for when carrying out their responsibilities. Matters that apply to the proposed development include:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 3(5) of the *Planning Act* states that planning decisions must be consistent with ministerial policy statements and conform to or not conflict with provincial plans that are in effect on that date.

**The proposed residential infill development of the subject lands has regard to Section 2 of the *Planning Act* and matters of provincial interest. The proposed development on Part 3 makes efficient use of provincial and municipal infrastructure, including energy, sewage, water, and waste management systems, as well as local and regional transportation services. Further, it is well supported by nearby community services and public transit. The compact development represents a residential intensification opportunity that contributes towards the creation of new housing options and complete community development. The proposal provides new indoor and outdoor amenity spaces of a high quality, including outdoor areas that are intended to be shared by existing residents of 1970 and 1980 Fowler Drive and new residents of the proposed building.**

## 4.2 Provincial Planning Statement 2024

The Provincial Planning Statement, 2024 (PPS 2024) is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The PPS 2024 came into effect on October 20, 2024, replacing both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019). *The Planning Act* requires all decisions affecting planning matters to be consistent with the PPS.

The vision outlined in Chapter 1 of the PPS 2024 emphasizes the importance of increasing the supply of housing to support growth and long-term prosperity. It emphasizes the importance of prioritizing compact, transit-supportive design and optimizing investments in infrastructure and public service facilities. The PPS identifies the Province's goal of building 1.5 million homes by 2031, with growth prioritized within urban and rural settlement areas to protect the long-term viability of more sensitive rural areas. It also states that municipal official plans are the most important tool for implementing the vision and objectives of the PPS 2024.

Chapter 2 of the PPS 2024 outlines policies to support housing development and economic competitiveness within communities. Policy 2.1.4(a) requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years. Policy 2.1.6 promotes the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment uses, and public service facilities.

Development of a range and mix of housing options and densities are encouraged to meet projected needs of current and future residents. Housing policies contained in Section 2.2 require planning authorities to facilitate a variety of housing

options and residential intensification. In addition, the policies promote residential densities which efficiently use land, resources and infrastructure, and support the use of active transportation. Policy 2.2.1(d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

Per the PPS 2024, *strategic growth areas* are areas identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses within *settlement areas*, nodes, corridors and other areas.

Per Policy 5.5.1 of the City of Mississauga Official Plan, the focus for intensification will be Intensification Areas, which includes the Sheridan Community Node within which the subject lands are located. Although the Official Plan does not explicitly define Community Nodes as *strategic growth areas*, their intent is well-aligned with that of *strategic growth areas*, as described in the PPS 2024.

Per draft Policy 3.2.4 of Mississauga Official Plan 2051, Growth Nodes are defined as *strategic growth areas*. The subject lands are located within the Sheridan Growth Node per draft Schedule 1 – City Structure of MOP 2051.

The PPS 2024 states that *settlement areas* are to be the focus of growth and development, especially within *strategic growth areas*. Policy 2.3.1.3 requires planning authorities to support *intensification* and redevelopment to achieve *complete communities*, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS 2024 encourages

municipalities to identify *strategic growth areas* which are to be a focus for growth, intensification, a range of housing, and a mix of uses. Per Policy 2.4.1.2, *strategic growth areas* should be planned:

- to accommodate significant population and employment growth;*
- as focal areas for education, commercial, recreational, and cultural uses;*
- to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
- to support affordable, accessible, and equitable housing.*

Per Policy 2.4.1.3, planning authorities should support the achievement of *complete communities* and *compact built form* by permitting development and intensification in *strategic growth areas*.

Chapter 3 of the PPS 2024 addresses matters related to the provision of infrastructure and municipal services. Policy 3.1.1 requires infrastructure and public service facilities to be coordinated with land use planning so that they are financially viable over their life cycle and are available to meet current and projected needs.

Moreover, the PPS 2024 encourages the optimization of infrastructure use before consideration is given to development of new infrastructure. Policy 3.2.2 encourages the efficient use of existing and planned transportation infrastructure through the use of transportation demand management strategies, where feasible.

**The proposed development is consistent with the PPS 2024. It contributes to the achievement of the Province's goal of creating new housing within urban settlement areas through the residential intensification of a site that is well-**

**served. The proposed development has a compact design and will make efficient use of existing transit, municipal services and infrastructure, and public amenities, in alignment with the objectives and policies of the PPS.**

**The subject lands are able to accommodate residential growth and promotes the achievement of complete communities by increasing housing options through the provision of purpose-built rental units in close proximity to a variety of retail, commercial, and institutional establishments, job opportunities, and transportation networks, including the nearby MiWay Bus Terminal. The addition of residential units through this proposal supports the long-term viability of the community while improving access to the necessities of daily living.**

**The subject lands are located within a strategic growth area (per draft Mississauga Official Plan 2051) and established apartment neighbourhood where schools, active transportation routes, community services, and retail and commercial opportunities are abundant. Per the PPS 2024, planning authorities are directed to support development and intensification in these areas, which are to accommodate significant population growth.**

**Overall, per the policies of PPS 2024, the subject lands are appropriate for intensification. The proposed development increases the range of housing available within the strategic growth area, contributes to the creation of complete communities, supports opportunities for more equitable access to the diverse needs of residents., and is consistent with the policies and objectives of the PPS 2024.**



## 4.3 Region of Peel Official Plan

### Policy Context

The Region of Peel Official Plan (ROP) provides a long-term regional strategic policy framework for growth and development while protecting the environment and managing resources. On April 28, 2022, Regional Council passed by-law 20-2022 to adopt the new ROP. The Minister of Municipal Affairs and Housing issued a decision to approve the new ROP with 44 modifications on November 4, 2022.

In April 2024, the Minister of Municipal Affairs and Housing introduced Bill 185, the *Cutting Red Tape to Build More Homes Act*. Bill 185 received Royal Assent on June 6, 2024, and includes changes to the *Planning Act* first introduced through Bill 23, the *More Homes Built Faster Act, 2022*. As a result, Region of Peel land use planning responsibilities were assigned to lower tier municipalities. Consequently, as of July 1, 2024, sections of the Region of Peel Official Plan applicable to Mississauga now constitute part of the Mississauga Official Plan.

Of note, the Province is now the approval authority for certain Official Plan Reviews and amendments under the *Planning Act* which had previously been the responsibility of Peel Region. The proposed Mississauga Official Plan 2051 (MOP 2051) was adopted by Council on April 16, 2025. The Plan has been submitted to the Ministry of Housing and Municipal Affairs (MMAH) for final review and approval. Upon its approval by MMAH, MOP 2051 will replace the existing Mississauga Official Plan and the former ROP, as it applies to the City. As MOP 2051 has not yet been approved by the MMAH, applicable draft policies from MOP 2051 were reviewed, as well as the policies of the existing City of Mississauga Official Plan (May 15, 2025 Office Consolidation).

### Region of Peel Official Plan Policies

This section outlines parts of the ROP that contain policies relevant to the development of the subject lands. Table 3 in Section 4.3 of the ROP outlines population, households, and employment forecasts for Peel Region. 2041 forecasts for Mississauga anticipate a population of 921,000 people, 320,000 households, and 565,000 jobs.

Chapter 5 of the ROP contains broad planning goals, objectives, and policies to support the development of complete communities and respond to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in the Region. These communities will be connected by a multi-modal transportation system and provide efficient use of land, public services, and infrastructure (Section 5.2).

The following designations in the ROP apply to the subject lands:

TABLE 5. Region of Peel Official Plan Designations

ROP Schedule	Designation
Schedule E-1: Regional Structure	Urban System
Schedule E-2: Strategic Growth Areas	Node/Centre
Schedule E-3: Built-up Area	Within the Built-up Area
Schedule E-4: Employment Areas	None
Schedule E-5: Major Transit Station Areas	None

Chapter 5 of the ROP contains planning goals, objectives and policies to support the development of complete communities and growth management policy directions. Per Schedule E-1, the subject lands are designated as within the Urban System. Per Schedule E-3, it is within the Built-up Area. Growth and development are directed to this area to leverage existing and planned infrastructure investments. (Policy 5.3.1).

New growth in built-up areas through intensification is encouraged (Policy 5.4.11), and municipalities are directed to develop complete communities that are well-designed and transit-supportive with a diverse mix of land uses in a compact built form that is able to accommodate people at all stages of life. An appropriate mix of housing, good range of jobs, high quality public open space, and easy access to retail and public service facilities should be provided (Policy 5.4.10).

Policies in Section 5.4.18 further direct intensification to *Strategic Growth Areas* and promote a compact built form (Policy 5.4.18.1) that optimizes the use of existing infrastructure and services (Policy 5.4.18.2). Reducing dependence on automobiles through mixed-use, transit-supportive, and pedestrian friendly urban environments is encouraged (Policy 5.4.18.5).

Per Schedule E-2, the subject lands are within a *Node/Centre*. *Nodes* are defined by the ROP as being *Strategic Growth Areas* and Policies 5.10.34.2 and 5.10.34.5 state that *Nodes/Centres* will be supported by transit-supportive densities and patterns, particularly along rapid transit corridors, near GO rail stations and transportation hubs, and within *Urban Growth Centres*, *Strategic Growth Areas*, and *Major Transit Station Areas (MTSAs)*. Intensification is encouraged at such locations to promote sustainable transportation usage (Policy 5.10.34.40). Policy 5.6.3 encourages compact built forms and a mix of land uses in areas where

existing infrastructure and servicing exists.

**The subject lands are within the Urban System, where the majority of growth is directed by the ROP. The proposed development will leverage existing infrastructure and transit investments by intensifying an underutilized site. The proposed development is within the Built-up Area and Urban System.**

**The proposal contemplates infill intensification of an underutilized site in a compact built form as part of a complete community. The proposed development increases densities near Erin Mills Parkway, a Regional Arterial Road and a rapid transit corridor, helping to generate ridership, promote transit use, and protect the viability of the transit investments.**

## 4.4 City of Mississauga Official Plan (May 15, 2025 Office Consolidation) (In-Force)

### Context

The MOP was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now the OLT). This subsection refers to the May 15, 2025, Office Consolidation, which includes appeal decisions and Council-approved amendments to date.

The City of Mississauga has recently completed an Official Plan Review and council has adopted the new Mississauga Official Plan 2051, however as of the date of this submission, it is not yet in-force. Subsection 4.6 discusses the policies in the new MOP 2051 in greater detail.

### Policies

This Section outlines relevant policies of the MOP that help guide the development potential of the subject lands. In Schedules 1-10 of the MOP, the following designations are relevant to the subject lands:

TABLE 6. City of Mississauga Official Plan Designations

MOP Schedule	Designation
» Schedule 1 – Urban System	» Community Node (Sheridan) » Corridor (Erin Mills Parkway)
» Schedule 2 – Intensification Areas	» Community Node (Sheridan)
» Schedule 5 – Long Term Road Network	» Proximity to: » Major Collector (Fowler Drive) » Arterial (Southdown Road) » Regional Arterial (Erin Mills Parkway)
» Schedule 6 – Long Term Transit Network	» Proximity to: » Transit Priority Corridor (Erin Mills Parkway) » Existing Mississauga Transit Terminal (Sheridan Centre)
» Schedule 7 – Long Term Cycling Routes	» Proximity to: » Primary On-Road / /Boulevard Routes (Southdown Road)
» Schedule 9 – Character Areas	» Sheridan Community Node
» Schedule 10 – Land Use Designations	» Residential High Density

### Chapter 4 – Vision

Chapter 4 of the MOP outlines the Vision for the City of Mississauga including the Official Plan’s guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city involves the integration of land use and transportation planning and directing development to locations that support existing and planned transit and active transportation.

### Chapter 5 – Direct Growth

Chapter 5 of the MOP directs growth within the City of Mississauga, encouraging compact, mixed-use development that is transit supportive in appropriate locations to provide a range of local live-work opportunities.

Policy 5.1.4 states that “most of Mississauga’s future growth will be directed to Intensification Areas.” As per policy 5.3.3.3, Community Nodes are considered Intensification Areas. Policies relating to Intensification Areas are outlined in Section 5.5 of the MOP, in which future growth and intensification is primarily directed. The preamble states the following: “Intensification Areas will be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.”

**The subject lands are designated as Residential High Density and the proposal contemplates a compatible built form that keeps with the existing character of the higher-density Sheridan Community Node. The development area is**

**currently occupied by a walkway and outdoor amenities that will be relocated. Current zoning permissions of the RA4-2 zone allow for up to 18 storeys. The proposed infill of the subject lands represents a necessary increase above the current zoning permissions and is supported by policy that promotes the efficient use of land and growth within intensification areas and near transit.**

### Chapter 6 – Value the Environment

The MOP seeks to contribute to the health of the natural environment through its land use policies in Chapter 6. Policies seek to protect the natural environment against the effects of climate change as a pillar of human health. Communities are planned to be environmentally sustainable and designed to encourage sustainable lifestyles (Policy 6.2.2).

**As outlined in Section 5.0, an Arborist Report and Tree Inventory were prepared by MHBC, providing guidance on minimizing adverse effects on the existing trees on site, both before, during and after the proposed development process. The massing and location of the proposed building mitigates the need to remove trees, resulting in only seven trees and one tree grouping being removed. The proposed development also contemplates generous landscaping throughout the lands, including large trees, coniferous and deciduous bushes and shrubs, and grassy areas that preserve and enhance the greening of the area. Green roof treatments and permeable surfaces improve the subject site’s water retention. To improve the subject site for outdoor recreation, new walkways and the co-location of the outdoor amenity areas will promote circulation around the subject site.**



Chapter 7: Complete Communities

Chapter 7 of the MOP addresses the need for complete communities, particularly the need for infrastructure that supports residents’ overall well-being. This includes housing, inclusionary zoning for affordable housing, community infrastructure, and heritage.

Section 7.2 Housing - The City of Mississauga has a diverse mix of housing types, and it is anticipated that additional housing will be in the form of high density buildings, particularly apartments. The MOP encourages opportunities for the creation of new housing within urban areas that both maximizes the use of community infrastructure and engineering services, and meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and cost (Policies 7.2.1 and 7.2.2). Policy 7.2.9 states that the provision of housing that meets the needs of young adults, older adults, and families will be encouraged in Community Nodes.

The proposed development provides a range of dwelling unit types as follows:

- » Studio: 33 (11.6%)
- » One-bedroom: 140 (49.1%)
- » One-bedroom + Den: 12 (4.2%)
- » Two-bedroom: 59 (20.7%)
- » Two-bedroom + Den: 12 (4.2%)
- » Three-bedroom: 29 (10.2%)

This mix of dwelling unit types ensures that all demographics including young adults, older adults, and families are provided for.

Chapter 8 – Create a Multi-Modal City

Mississauga’s transportation system is becoming more multi-modal to support more sustainable

communities. The transportation system continues to evolve to offer more opportunities for carpooling, transit, and active transportation choices. Chapter 8 of the MOP provides policies for creating a multi-modal transportation system that supports compact, complete communities. The transit network will be supported by compact, pedestrian oriented, mixed use land development in nodes, mobility hubs, and along Corridors (Section 8.2.3).

The subject lands are situated in close proximity to the long term cycling, transit, and road networks that form the City’s transportation system. The planned Sheridan Centre Development Master Plan will potentially increase the connectivity of the existing road network by providing access through the Sheridan Centre site, and planned bicycle paths along Fowler Avenues and Erin Mills Parkway. This provides a planned context with greater pedestrian, active transportation, and vehicular transportation. The subject lands are already adjacent to and within walking distance of the various retail and service options provided by the mall, the additional infrastructure will further promote active transportation and transit usage.

Chapter 9: Build a Desirable Urban Form

Chapter 9 outlines urban design priorities for the City to achieve a sustainable urban form. The MOP states that development along corridors will be consistent with the existing or planned character of the area and provide appropriate transitions to neighbouring uses (9.1.5). Section 9.2.1 establishes policies intended to guide urban form in intensification areas, including policies pertaining to efficient land use, height, transition, and parking.

Efficient Land Use – Relevant policies pertaining to efficient land use include the consolidation of access points, shared parking, service areas, and driveway entrances (9.2.1.6). Development will also contribute to pedestrian oriented streetscapes and

have an urban built form that is attractive, compact and transit supportive (9.2.1.21). It is also noted that development will face the street (9.2.1.24). Policy 9.1.9 states Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

The proposed development provides a consolidated private driveway entrance, with one access point for all residents, visitors, and services. This promotes effective land use and considers pedestrian comfort and safety by minimizing interruptions to the public walkway. The proposed development is located approximately 2.3 km from the Clarkson GO Station and is directly adjacent to an existing Mississauga Transit Terminal as defined by Schedule 6 of the MOP. The proposal also features bicycle parking spaces, including both short- and long-term spaces. The proposal’s proximity to transit and bicycle parking infrastructure ensures that the development is encouraging a greater utilization of transit and active transportation modes. While the main entrance of the proposed building does not face the street, the proposal makes effective use of the development area to ensure that active uses such as the amenity spaces, as well as the highest quality of architecture and façade articulation are located on the street-facing wall.

Height and Transition – Relevant policies pertaining to height include, providing appropriate height and built form transitions between sites and their surrounding areas (9.2.1.10). Furthermore, tall buildings will be sited and designed to enhance an area’s skyline (9.2.1.11) and will be appropriately spaced to provide privacy and permit light and sky views (9.2.1.13).

The proposal provides a separation of at least 30 m between the proposed tower and the existing

towers on the subject site. The proposal also provides a more compact and slender tower form which ensure privacy, and permits light and sky views for both existing and new residents. Furthermore, the height of the proposed tower is in line with the proposed heights for the Sheridan Centre Redevelopment as per the May 2023, Sheridan Centre Development Master Plan, and enhances the area’s future skyline.

Parking – Relevant policies pertaining to parking include, minimizing the use of surface parking in favour of underground or aboveground structured parking, which is screened from the street and be designed to ensure for natural surveillance from public area (9.2.1.37), and not locating parking lots and structures adjacent to major streets (9.2.1.38).

The proposed underground parking structure and ramp is located as far away from the street line as possible, to the rear of the proposed building. With four levels of underground parking, the proposal minimizes the need for surface parking.

Section 9.4.1 outlines policies related to active transportation, including 9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city, and 9.4.1.3 Development will support transit and active transportation by:

- a) locating buildings at the street edge, where appropriate;
- b) requiring front doors that open to the public street;
- c) ensuring active/animated building façades and high quality architecture;
- d) ensuring buildings respect the scale of the street;
- e) ensuring appropriate massing for the context;

- f) providing pedestrian safety and comfort; and
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

**The proposed development frames and activates the streetscape of N Sheridan Way with high quality architecture and materials. The proposed building has an appropriate massing for the context, has a podium scaled for the street, and provides bicycle parking.**

Policy 9.5.1.2 states that developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a) Natural Heritage System;
- b) natural hazards (flooding and erosion);
- c) natural and cultural heritage features;
- d) street and block patterns;
- e) the size and configuration of properties along a street, including lot frontages and areas;
- f) continuity and enhancement of streetscapes;
- g) the size and distribution of building mass and height;
- h) front, side and rear yards;
- i) the orientation of buildings, structures and landscapes on a property;
- j) views, sunlight and wind conditions;
- k) the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- l) privacy and overlook; and
- m) the function and use of buildings, structures and landscapes.

**As per the Shadow Study, the Wind Study, the Hydrogeological Report, and Geotechnical Report, the proposal is compatible and provides appropriate transitions to existing and planned development having regard to the size and distribution of building mass and height, views, sunlight, and wind conditions, and privacy and overlook. Further, integration with surrounding land uses and the public realm is achieved by ensuring adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.**

### Chapter 11: General Land Use Designations

The subject site is currently designated *Residential High Density* as per Schedule 10 of the MOP. Lands designated *Residential High Density* permit apartment dwellings, and uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property (11.2.5.6).

**The proposed development includes a 24-storey apartment tower which is a permitted use on lands designated *Residential High Density* within *Community Nodes*.**

### Chapter 14: Community Nodes

As per Schedule 1B Urban System – City Structure, the subject site is located within the Sheridan Community Node. Chapter 14 identifies modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes. Section 14.1.7 specifically identifies policies that apply to Mall-based Community Nodes, which includes the Sheridan Community Node. Specifically, policy 14.1.7 establishes that mall-based community nodes will evolve into healthy sustainable complete communities with densities and mixes of uses that allow people to meet many of their needs within walking distance, which

include the use of stormwater best management practices, green infrastructure, the prioritization of transit and active transportation, and a planned function as a focal point for retail and service commercial uses. Policy 14.1.7.2.3 notes that developments with heights in excess of 18 storeys may be considered through a site-specific OPA. Policy 14.1.7.2.4 stipulates a maximum floor space index of 3.75. Policy 14.1.7.3.4.b notes that a minimum separation distance of 30 m will be provided between the tower portion of tall buildings to prevent clustering.

**Although the proposed development on Part 3 exceeds the 18-storey height limit and maximum FSI imposed by the MOP for the Sheridan Community Node, it achieves the overall intent, goals, and objectives of the MOP as the type and scale of development is compatible with the immediate and planned context of the area.**

**Further, the proposed development’s massing provides for adequate sky views and limits visual impact, shadows, overlook, and wind effects, and retains separation distances of over 30 m to surrounding developments. The proposed development maintains the City Structure Hierarchy, is located on a site with sufficient servicing capacity, and conforms to the MOP.**



## 4.5 City of Mississauga Official Plan 2051 (Draft - Council Adopted)

### Context

The new Mississauga Official Plan 2051 (MOP 2051) was adopted by Council on April 16, 2025. It has, subsequently been submitted to the Ministry of Municipal Affairs and Housing (MMAH) for review and approval. As per the *Planning Act*, the Ministry has up to 120 days to approve the new Official Plan, however, approval is still pending.

Upon its approval MOP 2051 will replace the current (in-force) MOP and the former ROP.

### Policies

This Section outlines relevant policies of the MOP 2051 that help guide the development potential of the subject lands. In Schedules 1-10 of the MOP, 2051 the following designations are relevant to the subject lands:

TABLE 7. City of Mississauga Official Plan 2051 Designations

MOP Schedule	Designation
» Schedule 1 – Urban System	» Sheridan Growth Node
» Schedule 2 – Natural System	» Not in proximity to any Natural Heritage System features
» Schedule 3 – Long Term Street Network	» In proximity to: » Strategic Growth Major Collector (Fowler Drive and N Sheridan Way) » Region of Peel Arterial (Erin Mills Parkway) » Neighbourhood Arterial (Queen Elizabeth Way, east of Erin Mills Parkway) » Employment Arterial (Queen Elizabeth Way, west of Erin Mills Parkway)
» Schedule 4 – Long Term Transit Network	» In proximity to: » Transit Priority Corridor (Erin Mills Parkway) » Existing Mississauga Transit Terminal (Sheridan Centre)
» Schedule 5 – Long Term Cycling Routes	» In proximity to: » Primary On-Road / Boulevard Routes (Southdown Road and Erin Mills Parkway)
» Schedule 6 – Designated Right-of-Way Widths	» 26 m (Fowler Drive and N Sheridan Way) » 45 m (Erin Mills Parkway)
» Schedule 10 – Land Use Designations	» Residential High-Rise

### Chapter 2 – Vision

Chapter 2 of MOP 2051 sets out the guiding principles for the growth and development of Mississauga. The guiding principles include creating distinct, vibrant, and complete communities, planning for a wide range of housing options, prioritizing pedestrians and providing a wide range of mobility options, and supporting sustainable and climate-resilient growth. To achieve the guiding principles, the MOP 2051 identifies the following areas for strategic actions: Growth Management and *Strategic Growth Areas*, Natural Environment and Climate Change, Housing and Community Infrastructure, Heritage and Culture, Transportation, Urban Form and Design, Economy and Collaboration.

### Chapter 3 – Directing New Development

Chapter 3 of MOP 2051 directs development and growth within Mississauga. The Official Plan forecasts a population of 995,000 people by 2051, with most of the growth directed to *Strategic Growth Areas*, including the Downtown, *Growth Centres*, *Growth Nodes*, and *MTSAs* (Policy 3.2.4), to ensure development is mixed use, compact, and transit and active transportation supportive, in appropriate locations (Policy 3.2.5). Per Schedule 1 – City Structure, the subject lands are within a *Growth Node*. *Growth Nodes* will generally provide for a mix of population and employment uses at densities and heights less than the *Downtown Core* and *Growth Centres*, but greater than other areas of the City (Policy 3.3.1.1).

Per Figure 3.2. of MOP 2051, *Growth Nodes* are planned to have a minimum density of 100 to 250+, and a mixture of low-rise, mid-rise and tall buildings, depending on Character Area policies and applicable PMTSA provisions.

The proposed development is located in the *Sheridan Growth Node*, which was formerly known as the *Sheridan Community Node*. The proposed development contributes to achieving the planned minimum density for the *Growth Node* and includes a built form type that is considered compatible. Within *Growth Nodes*, a mixture of building types and uses are supported. The proposed development provides new purpose-built rental units in a residential high-rise building.

### Chapter 4 – Sustaining the Natural Environment

Chapter 4 of the MOP 2051 outlines the system-based approach that the City will take to protect and enhance its natural environment. Policies seek to protect the natural environment against the effects of climate change as a pillar of human health. Section 4.2 notes that part of MOP 2051's climate response strategy is directing growth to *Strategic Growth Areas*, where compact, mixed use communities will be served by transit and micromobility. Sustainable development standards will also be encouraged, such as stormwater best management practices, and green infrastructure for new development.

The proposed development supports growth within a strategic growth area, providing transit supportive and active transportation. The proposed building includes a green roof and ample permeable landscaping, as well as stormwater best management practices outlined in the Stormwater Management Report produced by Counterpoint.

### Chapter 5 – Housing Choices and Affordable Homes

Chapter 5 of the MOP 2051 guides how the City will provide a broad range housing options and

tenures to fulfill increasing demand. Section 5.3 outlines the various mechanisms that are in place to achieve housing objectives. Subsection 5.3.1 provides direction on supporting complete communities with policies to ensure the quality and quantity of the existing housing stock is maintained (5.3.1.5), the provision of housing meets the needs of young adults, older adults, and families (5.3.1.8), and ensuring housing is designed in a manner that supports a healthy lifestyle, which includes access to all modes of transportation. Section 5.3.4 focuses on protecting and growing the rental housing stock, which is noted to be an important component of a sustainable housing supply. Policies in this section discourage the demolition or conversion of existing residential rental properties.

**The proposed development seeks to add additional rental housing as infill on existing residential apartment lands, without demolishing or needing to replace existing housing stock. In doing so, the development provides appropriate transit-supportive density and increases the diversity of rental unit types, supporting the various needs of young adults, older adults, and families.**

**Chapter 7 – Getting Around Our Communities**

Chapter 7 provides a vision for mobility and getting around the City. The key transportation goals are safety, connectivity, inclusion, health, integration, and resilience. Policy 7.2.1 notes that Mississauga will provide an inclusive, well connected, efficient, safe and accessible multimodal transportation system. Policy 7.2.2 notes that the multimodal transportation system will reduce dependence on non-renewable resources and prioritize infrastructure investments that support sustainable transportation modes, particularly to provide connections to and within *Strategic Growth Areas*. Table 7-1 outlines the place objectives for major

collector routes within Growth Nodes, which includes vibrant mixed-use destination streets that support higher density transit-supportive development.

**The proposed development is located within a strategic growth area in proximity to a Priority Transit Corridor, and Existing Mississauga Transit Terminal as per Schedule 4 of the MOP 2051. The proposed development fronts on N Sheridan Way and is in proximity to Fowler Drive, both of which are Major Collector Roads. The location of the subject lands ensures that the proposed development supports a well connected and efficient multimodal transportation system and reduce dependence on non-renewable resources.**

**Chapter 8 – Well Designed Healthy Communities**

Chapter 8 of the MOP 2051 establishes the urban form and urban design framework that complements the City Structure policies to support a resilient, healthy and accessible city. The urban design objectives include requiring properties to develop in a manner that contributes to the overall vision for the city, build a resilient, healthy and low-carbon city, promote design excellence, prioritize accessibility, and ensure connectivity, compatibility, and integration of surrounding uses.

Section 8.2 guides the urban form of the city. Policy 8.2.2 notes that within *Strategic Growth Areas*, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit, and active transportation modes will be required. Policy 8.2.6 notes that Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate. Policies include, 8.3.9 which notes that for non-residential uses, at grade windows will be required when facing major streets

and must be transparent, policy 8.3.7 which notes that existing large blocks within *Strategic Growth Areas* will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

**Within the proposed development, the face of the building oriented towards N Sheridan Way is occupied by indoor amenity use, and uses grade windows and glazing materials accordingly. The proposed development minimizes surface parking, while reconfiguring two excessively large lots to create a finer grain block pattern.**

Policy 8.3.12 notes that while new development need not mirror existing development, new development will:

- a. be designed to respect the existing scale, context, massing and grades of the surrounding area;
- b. minimize overshadowing on adjacent neighbours;
- c. contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances;
- d. incorporate stormwater best management practices and sustainable development approaches;
- e. identify opportunities to integrate green infrastructure and to enhance and protect adjacent natural areas; and
- f. preserve mature high quality trees and ensure replacement of the tree canopy.

**The proposed development is designed to respect the existing context using appropriate massing and architectural design to minimize shadowing neighbours, it incorporates stormwater best management practices, incorporates green infrastructure such as a green roof, and preserves**

**almost all of the mature high quality trees in the development area.**

Section 8.6 outlines policies regarding buildings and site development. It is noted in subsection 8.6.1 that High-rise or Tall Buildings provide transit-supportive densities and play an important role in meeting growth targets, especially within *Strategic Growth Areas*. Tall buildings will be sited and designed to enhance the area's skyline, and will be appropriately spaced to provide privacy and permit light and sky views (8.6.1.5 and 8.6.1.6). Policy 8.6.1.17 notes that tall buildings will minimize undue physical and visual negative impact relating to microclimatic conditions, including sun, shadow, and wind, noise, views, sky views and adjacent residences.

**Through strategic massing, façade articulation and tower separation, the proposed building successfully enhances the area's skyline, provides privacy, and permits light and sky views. As per the Pedestrian Level Wind Study and Environmental Noise Assessment prepared by Gradient Wind Engineering Inc., which are summarized in section 5, and included as part of this application under separate cover, the proposed development minimizes any undue physical or visual negative impacts.**

**Chapter 10 Land Use Designations**

Chapter 10 contains policies for the different elements of the City Structure as shown in Schedule 1 of the MOP 2051. The subject lands are designated Growth Nodes in Schedule 1 – City Structure and designated *Residential High-Rise* in Schedule 7 – Land Use Designations. Policy 10.2.5.10 states that lands designated *Residential High-Rise* will permit dwelling units in buildings that are above eight storeys, with a maximum height as specified in the Character Area or Special Site provisions. If the Character Area does not specify a



maximum height, then the maximum height will not be greater than the tallest existing building on the property.

**The proposed development includes residential apartment uses, which is a permitted use on lands designated *Residential High-Rise* within the *Growth Nodes* element of the City Structure. The proposed development is within the Sheridan Growth Node, which is discussed further below.**

### Chapter 14 Growth Nodes

Chapter 14 provides additional policies specific to growth nodes, which are intended to be accommodate future growth and development while making efficient use of land and infrastructure. Policy 14.1.1.2 states that Growth Nodes will support the achievement of healthy, sustainable complete communities that provide a wide range of uses including residential, supply a mixture of built forms, unit types, and size, deliver a compact built form, have access to a range of transportation options, maximize the use of existing infrastructure, and integrate green building design among other considerations. Relevant policies that apply to all growth nodes are as follows:

Policy 14.1.2.3 states that proposals for additional development on lands with existing apartment buildings will, as a condition of approval, demonstrate the following:

- a. that the site in its entirety meets site plan and landscaping requirements;
- b. compliance with the property standards by-law; and
- c. compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).

Per Policy 14.1.3.4, in appropriate locations, tall buildings will be required to incorporate podiums

to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

Policies specific to the Sheridan Growth Node state that a maximum building height of 18 storeys will apply (14.2.10.3.2), but that development in excess of 18 storeys may be considered through a site-specific official plan amendment. Policy 14.2.10.3.4 notes that a maximum FSI of 3.75 will be applied. Policy 14.2.10.4.3 states that tall buildings should have podiums and be located along arterial or collector roads or near transit stations, and policy 14.2.10.4.4b requires a minimum separation distance of 30 m between the tower portion of tall buildings to prevent clustering.

**The proposed development is located along N Sheridan Way, which is a Major Collector, and is adjacent to the Sheridan Centre and an Existing Mississauga Transit Terminal. Although the proposed development on Part 3 exceeds the 18-storey height limit and maximum FSI imposed by the MOP 2051 for the Sheridan Growth Node, it achieves the overall intent, goals, and objectives of the Growth Node. More specifically, the type and scale of development is compatible with the immediate and planned residential apartment context of the area.**

**Further, the massing of the proposed development, which includes a podium, is designed to protect for adequate sky views while limiting shadows, overlook, and wind effects on neighbours and the pedestrian environment. The location of the proposed development maintains separation distances of over 30 m to surrounding developments as well and will demonstrate the conditions of approval as outlined by Policy 14.1.2.3.**

### 4.5.1 Official Plan Amendment

The subject lands are designated Residential High Density in the in-force MOP, and Residential High-Rise in the adopted, but not yet in-force, MOP 2051. Other than administrative changes to categories such as redesignating the subject lands as a Growth Node instead of a Community Node, there are functionally few differences between what the two plans permit for the subject lands. Both plans limit the maximum FSI to 3.75 and the maximum height of new development to 18 storeys on the subject site, but include policies that allow for site-specific official plan amendments to be pursued. An Official Plan Amendment will be required to permit the proposed 24-storey residential apartment development with a FSI of 4.16 of Part 3, as detailed in this report.

### Summary

**The proposed development conforms to policies of both the in-force and forthcoming official plans, particularly those pertaining to intensification, strategic growth areas, the efficient use of land and infrastructure, the provision of a range of housing, and development of complete communities. The proposal is appropriate for the surrounding neighbourhood and provides appropriate transition to nearby uses.**

**The proposed development reflects the vision of the Sheridan Community and Growth Node, respects the character of the residential high-rise neighbourhood and contributes to the range of housing options offered within the community to support the City's diverse population.**

**The proposed development intensifies an area designated for high density residential uses where existing infrastructure has the capacity to accommodate growth. The proposal advances**

**the City's goals for environmental protection by incorporating sustainable building design strategies, promoting the efficient use of land, and supporting the use of transit and active modes of transportation, including cycling and walking, due to the subject land's proximity to a variety of goods, services, and uses.**

**Based on the rationale above, it is our opinion that the proposed development and the associated OPA and ZBA conform with both the in-force and Council adopted official plans.**

## 4.6 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the MOP. The subject site is zoned *Residential Apartment 4* with a site-specific exception (RA4-2). The RA4-2 zone permits a maximum height of 18 storeys and maximum FSI of 1.0.

### 4.6.1 Zoning By-law Amendment

While the proposed residential apartment use is permitted by the current Zoning By-law, a ZBA is required to address the proposed building height, density, parking provisions, and other performance standards.

As part of this application, two versions of the ZBA have been prepared and included in *Appendix C*. The first proposes a rezoning of the entire site to RA5-XX. The second maintains the current zoning of 1970 and 1980 Fowler Drive, but proposes a rezoning of the future severed lot to RA5-XX.

The proposed ZBA promotes the efficient use of land and infrastructure in an existing residential high-rise neighbourhood. The proposed amendments support the intensification of an underutilized site within an area with sufficient servicing capacity.

The Property Owner and Applicant look forward to future discussions with City staff regarding the most appropriate rezoning approach to support the proposed development in light of the future severance.

## 4.7 Additional Considerations

### Sheridan Centre Design Master Plan

In May of 2023, a Development Master Plan and Urban Design Study for Sheridan Centre were prepared by Brook McIlroy on behalf of Dunpar Homes. These studies provide an overview of the proposed design and development direction for Sheridan Centre. The studies include potential new circulation layouts, green networks, cycling infrastructure, and the proposed heights and massing for new developments as well as their phasing. Phase 1 of the Sheridan Centre Design Master Plan is situated near the proposed development and is discussed further in Section 2.4 of this report.

**Although the subject lands and proposed development area are in proximity to the lands of the Sheridan Centre Design Master Plan, the subject site is situated in a different policy context. Whereas the Sheridan Centre is designated Mixed Use and zoned for commercial uses, the proposed development is located within a block of high density apartments, per both the Official Plan and Zoning By-law. Fowler Drive separates the Sheridan Centre from the proposed development, which aids in minimizing shadow impacts from each proposal onto the other.**

**The proposed development contemplates residential infill intensification within a strategic growth area in a manner that does not compromise the functionality of the mall's redevelopment nor adversely impact the Sheridan Centre's role as an anchor for the surrounding community.**

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## 5.0

# Supporting Studies and Reports

## 5.1 Pedestrian Wind Comfort and Safety Study

A Pedestrian Level Wind Study and addendum dated November 13, 2025, were completed by Gradient Wind Engineering Inc. Testing was completed in May 2025. The study examined wind tunnels, wind speeds, meteorological data, and pedestrian safety and comfort guidelines. The study concluded that future wind conditions over most grade-level pedestrian wind-sensitive areas will be acceptable for intended uses on a seasonal basis. Exceptions include an isolated area to the south and the relocated playground to the southeast, for which mitigation strategies are recommended.

No areas of the subject site, other than an isolated corner of the fifth storey terrace, were found to experience wind conditions that are considered unsafe.

The addendum, dated November 13, provides a summary of relevant architectural changes to the proposal which were made since the study was originally completed in May, 2025, and the impact of those changes on the predicted pedestrian wind conditions. The addendum also addresses comments from the City of Mississauga that were provided at the DARC meeting concerning the wind study.

Overall, the qualitative assessment determines that the reduction in tower height is expected to result in improved wind conditions across the subject site. The setbacks along the east side of the tower and podium may cause increased down-washing at grade, however the primary entrance on this side is sheltered by the overhang of the building, so mitigation is not necessary.

While some raised speeds may occur at the rooftop, raised perimeter guards are expected to improve conditions, predominantly in the summer.

It is notable that an overhead shade structure is planned for the northwest corner of the podium amenity, where dangerous conditions were previously measured in the wind study (Sensor 62). This overhead protection, in combination with the noted raised guards, is expected to alleviate the dangerous condition, and ensure safe wind conditions across the terrace.

Ultimately, the wind study does not find any area of the proposed development creating dangerous wind conditions. The original study completed in May 2025 provided a conservative result as it omitted the mitigation effects of vegetation. The proposed vegetation noted in the final landscape plan and included as part of this application is expected to further improve conditions over the subject site.

## 5.2 Noise Study

An Environmental Noise Assessment dated November 13, 2025 was completed by Gradient Wind Engineering Inc. The study concluded that noise levels will range between 59 and 66 dBA during the daytime period (7 AM to 11 PM), and between 53 and 65 dBA during the nighttime period (11 PM to 7 AM). The highest noise levels occur on the building's east facing façade where the podium ends and tower begins. The study also concluded that there are no significant sources of stationary noise surrounding the subject site.

The noise levels predicted due to roadway traffic exceed the relevant criteria, resulting in the need for upgraded building components for all facades, with more specific noise control requirements being evaluated during the site plan control stage.

Due to the noise levels predicted due to roadway traffic, various measures will need to be put in place. These include upgraded building components where noise levels exceed 65 dBA (daytime) and 60 dBA (nighttime). Air conditioning for ventilation without the need to open windows, and warning clauses on all lease, purchase and sale agreements will be required.

There are no significant sources of stationary noise surrounding the subject site. The subject site is surrounded by mid- to high-rise apartment buildings, however there is no exposed equipment on these buildings, and the towers are well separated. The study also acknowledges the potential impact of the development's own mechanical equipment; however, this is mitigated by strategic equipment location.

Ultimately the proposed development will need to implement various measures to mitigate noise at the detailed design stage, however with these measures in place, noise levels can be considered appropriate.

## 5.3 Shadow Study

A detailed Sun/Shadow Study and Analysis has been prepared by CORE Architects, which outlines the shadows cast by the proposed 24-storey building and existing apartment towers in the months of June, September, and December between the hours of 7:07 AM and 7:33 PM.

The incremental shadows cast by the proposed building have minimal impact and are considered acceptable. The proposed building does not create a shadow impact lasting more than 1 hour on the residential private outdoor amenity spaces surrounding the subject site. The sun access factors for the outdoor amenity areas that form part of the proposed building are 0.79 in June, 0.63 in September, and 0.49 in December. The lower sun access factors for September and December are due to the strategic placement of the outdoor amenity spaces towards the north of the building as this is a more desirable view for residents to enjoy. The average sun access factors for the relocated playground and basketball court are 0.90 in June, 0.83 in September, and 0.72 in December. Proposed outdoor amenity areas at grade to the south of the development area are greater than 0.90 through June, September, and December.

Further, it was determined that no incremental shadow impact falls on Fowler Drive, Loyalist Creek Hollow, or on the turf and flower gardens of any public open spaces, parks, and plazas, with the exception of Springbank Meadows Park, which has an average sun access factor of 0.95 on September 21<sup>st</sup>. The proposed development also does not impede any surrounding developments from the possibility of using solar energy.

## 5.4 Hydrogeological Report

EXP Services Inc. prepared a Hydrogeological Investigation (dated November 5, 2025) to establish the local hydrogeological settings within the subject site, provide preliminary recommendations on construction and long-term dewatering, and assess groundwater quality.

The investigation found no expected dewatering related impacts on the water wells in the area. Further, the collected groundwater sample demonstrated no exceedances in comparison to the Peel Region Sanitary Sewer Discharge Criteria. However, an exceedance in Total Suspended Solids (TSS) and Total Aluminum were noted in comparison to the City of Mississauga Storm Sewer Discharge Criteria.

To control the TSS levels, it is recommended that a suitable treatment method be implemented for the short-term dewatering. The investigation notes that an agreement to discharge into the sewers owned by the Region of Peel and City of Mississauga will be required prior to dewatering.

A discharge plan must be developed and applied for any discharges from the subject site, and daily water taking records must be maintained on site for the entire construction dewatering phase.

Overall, this investigation did not find any extenuating circumstances that impact the proposed development.

## 5.5 Geotechnical Report

EXP Services Inc. prepared a Geotechnical Investigation (dated November 5, 2025) to obtain information on the subsurface conditions at the subject site by drilling 10 boreholes within the footprint of the proposed development. The report provides recommendations regarding foundations, excavation, temporary shoring, basement walls, floor slab construction, and earthquake considerations.

The proposed base floor slab of the underground parking structure will be in the shale bedrock of the Georgian Bay Formation, and can be supported by spread/strip footings or raft foundations. The investigation found no major anticipated problems with groundwater during excavations in the shallow overburden or shale bedrock. It was noted that significant water loss was noted during rock coring and that fractured bedrock may need to be grouted to stop groundwater seepage in the worst case scenario. The investigation also finds that the degree of exposure to sulphate attack is considered negligible.



## 5.6 Arborist Report & Tree Inventory/Tree Preservation Plan

MHBC was retained to conduct an inventory of the existing trees within the boundaries of the subject site. The investigation examined 115 trees and two tree groupings with fieldwork completed on November 18, 2024.

The following recommendations are identified:

- » Establish a tree protection zone;
- » Hand dig in areas closest to each tree;
- » Remove injured roots;
- » Irrigate in drought conditions; and,
- » Establish a maintenance program including pre-, during, and post-construction.

The report also provides guidelines for landscaping that occurs in tree preservation zones after the protection is removed and include no grade changes, no excavation, and no heavy equipment.

Finally, the report finds that seven trees and one tree grouping will require removal to accommodate the proposed development. All other trees can be retained if the guidelines and recommendations above are adhered to.

## 5.7 Subsurface Utility Engineering Report

A Subsurface Utility Mapping and Subsurface Utility Engineering Report dated May 30, 2023, was completed by Mark It Locates Inc. The objective of the investigation was to map horizontal locations of all tonable (detectable by electromagnetic radio) utilities. Two levels of subsurface utility engineering investigation were accomplished, SUE Quality Level D (QL-D) which is a records search, and SUE Quality Level B (QL-B) which is a subsurface site survey.

The only discrepancy noted between the two levels of investigation was that a sanitary line was inaccessible during the QL-B investigation. Due to electromagnetic interference, certain other utilities were untraceable.

The key recommendation from this report is that a Quality Level A investigation should be conducted to expose any potentially conflicting utilities.

## 5.8 Waste Management Report

A Waste Management Report (dated May 5, 2025) was completed by PragmaTech Waste Solutions. This report includes an outline of applicable waste management regulations, a sustainability and circular economy framework, a waste generation analysis, storage and equipment considerations, design recommendations, waste room considerations and tenant communication considerations.

The waste generation analysis identified approximately 2,217.06 kg of waste being generated per week by residents of the proposed development and accordingly identified that a total of 60.49 m<sup>2</sup> of waste container space would be needed (divided across 19 containers for eight streams of waste).

## 5.9 Traffic Impact Study & Parking Utilization Study

LEA Consulting was retained to undertake a Transportation Impact Study (TIS) for the proposed development. The proposed development is predicted to generate a total of 83 two-way auto trips during the AM peak hour (26 inbound, 57 outbound) and 88 two-way auto trips during the PM peak hour (37 inbound, 51 outbound).

The study found that the proposed development is expected to have an acceptable impact on road operations in the surrounding area, with a couple of intersections experiencing some constraints due to background traffic conditions. Signal timing optimization is recommended at the intersection of Erin Mills Parkway and Lincoln Green Way under the 2035 and 2040 horizons to accommodate forecasted background traffic growth. It is also recommended that the City implement an eastbound right turn lane by 2035 if background traffic growth is realized.

The TIS also found that the proposed development is deficient of 29 parking spaces relative to Zoning by-law requirements. However, the overarching policy direction to reduce vehicle parking and promote alternative modes of transportation, as well as the observation of parking demand at the adjacent residential buildings and the planned Transportation Demand Management measures, all indicate that the proposed parking supply should be considered appropriate and represents a reasonable deviation from the Zoning by-law requirements. The requirements for bicycle parking and loading spaces are both met.

## 5.10 Functional Servicing and Stormwater Management Report

Counterpoint Land Development was retained to prepare a Functional Servicing and Stormwater Management Report (FSSR). The servicing strategy for the proposed development is summarized as follows:

**Water Servicing:** Fowler Drive contains an existing 300 mm diameter watermain which will be used to service the proposed development. Domestic and fire flow water demands were calculated in accordance with Region of Peel criteria and Fire Underwriter's Survey (FUS 2020) methodology. A flow test was performed on a hydrant serviced by the 300 mm watermain in Fowler Drive, and it was determined that the existing municipal water system has adequate pressure and flows to support the proposed development.

**Sanitary Servicing:** The adjacent municipal easement contains a 375 mm diameter sanitary sewer that will be used to service the subject site. The development proposal will result in an increase in equivalent population and peak flow to the municipal sewer system. Two new sanitary connections are proposed, one new connection for the proposed development and another to relocate an existing sanitary service for 1970 Fowler Drive that currently traverses through the subject site. Post-development peak sanitary discharge flows are to be provided to Region of Peel staff to verify that available downstream capacity exists to support the proposed development.

**Stormwater Servicing:** The existing storm outlet for the subject site is N Sheridan Way. N Sheridan Way is a rural road with no underground storm sewer infrastructure fronting the subject site. The existing storm runoff sheet flows uncontrolled into a ditch within N Sheridan Way ROW. On-site stormwater management ('SWM') infrastructure has been proposed to meet the municipal quantity, quality, water balance criteria, while maintaining existing drainage patterns. High-level feasibility calculations have been included to support the OPA/ZBA applications. The SWM design will be further developed as part of a future Site Plan Approval process.

## 5.11 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) has been prepared for 1970 and 1980 Fowler Drive. The assessment was completed by EXP Services Inc. in accordance with Ontario Regulation (O. Reg.) 153/04, as amended.

Historical records, aerial photographs, and an interview with the site representative confirmed that the subject lands were first developed for residential purposes circa 1969 and that residential uses have continued on the lands since then. Prior to this, the subject lands were vacant land and/or used for agricultural purposes.

The findings of the Phase 1 ESA include the identification of several on-site and off-site areas of potential environmental concern. These on-site areas include the location of the former swimming pool at the northeast exterior portion of 1980 Fowler Drive, and the application of de-icing agents during the winter at the exterior of the buildings occupying 1970 and 1980 Fowler Drive. Off-site areas of potential environmental concern include the former presence of the Springbank Road Dump, which operated as a sanitary landfill, at the eastern portion of the subject lands, and the presence of an RFO-Shell Gas service station and storage of USTs at the southern boundary of the subject lands.

The aforementioned areas potentially contain contaminants of concern, such as PHCs, EC, SAR, BTEX, and VOCs, that may impact soil and groundwater media, as detailed further within the report. As a result of these findings, a Phase 2 ESA is required to further investigate the areas of potential environmental concern and soil and groundwater conditions.

## 5.12 Phase 2 Environmental Site Assessment

A Phase 2 ESA was prepared by EXP Services Inc. following the completion of the Phase 1 ESA. The Phase 2 ESA was conducted in accordance with the standards defined by Ontario Regulation (O. Reg.) 153/04, as amended. As part of the Phase 2 ESA, eight boreholes were advanced up to a maximum depth of 5.18 m bgs and the general stratigraphy at the subject lands was examined. The general stratigraphy consisted of a surficial layer of asphalt, topsoil or concrete, and granular fill over a fill stratum overlaying a sandy silt deposit. Soil samples were submitted for the analysis of PHCs, BTEX, metals, and other regulated parameters (ORPs). The tested parameters in the soil samples were either not detected or detected below the SCS with two exceptions: electrical conductivity (EC) and sodium absorption ratio (SAR).

However, it is EXP Service Inc.'s opinion that the elevated levels of salt-related parameters (EC and SAR) are likely associated with the application of de-icing materials for the purpose of snow and ice removal and as such are not considered to be in excess of the SCS for the purposes of filing an RSC. The groundwater samples submitted for analysis met standards for the tested parameters with the exception of tetrachloroethylene. As a result, two additional groundwater samples were examined for analysis of VOCs. The concentrations were either below the MECP SCS or not detected above laboratory reportable detection limits. Per EXP Services Inc., it is likely that the elevated VOCs in the original sample were associated with sediment and thus the VOCs parameters are not considered as contaminants of concern in the Phase 2 ESA.

Further, there was no evidence of free product or odour observed during soil sampling, groundwater purging, or groundwater sampling activities. Of note, bedrock was encountered at shallow depths in two borehole locations, resulting in monitoring wells not being installed at these locations. Per EXP Services Inc., further environmental works are required to assess the southern portion.



## 6.0

# Summary Planning Analysis

## 6.1 Building New and Enhancing Existing Rental Housing within a *Strategic Growth Area*

The proposed residential infill development provides 285 new purpose-built rental units within a strategic growth area of Mississauga while maintaining and enhancing the subject land's existing rental housing. As part of the proposed development, new and upgraded outdoor amenities and landscaped areas will be provided and shared amongst residents of the new building and those of 1970 and 1980 Fowler Drive. The Property Owner intends to issue a survey regarding desired amenities to existing residents at a later date, which will then inform the proposed development's amenity provisions.

As the subject lands are within the Sheridan Growth Node, which is a strategic growth area per draft MOP 2051, they are to accommodate significant population growth and be the focus of development and intensification that enables the creation of complete communities. The present lands are occupied by two 14-storey rental

apartment buildings that have a floor space index much lower than the maximum permitted by the Official Plan. This underutilization of the subject lands presents an opportunity for thoughtful infill that is appropriate for the surrounding residential apartment neighbourhood and designed and massed to ensure 30 m tower separation distances are maintained. Further, the proposed development has regard for privacy, sunlight, and shadow impacts on neighbouring apartments and makes more efficient use of land and existing infrastructure.

Overall, the proposed development provides 285 new purpose-built rental units while maintaining the existing 332-unit rental stock on the subject lands, which is within a strategic growth area. Further, the proposal contributes new shared outdoor amenity spaces and landscaped areas to the subject lands that enhance the surrounding community.

## 6.2 Supporting Age-Friendly Design

Of the 285 new purpose-built rental units introduced on the subject site, 34% are proposed as family-sized units (2 bedrooms or greater). More specifically, 20% of the units will be two-bedroom; 4% will be two bedroom with a den; and 10% will be three-bedroom.

The proposed design evolved over time to increase the number of family-sized units following consultations with City staff and feedback received at the Councillor-Led Community Consultation Meeting on September 9, 2025.

Beyond the mix of units, the proposed amenities are also family-oriented and inclusive. A new multipurpose court, updated playground and community garden ensure residents of all ages have amenities to enjoy.

Amenity spaces will be provided both indoors and outdoors and distributed throughout several floors of the building, including at-grade, on the first and fifth floors, as well as the rooftop. This increases the accessibility of amenity spaces and increases the variety of activities that can be enjoyed year round.

### 6.3 Contributing to Complete Community Building

Per the PPS 2024, *complete communities* are places that offer and support opportunities for equitable access to the necessities of daily living. They include an appropriate mix of jobs, full range of housing, transportation options, public service facilities, stores, services, and other features that meet the diverse needs of their population.

The subject lands are located in a well-serviced area that is adjacent to a MiWay bus terminal, the Sheridan Centre, a variety of retail, commercial, healthcare, and service establishments, job opportunities, and transportation networks. Several religious and educational institutions are nearby, as well as recreational opportunities in the form of parks, trails, and community facilities. Further, the proposed development is in proximity to the new walkways and bicycle paths around the Sheridan Centre that are proposed as part of the Sheridan

Centre Master Plan. These additional multi-modal connections strengthen the neighbourhood as a mixed-use, multi-modal community, and the addition of the residential units through this proposal, support the long-term viability of the community while improving access to the necessities of daily living for future residents.

New tenants will be able to easily live, work and play in their neighbourhood, without diminishing the ability of their neighbours to do the same. Overall, the proposed development contributes to the creation of a complete community and supports opportunities for convenient and equitable access to establishments, infrastructure, uses, and other features that meet the diverse needs of residents.

### 6.4 Legislative and Policy Summary

The requested OPA/ZBA seeks to implement the updated planning policy framework set by the Province and City of Mississauga. The proposed amendments have regard to Section 2 of the *Planning Act*, are consistent with the policies of the PPS 2024, and conform to the existing policies of the MOP and Council-adopted draft policies of MOP 2051. Further, the requested amendments seek to better align the regulations of the Zoning By-law with the vision and policy objectives of the Official Plan as they pertain to intensification and density, parking, the development of complete communities, and the provision of housing in appropriate locations.

The proposed development has regard to Section 2 of the *Planning Act* and is consistent with the policies of the PPS 2024 as it makes efficient use of existing infrastructure and transportation services. Further, the development has a compact built form and contributes to the creation of new housing in a well-serviced area. As the subject site is located within a *strategic growth area*, as defined within the PPS 2024 and per draft MOP 2051, it is an appropriate location for intensification, particularly as it is within an established residential apartment neighbourhood. The provision of new, purpose-built rental units at the subject site advances the housing objectives of the Province, as well as the Municipality.

Per both the existing MOP and Council-adopted MOP 2051, the subject lands are designated for high density residential uses. A height of 18 storeys and a FSI of 3.75 within the Sheridan Community Node and Growth Node. However, policy states that additional height may be appropriate and pursued through an OPA if the FSI does not exceed 3.75. While the FSI on the subject site is 4.16, across the entire site the FSI, inclusive of the proposed development, is 1.94.

The proposal supports the overall vision and objectives of the official plans and character of the surrounding area. The proposed development also maintains tower separation distances of at least 30 m to existing towers and the type and scale of the development is compatible with the immediate

and planned context of the area. The proposal increases the diversity of rental unit types without demolishing or needing to replace existing housing stock. Based on the rationale above and analysis presented in this report, it is our opinion that the proposed development of Part 3 and the associated OPA and ZBA conform with both the in-force and Council adopted official plans and PPS 2024.



## 7.0

# Conclusion

Based on the information outlined in this PJR and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and associated OPA and ZBA represent an appropriate redevelopment of the subject site. The proposal represents good planning due to the subject site's location within an existing residential apartment neighbourhood that makes efficient use of infrastructure and transportation services, and is in proximity to a mix of uses and community amenities.

We conclude the following:

- » The proposed development, OPA, and ZBA are consistent with the Provincial Planning Statement, 2024;
- » The proposed development, OPA, and ZBA conform to the Region of Peel Official Plan;
- » The proposed development, OPA, and ZBA conform to the City of Mississauga Official Plan;
- » The proposed development will not result in adverse impacts on the surrounding area; and
- » The proposed development can be appropriately serviced by existing and planned regional and municipal infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and achieves good planning.

Respectfully submitted,



**Michi McCloskey**

**RPP, MCIP**

Senior Associate  
Sajecki Planning Inc.

**Appendix A:**

# **DARC Submission Requirements Checklist**



**Appendix B:**

# **Draft Official Plan Amendment**

**Appendix C:**

# **Draft Zoning By-law Amendment**



**S|P**

**2025**