

PLANNING JUSTIFICATION REPORT

PREPARED FOR:

Zoning By-Law Amendment

EMTC Holdings Inc.
5100 Erin Mills Parkway

File no. 2292W

March 03, 2026



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ARCHITECTURE

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1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter "MHBC") has been retained by EMTC Holdings Inc. (hereinafter the "Owner") to assist with this Zoning By-law Amendment ("ZBA") planning application in support of the development of the property municipally known as 5100 Erin Mills Parkway (hereinafter referred to as the "Subject Lands") in the City of Mississauga (the "City").

This Planning Justification Report (PJR) supports the proposed ZBA which is required to facilitate the development of the Subject Lands. The Proposed Development of the existing vacant lands represents a commercial development that includes a single-storey fast food restaurant with double drive-through. The total gross floor area will be 486.25 square metres (GFA) with 47 parking spaces, and 22 stacking spaces in the double drive-through facility.

This PJR includes the following:

- A general description of the Subject Lands, the existing uses, surrounding land uses, and the existing physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports and plans prepared in support of the proposal;
- A description of the proposed amendment to the City of Mississauga Zoning By-law 0225-2007;
- An assessment of the Proposed Development's consistency and

- conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed redevelopment.

1.2 Pre-Consultations

A Pre-Consultation meeting was held on for a Site Plan Application ("SPA") on June 24th, 2025, to discuss the proposed SPA application. Staff from the City, and from the Region of Peel (the "Region") were in attendance, along with the Owner and agency representatives. The pre-consultation meeting identified that a ZBA application would be required to facilitate the proposed drive-through.

A copy of the SPA Pre-Consultation checklist is attached to this report as **Appendix A**.

Following the initial Pre-Consultation meeting, supplemental meetings with City staff were held on October 1st, 2025, and October 22nd, 2025, to discuss the changes to design to reflect the feedback received from the Pre-Consultation meeting. The Pre-Consultation minutes included other drive-through examples in Mississauga that urban design staff provided to assist in the reconfiguration of the site. The design of the Proposed Development was revised to reflect a similar condition to the example drive-through facility of the Second Cup located at 727 Central Parkway West which is the most identical example with the public road to the south. This reconfiguration relocated the drive-through to no longer be located between the building and the street and emphasize the outdoor patio and pergola at intersection of Eglinton Avenue West and the internal driveway to create an active

and aesthetic street front. Additional modifications included the relocation of accessible parking spaces away from the stacking lanes to provide direct access to the building and the relocation of the proposed moloks to the internal of the site that will be screened with landscaping.

After implementing further design changes from the meeting had with staff, a subsequent Pre-Consultation meeting was held for a Zoning By-law Amendment on December 9th, 2025. Staff from the City, and from the Region were once again in attendance, along with the Owner and agency representatives.

A copy of the ZBA pre-consultation checklist is attached to this report as **Appendix B**.

Following the second Pre-Consultation meeting, a follow-up meeting was held on January 8th 2026 with staff from the Region of Peel, as well as staff from Planning, Urban Design, and Landscape from the City of Mississauga to discuss the Regional watermain easement. This meeting provided further guidance on the extent of the Regional easement and staff from the City of Mississauga provided further direction on the configuration and design of the site. In response to the feedback received a final design approach was achieved that addressed the concerns of the drive-through facility location between the building and the street, as well as safety concerns with pedestrians crossing the drive-through lanes. The final design concept is provided in this application.

The Zoning By-law Amendment Pre-Consultation meeting minutes identified the required submission reports for a complete application. The following submission materials have been submitted in support of the proposed complete application and are summarized in Section 3.3 of this report.

PLAN/REPORT	CONSULTANT
Application Form and Schedules	MHBC
Planning Justification Report	MHBC
Draft Zoning By-law Amendment	MHBC
Architectural Set	EXP Services Inc.
Building Elevations	Petroff
Survey	J.D. Barnes
Functional Servicing Report	EXP Services Inc.
Stormwater Management Report	EXP Services Inc.
Engineering Drawing Set	EXP Services Inc.
Traffic Impact Study	EXP Services Inc.
Parking Utilization Study	EXP Services Inc.
Arborist Report	EXP Services Inc.
Landscape Plan	EXP Services Inc.
Tree Inventory and Protection Plan	EXP Services Inc.
Acoustical Feasibility Study	EXP Services Inc.
Phase One Environmental Site Assessment	Paterson Group
Geotechnical Report	Paterson Group
Parcel Register	-
Environmental Site Screen Questionnaire	-

2.0 Background and Site Context

The existing site context is important to assess through a planning analysis. Context must be evaluated, not only as it relates to the existing physical environment and surrounding area, but also to the specific and immediate contextual setting and urban structure, which includes future land uses and infrastructure.

2.1 Site Description

As shown on **Figure 1**, the Overall Lands are located north of Eglinton Avenue West, west of Erin Mills Parkway, and at the northeast quadrant of the intersection of Eglinton Avenue West and Metcalfe Avenue. The Subject Lands are vacant and part of the overall retail centre of Erin Mills Town Centre ("EMTC") that consists of the Indigo Book Store, LCBO, Wendy's, Tim Horton's, and BarBurrito and has an approximate size of 30.09 ha (74.35 ac).

EMTC is located within Central Erin Mills, is the second largest shopping mall in the City of Mississauga, and can be accessed from highways 401, 403, and 407. With over 185 stores, services, and dining options, EMTC is a popular hub not only for the residents but also tourists visiting or passing through the City. The local mall receives high traffic from the surrounding established neighbourhoods consisting of a variety of single detached dwellings, townhouse subdivisions, and high-rise apartments; as well as from the adjacent high schools, Erin Meadows Community Centre, the Village of Erin Meadows retirement

community, and by employees, visitors, and patients of Credit Valley Hospital.

The portion of the Overall Lands that is subject to this application (the "Subject Lands") is the vacant area southwest of the existing IHOP Restaurant. The Subject Lands are currently vacant, have approximately 158.47 m of frontage along Eglinton Avenue West, and share an existing surface parking lot with the adjacent IHOP Restaurant.

The Subject Lands can be accessed off the internal mall road network, the overall plaza includes entrances from Eglinton Avenue West to the east with a limited moves access and a signalized driveway to the west, additional entrances to the Overall Lands are provided off Erin Mills Parkway, Glen Erin Drive, and Erin Centre Boulevard.



Figure 1: Location Map

2.2 Surrounding Area Context

NORTH: North of the Subject Lands are Commercial uses consisting of Erin Mills Town Centre which are comprised of Walmart Supercentre, Cineplex Junction, and Tim Hortons and Wendy’s with drive-through facilities followed by the main intersection of Erin Centre Boulevard and Erin Mills Parkway. Further north are high-rise mixed-use Residential uses followed by Open Space uses and established low-rise single detached residential neighbourhoods.

EAST: East of the Subject Lands is the main intersection Eglinton Avenue West and Erin Mills Parkway followed by high-rise mixed-use apartment buildings, and Credit Valley Hospital. Further east are low-rise Residential uses consisting of townhouse and single detached dwellings and access to Highway 403 off Erin Mills Pkwy.

SOUTH: South of the Subject Lands is the main intersection of Eglinton Avenue West and Glen Erin Drive. Further south are Residential uses comprised of high-rise mixed-use apartment buildings followed by Open Space uses and established townhouse and single detached residential neighbourhoods.

WEST: West of the Subject Lands are Commercial uses consisting of Erin Mills Town Centre followed by the main intersection of Erin Centre Boulevard and Glen Erin Drive. Along Erin Centre Boulevard are two local high schools consisting of John Fraser Secondary School and St. Aloysius Gonzaga Catholic Secondary School. Further west are Residential uses comprised of established townhouse and single detached residential neighbourhoods.

Figure 2 and Images 1-10 illustrates the surrounding area context of the Subject Lands. The following is a general description of the surrounding context of the Subject Lands:



Figure 2: Surrounding Area Context Map



Image 1: View looking south at the Subject Lands



Image 3: View looking east at Subject Lands

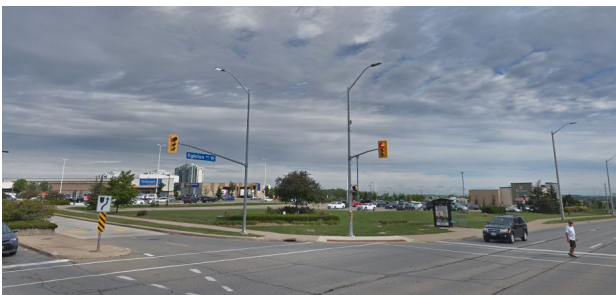


Image 2: View looking north at the Subject Lands from the intersection of Eglinton Ave W and Metcalfe Ave



Image 4: View looking west at the Subject Lands from Eglinton Ave W



Image 5: View from the intersection of Eglinton Ave W and Metcalfe Ave looking east at the mixed-use apartments and existing commercial uses with drive-through facilities

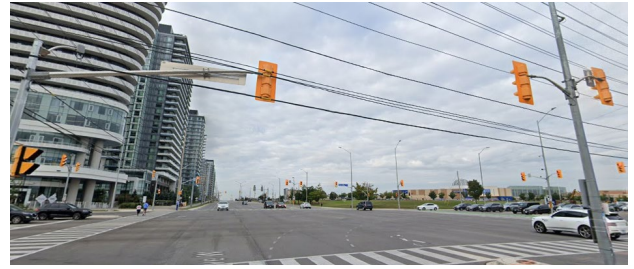


Image 9: View from the intersection of Eglinton Ave W and Erin Mills Pkwy looking west at the Subject Lands and Erin Mills Town Centre



Image 6: View from the intersection of Eglinton Ave W and Metcalfe Ave looking west along Eglinton Ave W at future mixed-use apartments and Credit Valley Hospital



Image 10: View from Erin Mills Pkwy looking west at the Subject Lands and Erin Mills Town Centre



Image 7: View looking north from the Subject Lands at Erin Mills Town Centre



Image 8: View looking south from the Subject Lands at Eglinton Ave W.

2.3 Surrounding Development Applications

A search of the City’s development application database was undertaken to provide the context of existing and Proposed Developments in proximity to the Subject Lands. These applications are depicted in **Figure 3** and summarized in **Table 1**

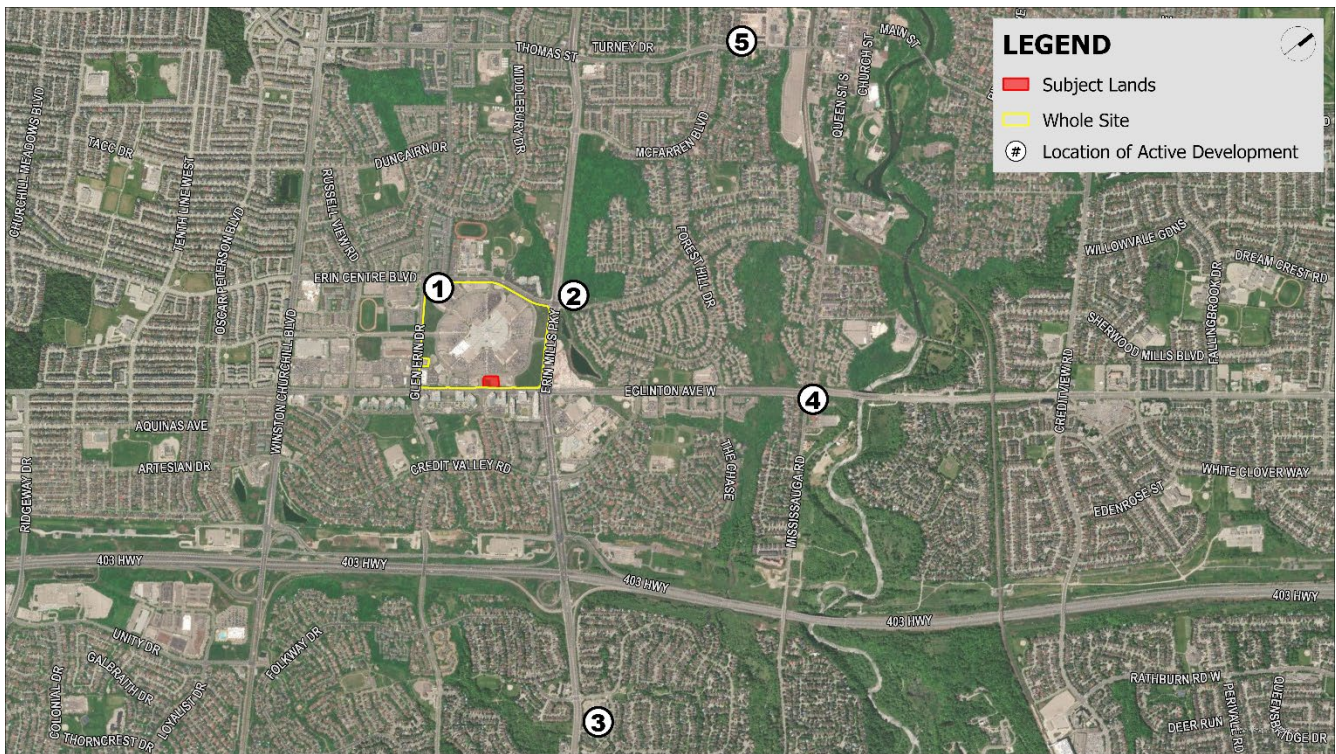


Figure 3: Active Development Applications

TABLE 1: SUMMARY OF ACTIVE DEVELOPMENT APPLICATIONS

No.	ADDRESS	TYPE	DESCRIPTION	STATUS
1	5100 Erin Mills Parkway	OPA, ZBA	Development application includes 9 buildings with heights ranging from 20 to 44 storeys and an outdoor open space.	Appealed
2	2555 Erin Centre Boulevard	OPA, ZBA	Development application includes three towers with heights of 34, 31 and 28 storeys, 1,022 residential units and 1,080 square meters of commercial space.	Under Review
3	4099 Erin Mills Parkway	OPA, ZBA	Development application includes 5 residential buildings with heights of 10, 8, 6, 6 and 6 storeys, 7 blocks of 4 storey stacked townhouses containing a total of 703 units, and 776 square metres of commercial space.	Under Review, Awaiting Resubmission
4	1775 Thorny Brae Place	OPA, ZBA	Development application includes 99 stacked townhomes on a condominium road.	Awaiting Resubmission, Public Meeting 12-08-25
5	86 Thomas Street	ZBA	Development application includes 10 back-to-back townhouses.	Appealed

2.4 Transportation Context

The transportation network and access are important considerations for the planning and development of the Subject Lands. A detailed analysis of the transportation context has been provided in the Transportation Impact Study (TIS) prepared by EXP Services Inc. in support of the proposal. The Subject Lands are located on the north side of Eglinton Avenue West, west of Erin Mills Parkway, south of Erin Mills Town Centre, and northeast of the Eglinton Avenue West and Metcalfe Avenue intersection. Erin Mills Town Centre operates on an internal ring road network that can be accessed off Eglinton Avenue West, Erin Mills Parkway, Erin Centre Boulevard, and Glen Erin Drive.

Road Network

In the Region of Peel Official Plan ("ROP") Erin Mills Parkway and Eglinton Avenue West are classified as a Major Road on Schedule F-2 – Major Road Network in the ROP (**Figure 4**). Major Roads are noted in the ROP as being integral to the movement of people by automobile, transit, bicycle and walking, as well as goods. Further to note, Erin Mills Pkwy is identified as a Primary Truck Route and Eglinton Ave W is identified as a Connector Truck Route on Figure 16 – Strategic Goods Movement Network in the ROP (**Figure 5**). The ROP establishes that strategic goods movement network routes are identified as important routes for allowing the safe and efficient movement of goods that provides connectivity and continuity to other activity centres.

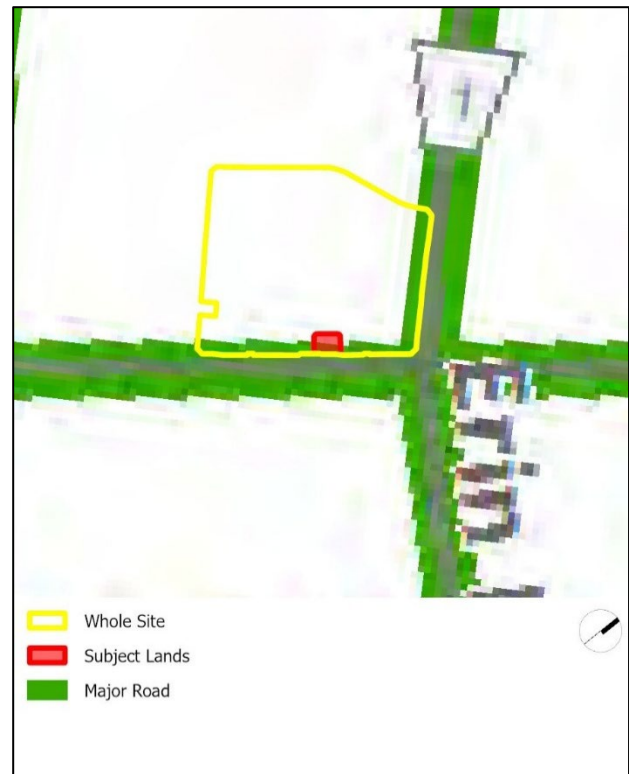


Figure 4: ROP Schedule F2 - Major Road Network

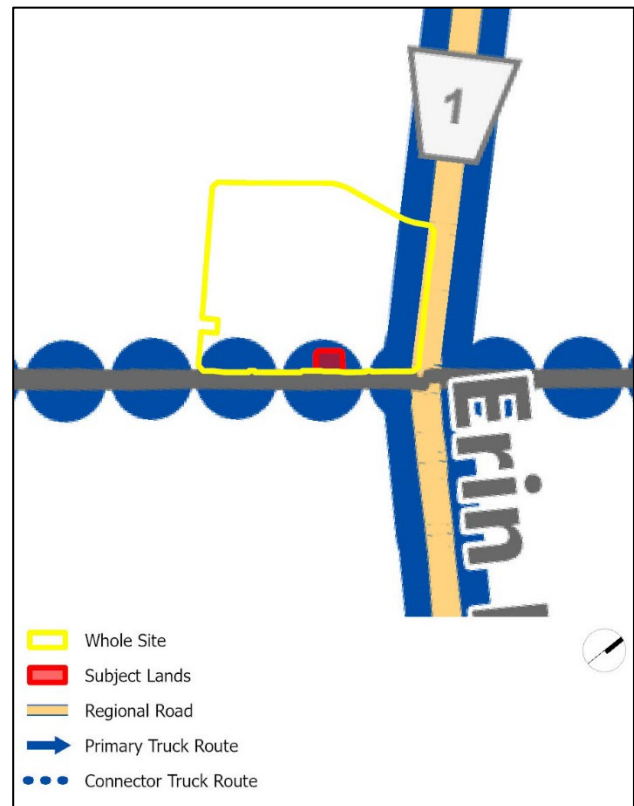


Figure 5: ROP Figure 16 - Strategic Goods Movement Network

The current, in-effect Mississauga Official Plan ("OP") classifies Erin Mills Pkwy as a Regional Arterial Road Regional Road 1; Eglinton Ave W as an Arterial Road; and Erin Centre Blvd and Glen Erin Dr as Major Collector Roads as per Schedule 5 – Long Term Road Network (**Figure 6**). Schedule 1 – Urban System also identifies Eglinton Ave W and Erin Mills Pkwy as 'Corridors' (**Figure 20**). Arterial roads in the OP are designed as principal transportation corridors for high volumes of people and goods and Major Collector roads shall accommodate medium to high volumes of traffic. Both Arterial and Major Collector Roads serve as truck routes in the City of Mississauga.



Figure 6: OP Schedule 5 – Long Term Road Network

The adopted Mississauga Official Plan 2051 ("OP 2051") classifies Erin Mills Pkwy as a Region of Peel Arterial Road – Regional Road 1; Eglinton Ave W as a Strategic Growth Arterial Road; and Erin Centre Blvd and Glen Erin Dr as Strategic Growth Major Collector Roads as per Schedule 3 – Long Term Street Network (**Figure 7**).

Strategic Growth Arterials and Major Collectors will move the highest volumes of people, and both include surface transit routes, priority bus corridor routes, are a focus of active transportation facilities, and accommodate frequent large vehicles and goods movement.

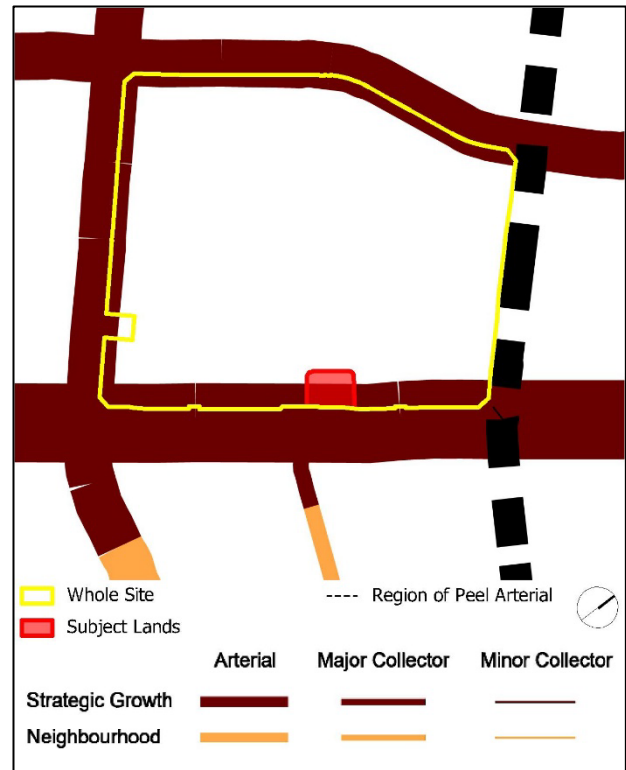


Figure 7: OP 2051 Schedule 3 – Long Term Street Network

The designated right-of-way ("ROW") width of Erin Mills Pkwy is 45 metres as identified on Schedule 8 – Designated Right-of-Way Width of the OP (**Figure 8**) and Schedule 6 – Designated Right-of-Way Widths in the OP 2051 (**Figure 9**). Erin Mills Pkwy has a current, approximate width of 46.4 metres and is a 9-lane, 2-directional roadway with curbed shoulders and a public sidewalk located along both sides of the road. The Mississauga Transportation Master Plan ("TMP") 2019, identifies future land use/transportation corridor studies and local network studies for Erin Mills Pkwy and Central Erin Mills to be completed from 2025-2034.

Eglinton Ave W has a designated ROW width of 40 metres as identified in the OP and the OP

2052. Erin Mills Pkwy has a current, approximate width of 40.6 metres and is a 7-lane, 2-directional roadway with curbed shoulders and a public sidewalk located along both sides of the road. The Mississauga TMP identifies future land use/transportation corridor studies for Eglinton Ave W from 2025-2034.

The designated ROW widths of Glen Erin Dr and Erin Centre Blvd are 30 metres as identified in the OP and OP 2051. Glen Erin Dr has a current, approximate width of 32.6 metres and is a 5-lane, 2-directional roadway and Erin Centre Blvd has an approximate width of 32.3 metres and is also a 5 lane, 2-directional roadway; both roadways are equipped with curbed shoulders and a public sidewalk located along both sides of the road. The Mississauga TMP 2019, identifies no future works for Glen Erin Dr or Erin Centre Blvd.

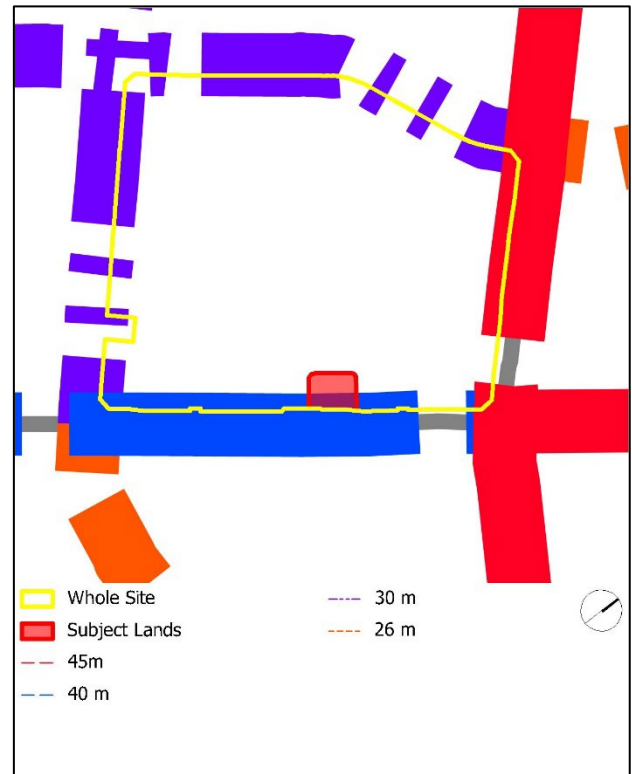


Figure 9: OP 2051 Schedule 6 – Designated Right-of-Way Widths

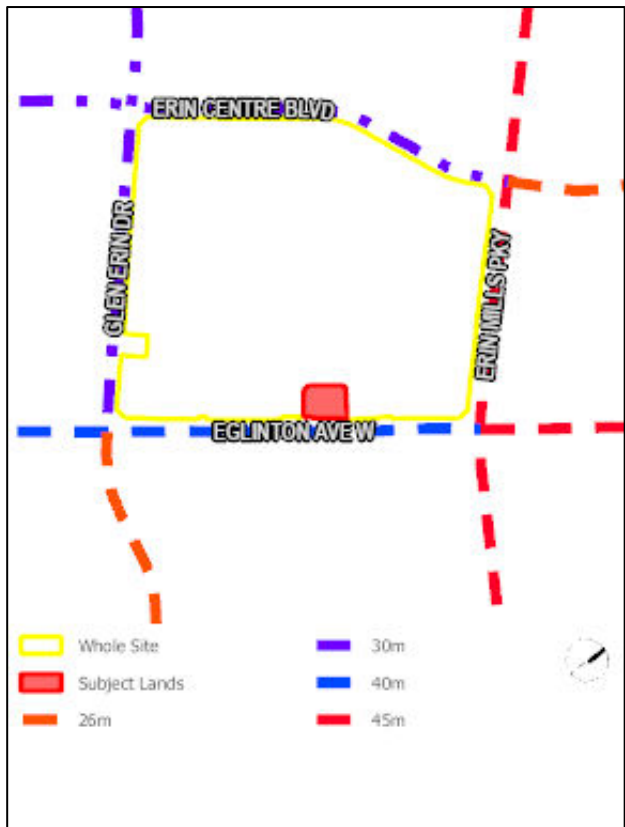


Figure 8: OP Schedule 8 – Designated Right-of-Way Widths

Public Transit

The Subject Lands are not located within a Protected or Planned Major Transit Station Area as per Schedule 2 – Intensification Areas in the OP (**Figure 22**), and Schedule 1 – City Structure in the OP 2051 (**Figure 24**). In the ROP, Erin Mills Pkwy and Eglinton Ave W are identified as Other Rapid Transit Corridors as per Schedule F1 – Rapid Transit Corridors (**Figure 10**) where non-residential development is encouraged that supports multimodal access to jobs and connections to major trip generators.



Figure 10: ROP Schedule F1 – Rapid Transit Corridors



Figure 11: OP Schedule 6 – Long Term Transit Network

Schedule 6 – Long Term Transit Network in the OP (**Figure 11**) and Schedule 4 – Long Term Transit Network in the OP 2051 (**Figure 12**) identifies Erin Mills Pkwy and Eglinton Ave W as Transit Priority Corridors and notes an Existing Mississauga Transit Terminal on the Subject Lands.

The closest bus stop is located on Eglinton Ave W at Metcalfe Ave (Bus ID: 3302) and is serviced by route 9 of the City of Mississauga’s MiWay transit. The EMTC shopping mall is equipped with a MiWay bus terminal and has various bus stops throughout the internal ring road network which provides services from route 9, 45 and 48. Additionally, there is a GO bus stop located on Erin Mills Pkwy at Erin Centre Blvd (Bus ID: 101240) which is serviced by route 21 providing access to Square One Bus Terminal and the GO train stations on the Milton line.



Figure 12: OP 2051 Schedule 4 – Long Term Transit Network

Cycling & Active Transportation

Cycling infrastructure is currently provided in proximity to the Subject Lands by Painted Bike Lanes on Erin Centre Blvd and Multi-Use Pathways on Erin Mills Pkwy and Eglinton Ave W. The OP and OP 2051 identifies Primary On-Road/Boulevard Routes along Eglinton Ave W and Glen Erin Dr as per Schedule 7 – Long Term Cycling Routes (**Figure 13**) and Schedule 5 – Long Term Cycling Routes (**Figure 14**) and the OP 2051 also identifies Glen Erin Dr as a Primary On-Road/Boulevard Route.

The City of Mississauga is currently updating the 2018 Cycling Master Plan and proposes Protected Bike Lanes / Cycle Tracks on Eglinton Ave W, Erin Centre Blvd, and Glen Erin Dr. Project priority is established on Eglinton Ave W and Glen Erin Dr.

Eglinton Ave W and Erin Mills Pkwy currently contain sidewalks both sides of the road. There is an existing sidewalk on the east side of the internal driveway at the continuation of Metcalfe Ave but no sidewalks on the north side of the Subject Lands abutting the internal ring road network. The Proposed Development plans to add two sidewalk connections to the existing sidewalk on the east of the internal driveway and one along Eglinton Ave W to the existing bus stop.



Figure 13: OP Schedule 7 – Long Term Cycling Routes



Figure 14: OP 2051 Schedule 5 – Long Term Cycling Routes



2.5 Policy Context

Summaries of the applicable legislation, policies and provisions, as well as key conclusions from the planning analysis are provided in Policy Analysis **Section 4.0** of this report.

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

The *Planning Act* as the primary legislation governing land use planning in the Province of Ontario, provides the basis for consideration of Provincial interests under Section 2. These interests include:

- (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;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (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,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

Section 4.1 of this report provides an assessment as to how the proposed redevelopment is consistent with and implements the policies of the Planning Act.

Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (“PPS”) is issued under Section 3 of the *Planning Act* and came into force on October 20, 2024. The PPS 2024 policies direct municipalities to plan for and support development, align development with infrastructure, foster the long-term viability of rural areas, and protect agricultural lands, the environment and public health and safety.

As a policy statement under Section 3 of the *Planning Act*, land use planning decisions, including those made on applications for ZBAs must be consistent with the PPS. **Section 4.2** of this report provides an assessment as to how the proposed redevelopment is consistent with and implements the policies of the PPS.

Region of Peel Official Plan (April 2022)

The Region of Peel’s Official Plan (“ROP”) serves as the guiding document for land use planning and is intended to manage growth across the Region’s three local municipalities. It contains the goals, objectives, and strategic policy framework for guiding growth and development, while having regard for protecting the environment, managing the renewable and non-renewable resources, and outlining a Regional Structure that manages this growth in the most effective and efficient manner.

The ROP was adopted by Regional Council on April 28th, 2022, and was approved with

modifications by the Province on November 4, 2022. The ROP was subsequently amended upon Bill 150, the *Planning Statute Law Amendment Act, 2023* and Bill 162, the *Get it Done Act, 2024* receiving Royal Assent.

The *Planning Act* requires that lower-tier municipal policies and regulations must conform to the ROP. As of July 1, 2024, the Region no longer has planning responsibilities, as per Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, and as a result, the sections of the ROP applicable to City of Mississauga now constitute part of the City’s OP.

Section 4.3 of this report provides a summary as to how the Proposed Development and accompanying ZBA are in conformity with the policies of the ROP.

City of Mississauga Official Plan (May 15, 2025)

The Mississauga Official Plan (“OP”) was adopted by City Council on September 29, 2010, with the most recent consolidation dated May 15, 2025. It sets out Council’s direction for the City’s long-term growth and development and is intended to serve as the basis for managing development to 2031.

Section 4.4 of this report provides a summary as to how the Proposed Development and accompanying ZBA are in conformity with the policies of the City’s OP.

Mississauga Official Plan 2051 (April 16, 2025)

In May 2019, the City announced their Mississauga Official Plan Review Work Program (“OP 2051”). A new OP was adopted by City

Council on April 16, 2025, and sent to the Ministry of Municipal Affaires and Housing (“MMAH”) for their review and approval. The Ministry will review the matter for consistency and conformity with applicable provincial land use policies and plans and will consider all feedback received before presenting any potential modifications, the commenting period was open from June 10, 2025, to July 25, 2025. Once approved, the Mississauga Official Plan 2051 will replace the current Official Plan and the former Region of Peel Official Plan, as it applies to the City. The new Official Plan proposes policies and mapping guiding growth and development to the year 2051, and covers a range of thematic areas, including but not limited to growth management, housing, transportation, natural and cultural heritage, and employment areas.

Section 4.5 of this report provides a summary as to how the Proposed Development and accompanying ZBA conform to the policies of the 2019 adopted OP.

report provides a summary of the proposed ZBA in relation to the provisions of Zoning By-law 0225-2007.

City of Mississauga Zoning By-law 0225-2007

The City of Mississauga By-law 0225-2007 was passed by City Council on June 20, 2007.

The Subject Lands are currently zoned General Commercial (C3) per Schedule Map 39W of the Zoning By-law. A Convenience Restaurant is a permitted use of the C3 Zone subject to Section 6.2.1.2.2.2. A ZBA is required to amend Schedules 2.1.29(1) of this By-law to permit a drive-through facility on the Subject Lands as an accessory use to the Convenience Restaurant use.

A Draft ZBA has been prepared to facilitate the development proposal and is included as **Appendix C** to this report. **Section 4.6** of this

3.0 Description of the Proposal

3.1 Development Proposal

The Proposed Development is the result of comprehensive planning and design undertaken by the project team, technical experts, and input from the City of Mississauga staff. In preparing the application, the Provincial Policy framework for managing and directing growth, the City's policy context and objectives for commercial development, and the surrounding context were taken into consideration.

The ZBA application will facilitate the Proposed Development of a one-storey fast food restaurant with double drive-through. The proposed ZBA will permit the double drive-through component on the Subject Lands accessory to the Convenience Restaurant use. The design of the restaurant building includes a gross floor area of 486.25 square metres of commercial space.

The Proposed Development requires a minimum number of 44 parking spaces, 10 stacking spaces, 2 accessible parking spaces, and 2 bicycle parking spaces to accommodate the proposed use. The existing parking lot consists of 80 parking spaces, and 33 spaces will be removed with a remainder of 47 parking spaces in addition to the proposed 22 stacking spaces that will be accommodated by the double drive-through. Two accessible parking spaces will be provided with direct access to the building that avoids vehicular traffic from the stacking lanes

and drive aisles, and six bicycle parking spaces are proposed.

In accordance with feedback received from staff, the proposed restaurant building, patio and pergola have been strategically located on the Subject Lands to create an active and aesthetic street front at the intersection of Eglinton Avenue West and the internal driveway with the proposed drive-through facility located internal to the site. Landscaped areas are proposed along the western and northern frontages along the internal driveway and ring road network, enhancements to the existing landscaping along Eglinton Ave W are provided with limitations due to various easements for the underground Regional watermain, as well as hydro and bell utilities.

The overall development has been designed to provide for new a commercial use and provides for the efficient use of land that is appropriate for the current area context.

The conceptual site plan, site details, and elevations for the site, prepared by EXP Services Inc. and Petroff are included as **Figure 15** to **Figure 17** below.

Transportation & Site Circulation

The Proposed Development has been designed to maintain vehicular connectivity in and around the Subject Lands. Pedestrian connection enhancements have been incorporated to improve access to public transit and walkability around the Subject Lands.

The proposed redevelopment includes an internal 7.0 m wide drive aisle that connects to the existing access point to the internal ring road network of EMTC which further connects to Eglinton Ave W, Erin Mills Pkwy, Glen Erin Dr, and Erin Centre Blvd. To support pedestrian mobility in and around the site, circulation is proposed throughout the site with a new sidewalk connection to the existing bus stop along Eglinton Ave W, as well as a new sidewalk along the northern extent of the outer parcel with an enhanced connection to the existing crosswalk across the internal road, and a new connection to the existing sidewalk along the internal driveway entrance extension from Metcalfe Ave.

A total of 46 vehicle parking spaces is proposed to accommodate parking for patrons and employees to the restaurant. Loading will take place after business hours and will not impact the parking occupied parking spaces that are proposed for the restaurant building. This is outlined further in the Traffic Impact Study and Parking Impact Analysis, prepared by EXP Services Inc.

The proposal also supports active transportation as future patrons will have access to existing cycling infrastructure and can store bicycles with the supplementary 6 bicycle parking spaces proposed on the site.

Servicing

The proposed municipal servicing strategy for the proposed redevelopment satisfies the City and the Region's servicing criteria as set out in the Functional Servicing and Stormwater Management Report ("FSR") prepared by EXP Services Inc. The Proposed Development will be provided on full municipal services. Sanitary servicing will be provided by a proposed 150 mm connection with a grease interceptor to the existing sanitary manhole ("MH") located northeast of the Subject Lands. The FSR identified that there is an existing 150 mm water service pipe within the Subject Lands, water servicing will be provided by a proposed 50mm connection to the existing on site water service. Stormwater quantity will be controlled through the proposed storm MH located at the downstream end of the private sewer system within the subject site before it releases to the private existing system. Stormwater quality will be provided by having an oil grip separator ensuring that the stormwater management system meets all the required standards. Lastly, stormwater drainage will be conveyed via the proposed storm sewer system to the existing private onsite storm sewer system.

3.2 The Application

Proposed Zoning By-law Amendment

The proposed ZBA is required to required to amend Schedules 2.1.29(1) of the City's By-law to permit a drive-through facility on the Subject Lands as an accessory use to the Convenience Restaurant use.

A Draft ZBA has been prepared to facilitate the proposed redevelopment and is included as **Appendix C** to this report.

3.3 Summary of Technical Reports

In order to ensure that the Proposed Development fully addresses all policy and technical requirements of the City and Region, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the report. Many of these studies also identify how the Proposed Development and application advances Provincial and local policies.

Tree Inventory & Preservation Plan Report

A Tree Inventory and Preservation Plan Report was prepared by EXP Services Inc. to provide an inventory of all trees greater than 10 cm DBH located on and within 6 m of the proposed construction limits, as well as all trees of any size within the municipal right-of-way. The report identified seven trees within the Subject Lands and noted tree removals will be required for three of the identified trees. Native, shade-bearing species are recommended as replacements for the three trees required for removal. It is noted that if the site cannot physically accommodate the full number of required replacement plantings, the City may accept cash-in-lieu to satisfy the remaining compensation requirements

Transportation Impact Study

EXP Services Inc. conducted a Transportation Impact Study for the Proposed Development. The Proposed Development proposes required parking spaces, EV ready parking spaces,

accessible parking spaces, loading spaces, and bicycle spaces in conformity with the City's Zoning By-law. The study concluded that there are minimal concerns regarding capacity and delay within the study area and that the Proposed Development is expected to have a negligible impact on the future background traffic conditions.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessments (ESA) was prepared by Paterson Group.

The objective of the Phase 1 ESA was to assess the environmental condition of the Subject Lands and neighbouring properties based on its historical and current uses and to identify any Potentially Contaminated Activities (PCAs) and Areas of Potential Environmental Concern (APECs). The ESA finds that the Subject Lands remained vacant until development occurred in the late 1990s, at which time it was partially paved for use as surface parking in support of the adjacent commercial restaurant.

It was identified that the surrounding properties contained two aboveground diesel fuel storage tanks associated with the backup generator system at Erin Mills Town Centre. These tanks were further analyzed and given their location and hydrogeological separation, they are not considered to pose a risk to the Subject Lands and do not represent an APEC.

The assessment recognized that there were no PCAs identified on the Subject Lands or within the neighbouring properties. It concluded that based on the findings of the Phase One ESA, it was determined that a Phase Two Environmental Site Assessment is not required for the Subject Lands.

Geotechnical Investigation

A Geotechnical Investigation was underdone by Paterson Group. The objectives of this investigation were to determine the subsoil and groundwater conditions of the Subject Lands and to make geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design of the Proposed Development.

The investigation analyzed that Subject Lands is suitable for the Proposed Development. Based on the results of the field investigation, the proposed one-storey commercial building may be founded on conventional spread footings placed on the in-situ, undisturbed, compact to very dense glacial till bearing surface. Due to the presence of the glacial till layer, all contractors should be prepared for the removal of boulders during building construction and servicing installation.

Functional Servicing Report

A Functional Servicing (FSR) Report was prepared by EXP Services Inc. to provide functional servicing design and a stormwater management plan in support of the Proposed Development. The Report summarizes the site's existing soil and groundwater conditions and grading, current available infrastructure, and describes the proposed servicing. The report give an overview of the proposed servicing strategy for the Subject Lands including outlining required demands on the municipal system while addressing any corresponding capacity concerns.

Sanitary servicing for the proposed building can be provided by a new 150 mm sanitary service connection at 3.5% with a grease interceptor to the existing sanitary MH located northeast of the Subject Lands. The proposed connection to the

building will be 150mm at 4.0% slope. The sanitary service connection to the proposed building, will be designed to the Region of Peel Standards, as shown on EXP Drawing C200 – Site Servicing Plan in Appendix B.

The FSR identified that there is an existing 150 mm 150mm watermain and an existing 50mm water service located south and east of the proposed restaurant respectively. Water servicing will be provided by a proposed 50mm connection to the existing on site water service. Fire protection will be provided via the existing fire hydrant at the south of the Subject Lands since the proposed restaurant is located within the 90 m of the existing hydrant.

Stormwater quantity will be controlled through the proposed storm MH located at the downstream end of the private sewer system within the subject site before it releases to the private existing system. This approach ensures that post-development flows from the site that did not have any inlet control device are managed effectively and controlled to the acceptable allowable release rate for this commercial development. The Subject Lands currently do not have any quality treatment units; stormwater quality will be provided by a proposed oil grit separator unit ensuring that the stormwater management system of Area 201, 202, and 205 will meet all the required standards. It is noted that Area 203 will not be controlled as the current state, and the area will be untreated however, the proposed treatment unit will improve the stormwater quality management compared to the existing condition. Lastly, stormwater drainage will be conveyed via the proposed storm sewer system to the existing private onsite storm sewer system. The overall site grading ensures that the existing drainage pattern on adjacent properties has not been altered and stormwater runoff from the subject development has been self-contained.

Noise Impact Study

A Noise Impact Study was prepared by EXP Services Inc. The purpose of this study is to assess the impact of noise from stationary noise sources associated with the Proposed Development to nearby residential properties in accordance with the Ministry of Environment, Conservation of Park (MECP) Publication NPC-300. It is anticipated that the restaurant will open during daytime and evening only, that is between 7 a.m. and 11 p.m. It is assumed that all rooftop units and exhaust fans operate continuously for minimum an hour during daytime and evening. It is further assumed that the rooftop units will operate 33% of the time and exhaust fans are not in operation at night, when the restaurant is closed. There will be no idling car at night. The Study concludes that the noise impact from stationary noise source associated with the proposed restaurant and drive-through facility use meets the MECP criteria and generates no negative impacts from a noise perspective.

4.0 Policy Analysis

This section of the PJR provides an overview of the applicable policy and regulatory context guiding growth and development of the Subject Lands, and how the proposed redevelopment is consistent with and conforms to the policy and regulatory framework.

4.1 Planning Act, R.S.O. 1990, C.P. 13

The Ontario *Planning Act*, R.S.O. 1990 (the “*Planning Act*”), consolidated January 1, 2025, is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Plans are created from the authority of the *Planning Act*, including the Provincial Policy Statement.

Section 2 of the *Planning Act* sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest relevant to the proposal include:

- (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;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (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,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The Proposed Development will make efficient use of existing transportation, sewage, and water systems through appropriate development of the Subject Lands and will develop in an orderly manner to support a safe and healthy, barrier-free neighbourhood. The Subject Lands are located in close proximity to existing community amenities and infrastructure, which is the appropriate location for growth and development. The Proposed

Development represents modestly proposed intensification in an area of existing commercial development that will not preclude the balance of the Overall Site from intensifying. The development of a currently underutilized site will provide for new commercial uses, which is well designed to integrate with the surrounding neighbourhood and maintain high-quality public spaces which are both safe and attractive.

Planning Act Summary

The proposed ZBA application has regard to, and implements, the applicable matters of Provincial interest under Section 2 of the *Planning Act*. In summary the Proposed Development:

1. Makes efficient use of existing transportation, sewage, and water systems through appropriate intensification of the Subject Lands and will develop in an orderly manner to support a safe and healthy, barrier-free neighbourhood.
2. Provides for moderate intensification of a currently underutilised, vacant site in close proximity to existing community amenities and infrastructure, which is identified for future growth and development.
3. Represents orderly development in an appropriate location for growth and development within a built-up area; will contribute to local employment opportunities.
4. Has been designed to accommodate accessibility for persons with disabilities and to support social interaction in an established commercial mall by providing indoor and outdoor amenity areas, with access to sidewalks, bus stops, and the EMTC shopping mall;
5. Embodies a well-designed built form that is compatible with the surrounding

community and encourages a sense of place through the commercial façade and streetscape and outdoor patio. The Proposed Development provides a high quality, safe, accessible, attractive and vibrant built form that will be well-integrated into the community through thoughtful building siting, architectural design, and landscaping;

The proposed ZBA application has regard for matters of Provincial interest under the Planning Act.

4.2 Provincial Planning Statement, 2024

The Provincial Planning Statement (2024) (the “PPS”) was released in a final version by the Ontario Ministry of Municipal Affairs and Housing on August 20, 2024, and came into effect on October 20, 2024. The 2024 PPS provides general policy direction to municipalities throughout the Province in matters relating to land use planning and development.

The PPS strongly encourages development that will support a strong and competitive economy, long term prosperity, environmental health, and social well-being. These directives depend on the efficient use of land and development patterns that: support complete communities and compact form; optimize existing and planned infrastructure; support active transportation; protect the environment; and, promote economic growth.

The *Planning Act* requires that any planning decision “be consistent with” the policies of the PPS. In accordance with the PPS, the Subject Lands are located within a Settlement Area. In

assessing the development proposal for the Subject Lands, this report identifies how the proposal advances and implements the policies of the PPS.

Section 2.3.1, General Policies for Settlement Areas includes policies requiring Settlement Areas to be the focus of growth and development. **Policy 2.3.1.2** specifies that land use patterns within Settlement Areas should be based on a mix of uses, including those that that: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and, are transit-supportive. **Policy 2.3.1.6** requires planning authorities to ensure development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

The Proposed Development demonstrates an efficient use of existing and planned infrastructure within the Settlement Area. The proposed commercial use offers a mix of land uses that is aligned with the City's policies for interim development in an intensification area.

Section 2.4, Strategic Growth Areas ("SGAs") are identified as a focus for growth and development. **Policy 2.4.1.2** states that planning authorities will support the achievement of complete communities by planning SGAs: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; and, to accommodate and support the transit network and provide connection points for inter- and intra-regional transit. The establishment of transit-supportive complete communities is further demonstrated in **Policy 2.1.6** Planning for People and Homes and **Policy 2.9.1** of Energy Conservation, Air Quality, and Climate Change. **Policy 2.4.1.3** establishes that planning authorities also should prioritize planning and investment for infrastructure and public service facilities,

identify appropriate type and scale of development and the transition of built form to adjacent areas in SGAs.

The Subject Lands are located within a Major Node which is recognized as an SGA. The Proposed Development will support Provincial Growth directions for commercial uses that accommodates and supports the transit network. As further established in the Traffic Impact Study prepared by EXP Services Inc., the Subject Lands are located with an excellent level or transit accessibility providing convenient access for both employees and customers. The proposal includes a sidewalk connection to the adjacent bus stop on Eglinton Ave W to strengthen the access by public transportation. The Proposed Development also serves as a destination site in an area well supported by a strong active transportation network with sidewalks present on both sides of Eglinton Ave W, multi-use paths, and internal pedestrian pathways with connections to the EMTC mall. The design proposes to add sidewalks along the northern boundary of the outer parcel containing Subject Lands and enhancements to the existing pedestrian connections. It is noted that the policies pertaining to complete communities that are transit-supportive and promotes active transportation are also contained in Policies 2.16 and 2.9.1 in the PPS.

Section 3.1, General Policies for Infrastructure and Public Service Facilities, Policy 3.1.2 states that the use of existing infrastructure should be optimized. This is also reiterated in **Policy 3.6.1** regarding Sewage, Water, and Stormwater.

The Subject Lands are utilizing existing infrastructure, this policy is further iterated in Policy 3.6.1 that also speaks to optimization of existing infrastructure. The accompanying Functional Servicing Report prepared by EXP Services Inc. demonstrates how the Proposed Development can be adequately serviced and

sustained, and provides for protection of human health and safety, and the natural environment.

Section 3.2 Transportation Systems, Policy 3.2.1 ensures that provided transportation systems should be safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles. **Policy 3.2.2** indicates that efficient use should be made of existing infrastructure and **Policy 3.2.3** states that connectivity among transportation systems and modes should be planned for, maintained, and improved.

The Proposed Development will provide for a safe and energy efficient movement of people and goods. The TIS also concludes that there are minimal concerns regarding capacity and delay within the study area. The proposed development is expected to have a negligible impact on the future background traffic conditions. It is noted that the proposal includes 4 electric-vehicle ("EV") ready parking spaces as well as 6 bicycle spaces to support the use of zero- and low-emission vehicles.

Provincial Planning Statement Summary:

In summary:

1. The proposed ZBA facilitates the efficient use of land and resources through the development of underutilized lands located in a Strategic Growth Area within a Settlement Area with job opportunities that will support the local economy.
2. The proposal will support the creation of a complete community by providing job opportunities and an active and aesthetic commercial street front that provides services to visitors, tourists and residents of the surrounding neighbourhoods.

3. Is compatible with surrounding land uses, minimizes and mitigates any risk to public health and safety with the Subject Lands' appropriate location to the adjacent EMTC shopping mall, established low-rise residential neighbourhoods, and institutional uses.
4. Supports the use of transportation systems by providing connections to the existing bus stop along Eglinton Avenue West and maintains the surrounding infrastructure and multimodal transportation systems.
5. Promotes active transportation use and community connectivity by providing for a connected pedestrian network and bicycle facilities that contribute to a healthy community.
6. Supports healthy, active, and inclusive communities with the planning of safe spaces that promote social interaction by through a public commercial establishment with an outdoor patio.
7. Does not represent development in an area of unacceptable risk to public health or safety or of property damage.

The proposed redevelopment and associated ZBA application are consistent with the PPS.

4.3 Region of Peel Official Plan

The ROP was adopted by Regional Council on April 28th, 2022, and was approved with modifications by the Province on November 4, 2022. It serves as the guiding document for land use planning and is intended to manage growth across the Region’s three local municipalities. In the ROP, The Subject Lands are located within the ‘Urban System’ per Schedule E1 – Regional Structure (**Figure 18**).

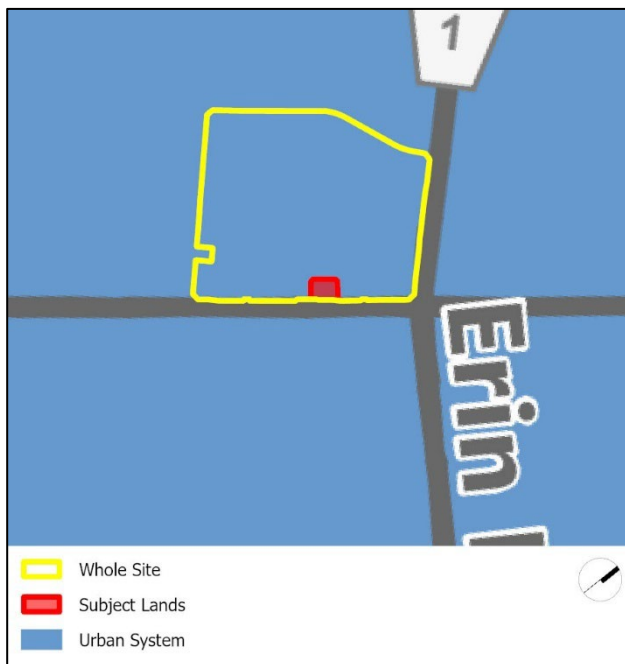


Figure 18: ROP Schedule E1 – Regional Structure

Within the ‘Urban System,’ the Subject Lands are also within the ‘Built-Up Area’ per Schedule E3 – The Growth Plan Policy Areas in Peel (**Figure 20**) and are identified as the ‘Central Erin Mills Nodes/Centre’ per Schedule E2 – Strategic Growth Areas (**Figure 19**). In the ROP Eglinton Avenue West and Erin Mills Parkway are classified as ‘Other Rapid Transit Corridors’ per Schedule F1 – Rapid Transit Corridors (**Figure 10**) and ‘Major Roads’ per Schedule F2 – Major Road Network (**Figure 4**).



Figure 19: ROP Schedule E2 – Strategic Growth Areas



Figure 20: ROP Schedule E3 – The Growth Plan Policy Areas in Peel

Chapter 2: The Natural Environment

Section 2.6.20, Stormwater Management

establishes the objectives and policies of the Region for the management of stormwater.

Policy 2.6.20.5 states that that the management of stormwater does not have any adverse drainage impacts or impede the intended use of Regional road rights-of-way to serve present and future transportation needs.

Policy 2.6.20.19 also requires new development on adjacent lands to demonstrate post-development flow should be equal or less than pre-development levels, drainage does not adversely impact the capacity of Regional Infrastructure, water balance or water quality. The optimization of existing and planned infrastructure and services is also reiterated in **Policy 5.4.10** in policies pertaining to Growth Management.

The Subject Lands are utilizing existing infrastructure available. The accompanying Functional Servicing Report (FSR) prepared by EXP Services Inc. demonstrates how the Proposed Development can be adequately serviced and sustained, and indicates that the post-development flows have a negligible increase for the 2-year, 5-year, and 10-year storm events, but the remainder of the proposed storm flows are less than the pre-development flows. The FSR concludes that the Proposed Development makes efficient use of and does not negatively impact or exceed the capacity of municipal or regional infrastructure.

Chapter 4: Growth Management Forecasts

Section 4.3: Population and Employment Forecasts, identifies the Region's forecast for

minimum intensification and density targets in the ROP to the 2051 planning horizon. **Table 3, Population, Household and Employment Forecasts for Peel** identifies a target population of 920,000 and 565,000 jobs in the City of Mississauga by 2041, and a target population of 995,000 and 590,000 jobs by 2051.

The Proposed Development will help support the intensification and density targets set out by the Region for employment in the City of Mississauga by providing for new local job opportunities.

Chapter 5: Regional Structure

Section 5.6, Urban Systems, Policies 5.6.2 and 5.6.9

provide objectives for the Region to establish complete healthy communities that contain living, working and recreational opportunities, resources and the characteristics of existing communities while providing for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System. These objectives are also identified in the General Goals set out by the Region in **Section 1.7** of the ROP as well as in **Policies 5.4.1 and 5.4.6** for Growth Management. The ROP shall direct the City of Mississauga to consider the characteristics of existing communities while supporting pedestrian -friendly and transit-supportive urban development as per **Policy 5.6.15**.

The Subject Lands are located within the Urban Area in the City of Mississauga. The Proposed Development will support the Region's objectives for the establishment of complete healthy communities by providing for new commercial uses for those living and working in the Urban System. The Region reiterates the objective for complete communities in Section 1.7 and Policies 5.4.1 and 5.4.6 in the ROP. The proposal includes new sidewalks, enhanced

pedestrian connections, and new connections to the adjacent bus stop on Eglinton Ave W to support pedestrian-friendly and transit-supportive urban development.

Section 5.6.17, Strategic Growth Areas, provides policies for priority areas for intensification that will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility. **Policies 5.6.17.3 and 5.6.17.4,** demonstrate that to support a complete community SGAs shall have varying capacities to accommodate future residential and employment growth that ensures the viability of transit and a mix of residential, office, institutional and commercial development. The ROP states that vibrant neighbourhoods are supported by a diverse and compatible mix of land uses, including residential and employment uses.

The Subject Lands are located within a Major Node which is recognized as an SGA. The Proposed Development promotes a varying mix of development in the Central Erin Mills Major Node by providing for new commercial uses. The proposed restaurant and drive-through facility will demonstrate a vibrant urban place for working, shopping and contributed to an enhanced destination for mobility while at the same time not precluding the ability of higher density uses to be located on the Overall Lands.

Policy 5.6.17.5. Section 5.8: Employment Areas, Policy 5.8.45, also encourage lands outside of Employment Areas to accommodate retail and commercial uses to support complete communities.

The Proposed Development provides for new commercial uses that accommodates retail outside of the City's Employment Areas.

Section 5.10: Transportation System, Policy 5.10.3, states to optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable

and efficient movement of people and goods by all modes. **Policy 5.10.34.19,** provides requirements for development planning to integrate comprehensive and continuous active transportation networks by providing safe, attractive and accessible travel for pedestrians and bicyclists within existing communities and new development; linkages between intensification areas, adjacent neighbourhoods and transit stations; and support the achievement of complete communities to ensure the safety and needs of all users are appropriately accommodated. The ROP also requires the appropriate infrastructure for integrating active transportation trips with transit trips, community destinations, and commercial properties **Policy 5.10.34.28.**

As demonstrated in the Traffic Impact Study prepared by EXP Services Inc., the Subject Lands are located with an excellent level or transit accessibility providing convenient access for both employees and customers. The proposal includes a sidewalk connection to the adjacent bus stop on Eglinton Ave W to strengthen the access by public transportation. The Proposed Development also serves as a destination site in an area well supported by a strong active transportation network with sidewalks present on both sides of Eglinton Ave W, multi-use paths, and internal pedestrian pathways with connections to the EMTC mall. The design proposes to add sidewalks along the northern boundary of the outer parcel containing Subject Lands and linkages to the existing pedestrian connections.

Regional Official Plan Summary:

In summary, the Proposed Development:

1. Contributes to the Region's growth targets and will assist in achieving the minimum target of 565,000 jobs by 2041 and of 590,000 jobs by 2051 in the City of Mississauga.

2. Supports the Region’s policies for growth management that optimizes existing infrastructure that offer transportation choices that can accommodate people at all stages of live, provide new jobs and easy access to retail.
3. Implements the Region’s policy direction for urban systems by preserving the characteristics of the existing surroundings communities while providing for a new service of goods to those living and working in the urban system
4. Supports the Region’s direction for Strategic Growth Areas by proposing a vibrant space for working, shopping, and culture. The Proposed Development is an enhanced destination for mobility with proposed pedestrian accesses, nearby transportation infrastructure and traffic from the remainder of the Erin Mills Town Centre.
5. Provides for retail employment outside of Employment Areas.
6. Optimizes the use of existing and planned transportation infrastructure by accommodating and internal pedestrian network, providing bicycle parking, and connections to the adjacent bus route.

The Proposed Development, and accompanying ZBA, are in conformity with the policies of the Region of Peel Official Plan.

4.4 City of Mississauga Official Plan

The Mississauga Official Plan (OP) was adopted by City Council on September 29, 2010, with the most recent consolidation dated May 15, 2025. The OP sets out Council’s direction for the City’s long-term growth and development and is intended to serve as the basis for managing development to 2031. The Subject Lands are designated ‘Mixed Use’ and are identified within the ‘Central Erin Mills Major Node’ as per Schedule 10 – Land Use Designations (**Figure 21**). Schedule 2 – Intensification Areas (**Figure 22**) also identifies the Subject Lands as a ‘Major Node’ as well as Schedule 1 – Urban System (**Figure 23**) which also classifies Eglinton Ave W and Erin Mills Pkwy as a ‘Corridor’.

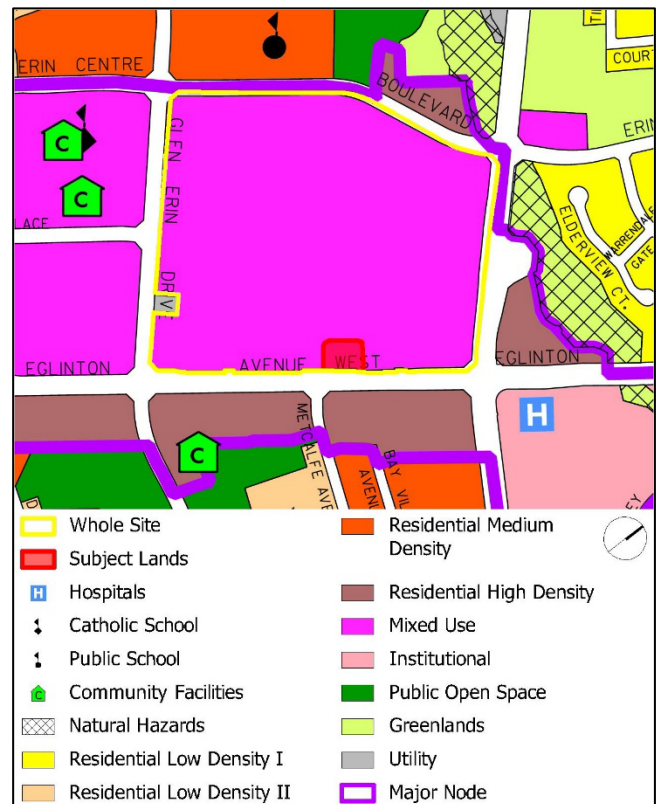


Figure 21: OP Schedule 10 – Land Use Designations

Part 2: City Wide Policies

Section 4: Vision, Policy 4.4, specifies the key guiding principles for land use which includes preserving the character, cultural heritage and livability of our communities; maintaining and promoting a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability; and providing a range of mobility options for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. Character preservation is also identified in **Policies 5.1.7, 7.7.1.3, and 7.7.1.5**. The City implements the guiding principles through strategic actions including: contributing to a complete community that provides easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; and building a desirable built form by promoting an urban form that will address the live, learn, work and play needs of present and future generations, and creating vibrant mixed use communities (**Policy 4.5 and 7.1.3**).

The Proposed Development supports the City's Vision as it represents development that preserves and maintains the character and livability of the community that is located in an area of existing commercial development that will not preclude the balance of the Overall Site from intensifying. Character and Preservation are also noted in in Policies 5.1.7, 7.7.1.3, and 7.7.1.5 that also speaks to the preservation of character in the communities. The Proposed Development contributes new commercial uses to the surrounding neighbourhoods that reflects appropriate land use and urban design principles that have been coordinated through a collaborative process with City of Mississauga staff. The proposed restaurant and drive-through facility use will serve the present and



Figure 22: OP Schedule 2 – Intensification Areas

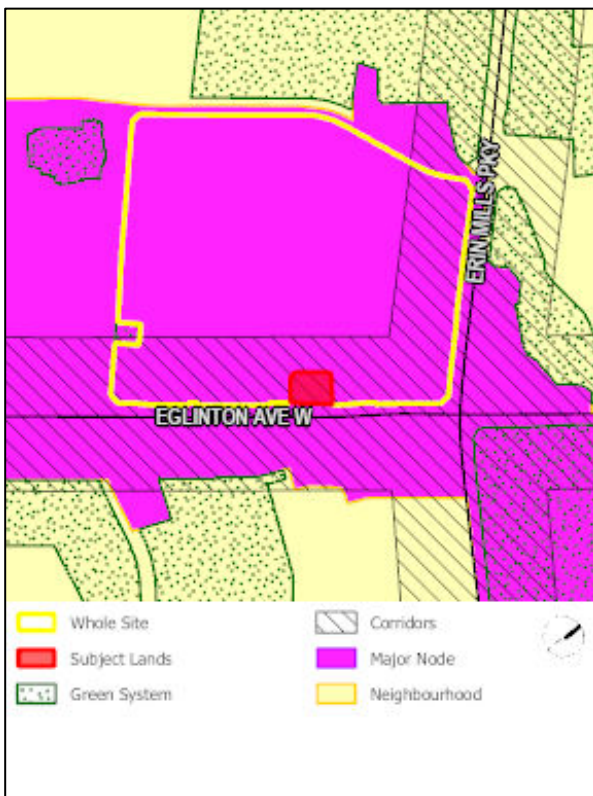


Figure 23: OP Schedule 1 – Urban System

future generations while providing new job opportunities to the local community.

Section 5: Direct Growth, defines the City's projected population and employment forecasts to the 2031. **Table 5-1, Population, and Employment Forecasts** identifies a target population of 805,000 and 500,000 jobs in the City of Mississauga by 2031. **Policy 5.1.3**, ensures that the forecasted growth shall be directed to appropriate locations that protect ecological functions, public health and safety, utilize existing and proposed services and infrastructure such as transit and community infrastructure, and build strong, livable, universally accessible communities.

The Proposed Development will support the employment forecasts in the City of Mississauga by providing for new local job opportunities in an area that is appropriate for new commercial development, protects public health and safety, and utilizes existing infrastructure.

Section 5.3.2: Major Nodes, establishes Major Nodes as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs and regional shopping services that draw people beyond the adjacent neighbourhoods. **Policy 5.3.2.8**, requires Major Nodes to develop as city and regional centres and be a primary location for mixed use development. Investments in community infrastructure, including commercial uses, will also be encouraged in Major Nodes **Policy 5.3.2.9**.

The Subject Lands are located within the Central Erin Mills Major Node and proposes new commercial uses to the EMTC mall that can be accessed by the surrounding neighbourhoods as well as visitors and tourists to the area. The Proposed Development represents modestly proposed intensification in an area of existing commercial development that will not prohibit the balance of the Overall Site from intensifying within the Central Erin Mills Major Node.

Section 5.4: Corridors, Policy 5.4.4, states that development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. **Policy 5.4.12** identifies that not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. Policies related to intensification are further provided in **Policies 5.5.4-5.5.7**.

The Subject Lands are located within a Corridor. It is our opinion that the proposed 1-storey restaurant and drive-through facility is in an area that is not appropriate for intensification as it is situated between existing 1-storey commercial uses amid an uninterrupted row of 1-storey commercial uses along Eglinton Ave W. Further, the Proposed Development does not pose any restrictions for intensification on other segments that are appropriate for intensification within the corridor. Policies 5.5.4-5.5.7 speak to intensification and indicate an encouragement for a mix of uses including commercial uses to promote the qualities of complete communities.

Section 6.2: Living Green, encourages the incorporation of recognizes Intensification Areas to be planned to reflect their role in the City Structure managing stormwater runoff using stormwater best management practices, naturalizing landscapes with native, non-invasive species, planting trees, and installing green roofs or white roofs.

The FSR prepared by EXP Services Inc. demonstrates that the Subject Lands are utilizing best stormwater management practices and can be adequately serviced using existing infrastructure. The Landscape Plans prepared by EXP Services Inc. proposes landscaping with native, non-invasive species for the planting and replacement of trees.

Section 8: Create a Multi-Modal City, provides policies to create a multi-modal transportation system that supports transit and active transportation that will support the creation of complete communities. **Policy 8.1.2**, states that the City will plan and manage the transportation system to provide for the safety of all users. **Policy 8.1.9**, ensures that transportation corridors are identified and protected to meet current and projected needs for various travel modes. **Policies 9.4.1.1, 9.4.2.1, and 9.4.3.1** provides further policies regarding the movement of goods and people for all transit users, promote active transportation modes, and accessibility for transit users. **Section 8.2.2: Road Network, Policy 8.2.2.2**, establishes that the City will create a multi-modal road network through: a transportation system that provides mobility and accessibility to all users; opportunities for transit priorities; pedestrian and cycling access and routes; and priority truck routes for the efficient movement of goods. This is also reiterated in **Policy 8.2.4.3, 8.5.7 and 8.7.7** regarding Active Transportation, Transportation Demand Management, and Goods Movement.

The Subject Lands are located on Eglinton Ave West which is identified as an Arterial Road, a Transit Priority Corridor, and a Primary On-Road/Boulevard Route. It is noted that Arterial Roads are identified as a corridor for goods movement by both the City and the Region and will continue to serve as a truck route alongside the promotion of alternative methods of transportation in the City. The Proposed Development serves as a destination site and utilizes the surrounding multi-modal transportation infrastructure as it provides a direct connection to the bus stop on Eglinton Ave W, an integrated sidewalk internal to the site with linkages to the existing sidewalk connections, 4 EV parking spaces, and 6 bicycle parking spaces for the proposed restaurant use and drive-through facility. As further justified in

the Traffic Impact Study prepared by EXP Services Inc., the Subject Lands are located with an excellent level of transit accessibility providing convenient access for both employees and customers.

Section 9: Build a Desirable Urban Form, Policy 9.1.5, requires that development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. **Section 9.2: Intensification Areas, Policies 9.2.1.21 and 9.2.1.23**, require that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive and that active uses will be required on principal streets with direct access to the public sidewalk. This is also reiterated in **Policies 9.3.1.4, 9.3.5.5, and 9.3.5.9** regarding the Public Realm.

The Proposed Development represents a desirable urban form that is compatible and consistent with the neighbouring uses. The Subject Lands are located within an Intensification Area. It is our opinion that the proposed 1-storey restaurant and drive-through facility is in an area that is not appropriate for intensification as it is situated between existing 1-storey commercial uses amid an uninterrupted row of 1-storey commercial uses along Eglinton Ave W. Further, the Proposed Development does not pose any restrictions for development on other segments identified as appropriate for intensification within the Intensification Area. As demonstrated in the Building Renderings prepared by Petroff in collaboration with City Urban Design and Landscaping staff, the Proposed Development provides an active and attractive street front with enhanced landscaping along Eglinton Ave W and an outdoor patio strategically located at the intersection of Eglinton Ave W and Metcalfe Ave.

Section 9.3.5: Open Spaces and Amenity Areas, requires that private open space and/or amenity areas will be required for all development **Policy 9.3.5.5**. **Policy 9.3.5.9** specifies that the public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.

Section 9.5.2: Site Development, Policy 9.5.2.3, states that development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways. **Policy 9.5.2.5**, outlines that new development should contribute to the quality and character of streets and open spaces by providing street trees and landscaping, lighting, and bicycle parking.

Section 10: Foster a Strong Economy, contains policies pertaining to retail uses and states that retail will be primarily located within Major Nodes and are often combined with restaurants.

The Proposed Development provides an outdoor patio area for patrons that is designed with a fence along the perimeter and an ornamental pergola. The proposed restaurant and drive-through facility are located within the Central Erin Mills Major Node and will also provide for 2 accessible parking spaces, 4 EV parking spaces, 6 bicycle parking spaces and a sidewalk connection to the adjacent bus stop on Eglinton Ave W to promote healthy, active communities and can accommodate all stages of life. The proposed accessible parking spaces are located by the main entrance and patio entrance away from the drive-through facility to provide safe access to the Proposed Development for all levels of accessibility.

Part 3: Land Use Designations

Section 11.2.6: Mixed Use, Policy 11.2.6.1, lists the permitted uses for lands designated as Mixed Use and include a financial institutional, motor vehicle sales, personal service establishment, restaurant, retail store, and secondary office. **Policy 11.2.6.2**, outlines that the planned function of Mixed Use designated lands is to provide a variety of retail, service, and other uses to support the surrounding residents and businesses.

Policy 11.2.6.8, requires a Zoning By-law Amendment for new drive-through facilities in Intensification Areas where it will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setbacks;
- c. continuity of the planned built form;
- d. continuity and character of the streetscape;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages,
- g. and the provision for pedestrian movement into and through the site.

A ZBA is required to facilitate the Proposed Development in accordance with the City's OP. The Proposed Development achieves the intent of the OP by proposing a drive-through facility secondary to a restaurant use that will develop a building without a residential component to have a minimum of one storey in conformity with Section 13.2.3.1 of the OP. The proposed development meets the minimum building setback requirements in compliance with the City's Zoning By-law 0225-2007; is an

appropriate continuation of the planned built form, character, and streetscape that is located in an area of the Overall Lands with other existing 1-storey commercial uses along Eglinton Ave W. The proposed development does not prohibit the balance of the Overall Site from intensifying; does not locate parking areas, driveways, and drive-through facilities between the building and the street and the site design was established in collaboration with City Urban Design and Landscape staff. The proposed development provides an active street frontage with the proposed patio located at the intersection and enhanced landscaping along Eglinton Ave W; and, establishes pedestrian connections by proposing a new sidewalk along the northern extent of the outer parcel with an enhanced connection to the existing crosswalk across the internal road, and a new connection to the existing sidewalk along the internal driveway entrance extension from Metcalfe Ave.

Section 13 of the City’s OP provides policies for the three Major Node Character Areas in Mississauga and identifies the modifications to the General Land Use designations in Section 11 that apply to all Major Nodes. As outlined on Schedule 9 – Character Areas (**Figure 24**), the Subject Lands are designated as the ‘Central Erin Mills Character Area’ and as a ‘Major Node’ and Map 13-2 – Central Erin Mills Major Node Character Area (**Figure 25**) provides an enlarged map of the subject area.



Figure 24: OP Schedule 9 – Character Areas



Figure 25: OP Section 13 Map 13-2 – Central Erin Mills Major Node Character Area

Section 13.1.1: General, Policy 13.1.1.3, requires proposals for heights less than two storeys to demonstrate that: an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained; and the development proposal is consistent with the policies of this Plan. Height policies are also found in **Policy 13.2.3.1** which states that buildings without a residential component may have a minimum height of one storey.

The Proposed Development includes a one storey restaurant with a drive-through facility, residential uses are not proposed. The design of the proposal is consistent and compatible with the adjacent existing commercial uses and does not impose on the intensification or transition to greater heights of the Overall Site which is therefore consistent with the policies in the OP.

Section 13.2: Central Erin Mills, includes direction for the node to evolve into a healthy sustainable complete community with: its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm; its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained; and, active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods.

Section 13.2.6: Mixed Use Designation, outlines the City's vision for lands designated Mixed Use in the Central Erin Mills Major Node Character Area. **Policies 13.2.6.1 and 13.2.6.2,** establish that lands within the Mixed Use designation will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding

neighbourhoods and they should be located strategically to animate streets and public spaces. It is also stated that the expansion of retail uses is supported and that new stand-alone non-residential buildings is permitted as an interim condition **Policy 13.2.6.6.**

The Subject Lands are designated as Mixed Use in the Central Erin Mills Major Node. The Proposed Development will provide for new commercial uses in the form of a convenience restaurant with a drive-through facility accessory to the retail use that will service the people living and working in the Central Erin Mills Major Node and the surrounding neighbourhood. The Proposed Development is situated between existing compatible commercial uses and will not impact the ultimate buildout and intensification of the Major Node as intended by the OP.

City of Mississauga Official Plan Summary:

In summary, the Proposed Development:

1. Supports the City's vision for a strong, sustainable, diversified economy that provides new employment opportunities and a variety of mobility options for people of all ages and abilities.
2. Contributes to the City's growth targets and will assist in achieving the minimum target of 500,000 jobs by 2031 and will protect and conserve the character of the stable residential neighbourhoods that consist primarily of single-detached subdivisions, town house subdivisions, and high-rise apartments.
3. Contributes to the development of Major Nodes by providing a variety of employment opportunities and regional shopping services and establishes development that invests new

commercial uses in community infrastructure that is compatible to the adjacent neighbourhoods and is encouraged in Major Nodes.

4. Supports the City's intended development for Corridors that will contribute a compact development that is appropriate to the surrounding neighbourhoods and is transit friendly with direct connections to an existing bus stop and in proximity to multi modal transportation.
5. Conforms to the policies of the Intensification Areas by providing commercial uses which are encouraged by the City of Mississauga.
6. Establishes a complete community and multi-modal city by proposing compact development that integrated commercial uses into the established neighbourhood that facilitates alternative modes of transportation by providing access by public transit, cycling, and walking.
7. Maintains the distinct identity of the Central Erin Mills Character Area that proposes a design that is common and compatible with the scale and character of the existing built environment.
8. Supports the City's transit network and transportation demand management by providing access to the existing bus stop along Eglinton Ave W, providing new sidewalks and enhancing the existing sidewalk connections, and providing 6 bicycle parking spaces in the Proposed Development.

9. Achieves land use compatibility with the surrounding retail, areas as it minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design and is not a concern from a noise perspective.

10. Conforms to Mixed Use designation policies that will provide for a variety of retail and service commercial uses and permits new stand-alone non-residential buildings as an interim condition.

The Proposed Development, and accompanying ZBA is in conformity with the policies of the City of Mississauga OP.

4.5 City of Mississauga 2051 Official Plan

In May 2019, the City began an OP review program A new OP was adopted by City Council on April 16, 2025, and sent to the Ministry of Municipal Affairs and Housing (MMAH) for their review and approval. Once approved, the Mississauga Official Plan 2051 will replace the current Official Plan and the former Region of Peel Official Plan, as it applies to the City. It is recognized that the policies of the OP 2051 may be further amended by the MMAH, and that the following review and analysis may not address revised policies. The new Official Plan proposes policies and mapping guiding growth and development to the year 2051.

At this time, the Subject Lands are designated 'Mixed Use' and are identified within a 'Growth Node' as per Schedule 7 – Land Use Designations (**Figure 26**). Schedule 1 – City

Structure (**Figure 27**) also identifies the Subject Lands as the 'Central Erin Mills Growth Node' and as a 'Character Area'.

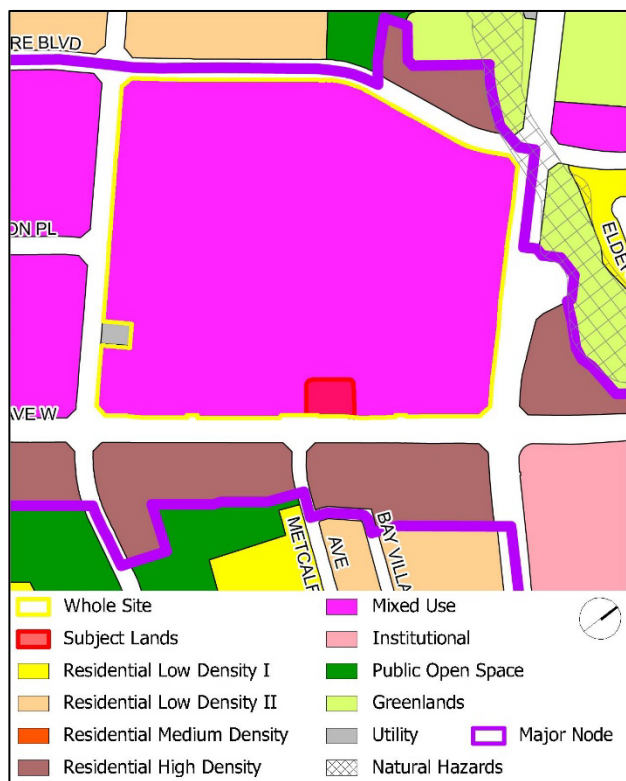


Figure 26: OP 2051 Schedule 7 – Land Use Designations

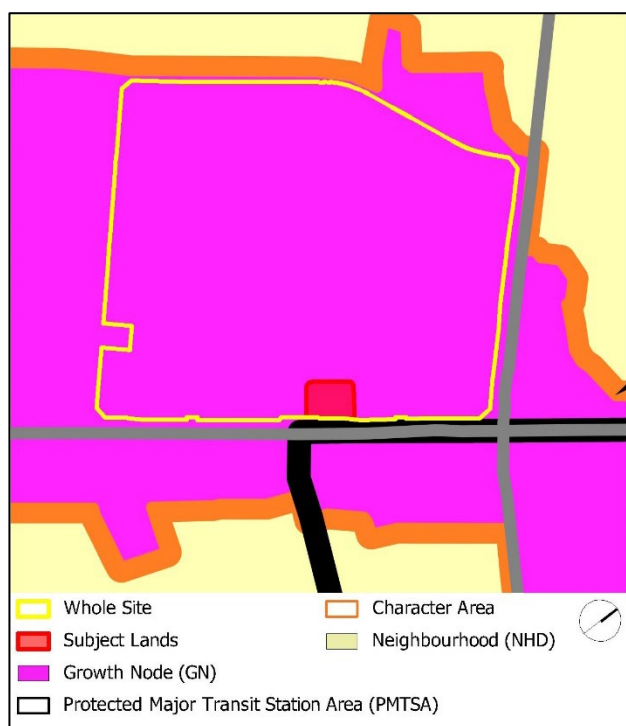


Figure 27: OP 2051 Schedule 1 – City Structure

Part 1: Overview and City Wide Policies

Section 2: Vision, Policy 2.4, sets out the guiding principles for land use which includes support the creation of distinct, vibrant, and complete communities, providing for a range of mobility options, and promoting a strong, diversified economy. The City will implement the guiding principles through strategic actions including: determining an appropriate arrangement and balance of land uses, including population and employment densities, accommodating additional moderate growth within neighbourhoods and providing an appropriate mix of jobs and services to support the creation of complete communities (**Policy 2.5**).

The Proposed Development contributes new retail uses and job opportunities to the local economy. The Proposed Development represents moderate growth that is compatible with the surrounding uses and does not preclude the ultimate buildout and intensification of the Overall Lands.

Section 3.2: Growth Forecast, defines the City's projected population and employment forecasts to the 2031. **Table 3-1, Population and Employment Forecasts** identifies a target population of 920,000 and 565,000 jobs in the City of Mississauga by 2041 and forecasts 995,000 people and 590,000 jobs by 2051. **Policy 3.2.3**, ensures that the forecasted growth shall be directed to appropriate locations that protect ecological functions, public health and safety, utilize existing and proposed services and infrastructure such as transit and community infrastructure, and build strong, livable, universally accessible communities.

The Proposed Development will support the employment forecasts in the OP 2051 by providing for new local job opportunities in an

area that is appropriate for commercial development, protects public health and safety, utilizes existing infrastructure, and contributes to universally accessible communities.

Section 3.3: City Structure, recognizes the various areas of the city to perform different functions. **Policy 3.3.1.1**, outlines the city structure of Growth Nodes and that they will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres. It is noted that the Central Erin Mills Growth Node, among others, was established around indoor shopping malls and include additional policies to guide the redevelopment of these sites into mixed use complete communities.

The Subject Lands are located within the Central Erin Mills Growth Node and proposes new commercial uses to the Erin Mills Town Centre Mall that can be accessed by the surrounding neighbourhoods as well as visitors and tourists to the area. The Proposed Development represents appropriate development in an area of existing commercial development that will not prevent the balance of the Overall Site from redeveloping.

Section 7.2: Inclusive Multimodal Transportation System, establishes that the City will continue to build an inclusive multimodal transportation system that moves people and goods safely, easily and efficiently, elevating sustainable transportation modes including transit, walking and cycling. **Policy 7.2.1**, outlines that the City of Mississauga will provide an inclusive, well connected, efficient, safe, and accessible multimodal transportation system. This is also reiterated in **Policy 7.4.1.7, 7.5.2.2, and 7.7.4**, regarding Transit Network, Active Transportation, and Transportation Demand Management.

The Proposed Development serves as a destination site and utilizes the surrounding multi-modal transportation infrastructure as it

provides a direct connection to the bus stop on Eglinton Ave W, an integrated sidewalk internal to the site with linkages to the existing sidewalk connections, 4 EV parking spaces, and 6 bicycle parking spaces for the proposed restaurant use and drive-through facility. As further justified in the Traffic Impact Study prepared by EXP Services Inc., the Subject Lands are located with an excellent level of transit accessibility providing convenient access for both employees and customers.

Section 7.8: Goods Movement, Map 7-1, outlines that Erin Mills Pkwy is a 'Primary Truck Route' and Eglinton Avenue W is a 'Connector Truck Route' as established by the Region of Peel in the Strategic Goods Movement Network (**Figure 5**). These policies are reiterated in **Policies 8.5.1.1, 8.5.2.1, and 8.5.3.2** regarding transit, active transportation, accessibility, and vehicular and goods movement.

The Primary Truck and Connector Truck Routes are identified as the City's network for goods movement by both the City and the Region and will continue to serve as a truck route alongside the promotion of alternative methods of transportation in the Central Erin Mills Growth Node. Policies 8.5.1.1, 8.5.2.1, and 8.5.3.2 also speak to goods movement, alternative modes of transportation and accessibility. The Proposed Development is designed with accessibility features that are consistent with the City of Mississauga's standards such as sidewalk width, accessible parking spaces, aisle buffers, accessible dining and patio seating, and access ramps.

Section 8.2: Urban Form, Policy 8.2.9, provides policies to achieve the City's envisioned urban form that supports site development such as: demonstrates context sensitivity and transition, including to the public realm; promotes universal accessibility and public

safety; and employs design excellence in accordance with the policies of the OP 2051.

Section 8.3: City Pattern, Policy 8.3.2, requires that design excellence will create vibrant areas complemented by communities that retain their own identity and contribute to an overall strong city identity. **Policy 8.3.12**, demonstrated that new development will: be designed to respect the existing scale, context, massing and grades of the surrounding area and contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances. The policies are also reiterated in **Policies 8.4.1.4, 8.4.1.13, 8.6.3.4, and 8.6.3.6** regarding the Public Realm and Buildings and Site Development

The Proposed Development represents a desirable urban form that is compatible and consistent with the neighbouring uses and retains the existing identity of the established City Pattern along Eglinton Ave W. The Subject Lands are located within an Intensification Area. It is our opinion that the proposed 1-storey restaurant and drive-through facility is in an area that is not appropriate for intensification as it is situated between existing 1-storey commercial uses amid an uninterrupted row of 1-storey commercial uses along Eglinton Ave W. Further, the Proposed Development does not pose any restrictions for development on other segments identified as appropriate for intensification within the Intensification Area. Policies 8.4.1.4, 8.4.1.13, 8.6.3.4, and 8.6.3.6 also provides policies regarding accessible design, the continuation of streetscape, and designing for vibrant spaces and active streets. The Proposed Development incorporates well designed features in collaboration with the City's Urban Design and Landscape staff to provide active street frontages and accessible circulation and site connections. As demonstrated in the Building Renderings prepared by Petroff in collaboration with City Urban Design and

Landscaping staff, the Proposed Development provides an active and attractive street front with enhanced landscaping along Eglinton Ave W and an outdoor patio strategically located at the intersection of Eglinton Ave W and Metcalfe Ave.

Section 8.4.5: Open Spaces and Amenity Areas, Policy 8.4.5.6, requires that private open space and/or amenity areas will be required for all development. **Policy 8.4.5.10** specifies that the public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.

The existing Overall Lands has existing amenity areas that are pedestrian linked to the Subject Lands including landscaped areas and public seating by Entrance E to EMTC Mall. In addition, there are pergola covered walkways, landscaped areas, and outdoor seating at Entrance A to the mall. The intensification of the Subject Lands does not preclude future opportunities for intensification and development of open space and amenity areas for the Overall Lands. The proposed restaurant and drive-through facility are located within the Central Erin Mills Growth Node and will also provide for 2 accessible parking spaces, 4 EV parking spaces, 6 bicycle parking spaces and a sidewalk connection to the adjacent bus stop on Eglinton Ave W to promote healthy, active communities.

Section 9.4: Retail, contains policies pertaining to retail uses and states that retail will be primarily located within Growth Nodes or Character Areas. Retail is often combined with other uses such as personal service establishments, offices, financial institutions, restaurants and overnight accommodations.

The Proposed Development will provide for new restaurant and drive-through facilities uses in combination with the existing retail uses within

EMTC mall located within the Central Erin Mills Growth Node Character Area.

Part 2: Land Use Area Specific Policies

Section 10.2.6: Mixed Use, Policy 10.2.6.1, lists the permitted uses for lands designated as Mixed Use and include a commercial parking facility, financial institutional, motor vehicle sales, restaurant, retail store, secondary office, and service establishment. **Policy 10.2.6.2,** outlines that the planned function of Mixed Use designated lands is to provide a variety of retail, service, and other uses to support the surrounding residents and businesses.

Policy 10.2.6.9, states that existing drive-through facilities will be permitted as they existed on the day these policies come into effect. **Policy 10.2.6.10,** requires a Zoning By-law Amendment for new drive-through facilities in Strategic Growth Areas where it will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setbacks;
- c. continuity of the planned built form;
- d. continuity and character of the streetscape;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages; and,
- g. the provision for pedestrian movement into and through the site.

A ZBA is required to facilitate the Proposed Development in accordance with the City's OP

2051. The Proposed Development achieves the intent of the OP 2051 by proposing a drive-through facility secondary to a restaurant use that will develop a building without a residential component. The one-storey built form is in conformity with Section 14.2.1.3.1 of the OP 2051. The proposed development has been designed in a manner that meets the minimum building setback requirements in compliance with the City's Zoning By-law 0225-2007. In this instance, the proposal is an appropriate continuation of the planned built form, character, and streetscape it proposes a 1-storey building on a portion of the Overall Lands with other existing 1-storey commercial uses along Eglinton Ave W. The location of the Subject Lands does not preclude the balance of the Overall Site from intensifying. The proposed development has further been designed to ensure that parking areas, driveways, and drive-through facilities are not located between the building and the street. The overall site design was undertaken in collaboration with City Urban Design and Landscape staff and proposes an active street frontage with the proposed patio located at the intersection of the main driveway into the Overall Lands and Eglinton Ave W. The proposed development establishes pedestrian connections by proposing a new sidewalk along the northern extent of the outer parcel with an enhanced connection to the existing crosswalk across the internal road, and a new connection to the existing sidewalk along the internal driveway entrance extension from Metcalfe Ave.

Section 14 of the City's OP provides policies for the now twelve Growth Node Character Areas in Mississauga that have a planned focal point of commercial, community and transit uses serving the existing and planned residential and employment community within the Growth Node and surrounding residential neighborhoods, is to remain. As outlined on Schedule 1 – City Structure (**Figure 27**), the Subject Lands are

designated as the 'Central Erin Mills Character Area' and as a 'Major Node' and Map 13-2 – Central Erin Mills Major Node Character Area (**Figure 28**) provides an enlarged map of the subject area.



Figure 28: OP 2051 Map 14-2.1 – Central Erin Mills Growth Node Character Area

Section 14.1.1: General, sets out the general policies for all areas within a Growth Node.

Policy 14.1.1.5, establishes that a mix of mid-rise and high-rise housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged in all Growth Nodes. The OP 2051 demonstrates that the existing community infrastructure within Growth Nodes should be retained to meet the needs of the existing and planned residential population and employment of the Nodes and surrounding neighbourhoods.

Section 14.1.3: Urban Design, Policy 14.1.3, demonstrates that development in Growth Nodes will: have a compatible massing

and scale of built form that enhances the function of the Growth Node; consolidate access points and shared parking, service areas and driveway entrances, where feasible; contribute to an attractive public realm and generally be pedestrian oriented and street related; and, incorporate active transportation connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable. **Policy 14.1.3.2**, also requires development on lands within Growth Nodes to provide a transition in height and scale towards adjacent lower scale development in the surrounding areas within the Growth Node.

The design of the proposal is consistent and compatible with the adjacent existing commercial uses and does not preclude the intensification or transition to greater heights of the Overall Site within the Central Erin Mills Growth Node which is therefore consistent with the policies in the OP 2051.

Section 14.2: Central Erin Mills, includes direction for the node to evolve into a healthy sustainable complete community with: its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm; its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained; and, active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods. **Policy 14.2.1.3.1** states that buildings without a residential component may have a minimum height of one storey.

The Proposed Development includes a one storey restaurant with a drive-through facility, residential uses are not proposed. The Proposed Development is designed to contribute to the existing Erin Mills Town Centre focal point for retail and service commercial uses serving as a

destination area for residents, visitors, and tourists.

Section 14.2.1.6: Mixed Use Designation, sets out the permitted uses and policies within the Mixed Use land use designation within the Central Erin Mills Growth Node. **Policies 14.2.1.6.1 and 14.2.1.6.2**, establish that lands within the Mixed Use designation will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods and they should be located strategically to animate streets and public spaces. It is also stated that the expansion of retail uses is supported and that new stand-alone non-residential buildings is permitted as an interim condition **Policy 14.2.1.6.4**.

The Subject Lands are designated as Mixed Use in the Central Erin Mills Growth Node. The Proposed Development will provide for new commercial uses in the form of a convenience restaurant with a drive-through facility accessory to the restaurant use, which is contemplated in Policy 10.2.6.9 and 10.2.6.10 that will service the people living and working in the Central Erin Mills Growth Node and the surrounding neighbourhood. The Proposed Development is situated between existing compatible commercial uses and will not impact the ultimate buildout and intensification of the Major Node as intended by the OP 2051.

Section 14.2.1.8: Transportation, Policies 14.2.1.8.1 and 14.2.1.8.4, require a well connected road system to provide connectivity and encourage walking and cycling and landscaping, street furniture and building setbacks will be used to animate streets and create a positive pedestrian, cycling and transit oriented experience.

The Proposed Development has been designed to enhance the vacant which includes enhancing the site circulation for vehicles and encourage

multi-modal transportation. The vehicle circulation is proposed away from the proposed internal pedestrian network that will provide connections to the remainder of the EMTC mall as well as to the existing bus stop located on Eglinton Ave W. The Proposed Development will provide 6 bicycle parking spaces to promote cycling and contribute animated streets with the location of the outdoor patio at the intersection of Eglinton Ave W and Metcalfe Ave and enhances landscaping along Eglinton Ave W. The site design and landscaping have been designed in collaboration with the City's Urban Design and Landscape staff.

Section 14.2.1.9: Implementation, Policy 14.2.1.9.2, outlines that the City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan, including the provision of contributing to a focal point for the residents and employees within the Node and surrounding neighbourhoods.

The Proposed Development offers an opportunity for new commercial uses on a currently vacant site that will contribute to the overall EMTC mall within the Central Erin Mills Growth Node. The proposed restaurant and drive-through facility uses will serve as a destination point for residents, employees, and visitors of the surrounding neighbourhoods.

City of Mississauga 2051 Official Plan Summary:

A full analysis of the relevant OP Review policies in relation to the proposed redevelopment with this application can be found in **Appendix C**. In summary, the proposed redevelopment:

1. Supports the City's vision for the creation of distinct, vibrant, and complete communities, providing for a range of mobility options, and promoting a strong, diversified economy, that provides a range of mobility options, an

appropriate arrangement and balance of land uses, and an appropriate mix of jobs and services.

2. Contributes to the City's growth targets and will assist in achieving the minimum target of 565,000 jobs by 2041 and 590,000 jobs by 2051.
3. Established a City Structure aligned with the City's goals for the Central Erin Mills Growth Node at heights less than the Downtown Core and Growth Centres and is established around indoor shopping malls.
4. Supports the City's transit network and transportation demand management by providing access to the existing bus stop along Eglinton Ave W, providing new sidewalks and enhancing the existing sidewalk connections, and providing 6 bicycle parking spaces in the Proposed Development.
5. Contributes to the establishment of the City's preferred City Pattern by proposing new development that respects the existing scale, context, massing and grades of the surrounding areas of low-rise retail and residential uses.
6. Conforms to the Retail policies of the OP 2051 by providing commercial uses within the Central Erin Mills Growth Node.
7. Contributes to the development of Growth Nodes by providing a variety of employment opportunities and proposes a design that retains the existing

community infrastructure within the Central Erin Mills Growth Node.

8. Establishes a complete community and multi-modal city by proposing compact development that integrated commercial uses into the established neighbourhood that facilitates alternative modes of transportation by providing access by public transit, cycling, and walking.
9. Maintains the distinct identity of the Central Erin Mills Growth Node Character Area that proposes a design that is common and compatible with the scale and character of the existing built environment.

Achieves land use compatibility with the surrounding retail, areas as it minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design and is not a concern from a noise perspective.
10. Conforms to Mixed Use designation policies that will provide for a variety of retail and service commercial uses and permits new stand-alone non-residential buildings as an interim condition.

The Proposed Development, and accompanying ZBA is in conformity with the policies of the City of Mississauga 2051 OP.

4.6 City of Mississauga Zoning By-law 0225-2007

In accordance with the City of Mississauga the Subject Lands are currently zoned 'General Commercial' (C3), as demonstrated in **Figure 29**. A ZBA is required to amend Schedule 2.1.29(1) (**Figure 30**) of this By-law to permit a drive-through facility on the Subject Lands as an accessory use to the Convenience Restaurant use.

A Draft ZBA has been prepared to facilitate the development proposal and is included as **Appendix C** to this report. The permitted uses for lands zoned as General Commercial (C3) include the uses outlined in **Table 2**.

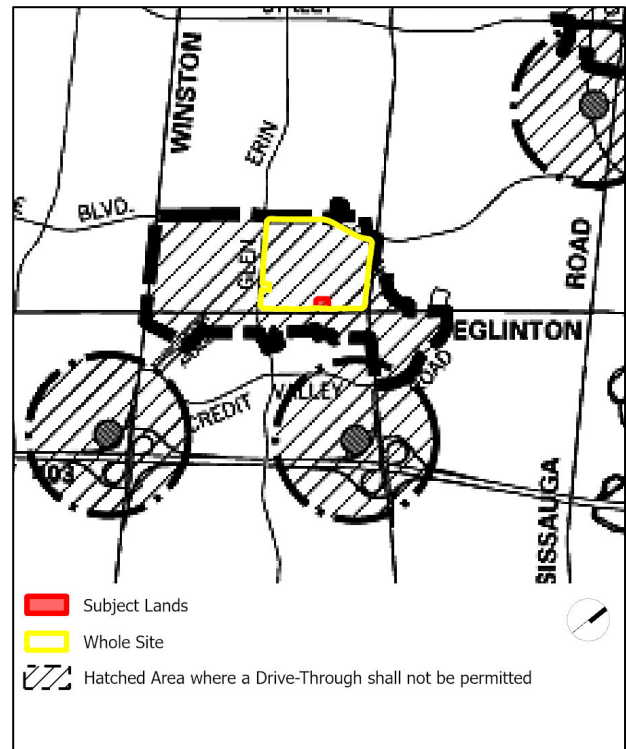


Figure 30 Zoning By-law 0225-2007 – Schedule 2.1.29(1)



Figure 29: Zoning By-law 0225-2007 – Schedule 39W

TABLE 2: PERMITTED USES IN THE C3 ZONE (SECTION 6.2.1.2)
Retail Store
Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted
Motor Vehicle Rental Facility
Restaurant
Convenience Restaurant (11)
Take-out Restaurant
Veterinary Clinic
Animal Care Establishment
Funeral Establishment
Service Establishment
Commercial School
Financial Institution (11)
Medical Office
Office
Overnight Accommodation
Banquet Hall/Conference Centre/Convention Centre
Recreational Establishment
Entertainment Establishment
Private Club
University/College

(11) Is also subject to Subsection 2.1.29 of this By-law.

Section 1.2, Definitions for Convenience Restaurant *'means a building, structure or part thereof, with an accessory drive-through where food is prepared and offered for sale to the public for consumption within the building, structure or part thereof, or off the premises.'*

Section 2.1.29, notwithstanding any other provisions in the By-law, drive-through facilities shall not be permitted within the hatched area identified on Schedule 2.1.29(1) – Street Location Criteria for Drive-Throughs (**Figure 30**). The Subject Lands are located within the hatched area on Schedule 2.1.29(1) therefore a ZBA is required to permit a drive-through facility for the Proposed Development.

Section 6.2.1.2.2.2, Permitted Uses for General Commercial Zones indicates that Convenience Restaurants are permitted in the C3 Zone therefore a drive-through facility is permitted as an accessory use in accordance with the definition of 'Convenience Restaurant' in the City's By-law.

The Proposed Development will provide for a convenience restaurant use with a drive-through facility accessory to the convenience restaurant as permitted in the C3 Zone.

Development on the Subject Lands will be subject to the requirements and restrictions relating to the C3 Zone, as well as the general provisions of the By-law, as shown in **Table 3** below. **Table 3** also includes a review of the compliance of the proposed Site Plan for the Proposed Development with the in-force zoning standards.

TABLE 3: ZONING BY-LAW 0225-2007 REGULATORY REVIEW OF PROPOSED SITE PLAN

PROVISION	REQUIREMENT	PROVIDED	COMPLIANCE
GENERAL PROVISIONS			
2.1.29.2 Drive-Through	Notwithstanding any other provisions of this By-law, a drive-through shall not be permitted within the hatched area identified on Schedules 2.1.29(1) of this By-law.	The Subject Lands are located within a hatched area on Schedule 2.1.29(1) and proposes a double drive-through	No
PARKING, LOADING, STACKING LAND AND BICYCLE PARKING STANDARDS			
3.1.1.4.1 Minimum Size of Parking Spaces	2.6 m (width) x 5.2 m (length)	2.6 m x 5.2 m	Yes
3.1.1.4.5 Minimum Size of Accessible Parking Spaces	Type A: 3.4 m (width) x 5.2 m (length) Type B: 2.4 m (width) x 5.2 m (length)	Type A: 3.4 m x 5.2 m Type B: 3.4 m x 5.2 m	Yes
Access Aisle to Accessible Parking Space	Access aisle abutting each accessible parking space or shared between the accessible parking spaces	1.5 m access aisle provided between two accessible parking spaces	Yes
3.1.1.5.1 Minimum Aisle Width	7.0 m	7.0 m	Yes
3.1.1.12.1 Minimum Size of EV Ready Parking Spaces	Non-residential uses: 10% of the total required parking spaces = 4 spaces	4	Yes
3.1.2.2.44.1 Minimum Required Number of Parking Spaces	Over 220 m ² GFA plus a stacking lane in Precinct Area 3: 9 spaces per 100 m ² of GFA = 44 spaces	47	Yes
3.1.3.1.3 Minimum Required Number of Accessible Parking Spaces	4% of the total required parking spaces = 2 spaces	2	Yes
3.1.4.3.3 Minimum Required Number of Loading Parking Spaces	1 space	1	Yes
3.1.4.4 Minimum Size of Loading Parking Spaces	3.5 m (width) x 9.0 m (length)	3.5 m x 9.0 m	Yes
3.1.5.1.1.2 Minimum Required Number of Stacking Parking Spaces	10 spaces	24	Yes
3.1.6.1.3 Minimum Required Number of Bicycle Parking Spaces	N/A	6	Yes
3.1.6.3.1 Minimum Size of Bicycle Parking Spaces	0.6 m (width) x 1.8 m (length) x 1.9 m (vertical clearance)	0.6 m x 1.8 m	Yes
3.1.6.4.1 Minimum Bicycle Aisle Width	1.5 m	2.0 m	Yes
GENERAL COMMERCIAL (C3) ZONE STANDARDS			
6.2.1.3 Minimum Front Yard	4.5 m	6.7 m	Yes
6.2.1.6 Minimum Exterior Side Yard	4.5 m	> 4.5 m	Yes
6.2.1.8.4 Minimum Interior Side Yard Abutting a C3 Zone	4.5 m	> 4.5 m	Yes
6.2.1.9.4 Minimum Rear Side Yard Abutting a C3 Zone	4.5 m	> 4.5 m	Yes
6.2.1.11.1 Maximum Height	16.5 m and 4 storeys	6.4 m and 1 storey	Yes
6.2.1.12.1 Minimum Depth of a Landscape Buffer from a Lot Line that is a Street Line	4.5 m	4.5 m	Yes

5.0 Summary and Conclusions

Based on a review of the existing physical context and surrounding neighbourhood, a technical assessment of the proposed redevelopment concept, and an analysis of the proposal within the current policy framework and regulatory context of the Province, Region and Town, the proposed redevelopment, together with the proposed ZBA:

1. Provides for an appropriate development of the Subject Lands given the existing and planned surrounding context;
2. Has regard for matters of Provincial interest as set out in the Planning Act;
3. Is consistent with the Provincial Planning Statement, 2024;
4. Conforms to the Region of Peel Official Plan;
5. Conforms to the City of Mississauga Official Plan;
6. Conforms to the City of Mississauga 2051 Official Plan;
7. Promotes the efficient use of land and will optimize existing and planned infrastructure;
8. Contributes to achieving a complete community;
9. Provides appropriate density, intensification, and services to the existing and future residents;
10. Promotes a social environment that is pedestrian and bicycle friendly;
11. Supports infill development in an appropriate manner utilizing existing infrastructure; and,
12. is compatible with, and will not create any adverse impacts on the existing or planned surrounding community.

The proposed redevelopment is appropriate for the Subject Lands, represents good planning, and is in the public interest. Based on these conclusions, it is recommended that the proposed ZBA be approved.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Respectfully submitted,

MHBC

Oz Kemal, BES, MCIP, RPP
President

A

Appendix A: Pre-Consultation for SPA Agreement

Application for Site Plan Approval - Submission Requirements

Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
plans.devdes@mississauga.ca

File No.



General Information		
Address / Legal Description 5100 Erin Mills Parkway		Ward No. 9
Meeting Date June 24, 2025		
Description of Proposal New restaurant and drive-thru		
Applicant Name Lauren Saito	Planner / Site Plan Technologist Name Jennifer Renaud-Nicholson	Pre-Application Meeting No. PAM 25-93
Standard Submission Requirements		
Submission Requirements	Requirement Standards	
<input checked="" type="checkbox"/> Site Plan Approval Application Form , including ALL Schedules		
<input checked="" type="checkbox"/> Cover Letter (Letter of Use)	<ul style="list-style-type: none"> List of Drawings/Documents submitted Detailing the proposed use / business operation 	
<input checked="" type="checkbox"/> Site Plan and Concept Plan	Include: <ul style="list-style-type: none"> Internal site circulation Standard Site Plan Notes 	
<input checked="" type="checkbox"/> Green Development Standards Checklist	Include: <ul style="list-style-type: none"> ALL supporting documents 	
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Underground Parking Plan / Phasing Plan (if applicable)		
<input checked="" type="checkbox"/> Elevations		
<input checked="" type="checkbox"/> Floor Plans		
<input checked="" type="checkbox"/> Easements / Restrictions on Title	Provide a Parcel Register from Service Ontario	
<input checked="" type="checkbox"/> Landscape Plan		
<input checked="" type="checkbox"/> Stormwater Management Brief		
<input checked="" type="checkbox"/> Traffic Impact Study		
Site Specific Requirements		
	Submission Requirements Notes - See Terms of Reference for more detail information when the following study(s) are required	
<input type="checkbox"/> Tree Survey & Inventory / Tree Preservation Plan	when trees are on the site or within 6 metres of the property	
<input type="checkbox"/> Arborist Report	when trees are on the site or within 6 metres of the property	
<input type="checkbox"/> Engineer Certified Lighting Plan	when a site is within 60 metres of a residential zone property	
<input checked="" type="checkbox"/> Detailed Noise study	when the proposed development is in or near a noise sensitive land use defined by the Ministry Ontario Environment, Conservation and Parks, NPC-300 Environmental Noise Guidelines	
<input type="checkbox"/> Parking Utilization Study	when the proposal has a parking deficiency of 10% or more	
<input type="checkbox"/> Shadow Study	when the proposal is greater than 10.7 metres	
<input type="checkbox"/> Conservation Authority Review Fee Receipt	when property is within CA regulatory area	
<input type="checkbox"/> GTAA Review Fee Receipt	when property is within GTAA Review Map https://www.torontopearson.com/landuse	
<input type="checkbox"/>		
<input type="checkbox"/>		

Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the border for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36" x 48"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
24" x 36"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
18" x 24"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions
11" x 17"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions

File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

File names must not include the project address, date, business name, dashes, hyphens or any other special characters. Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

Refer to the chart below for sample file naming conventions.

Drawing Type	Character - Discipline	Sample File Name
Site Plan	A Architectural	A100 Site Plan
Elevations	A Architectural	A200 North Elevation
Floor Plans	A Architectural	A300 Ground Floor Plan
Concept Plan	A Architectural	A400 Concept Plan
Grading Plan	C Civil	C100 Grading Plan
Survey Plan	C Civil	C105 Survey Plan
Tree Inventory Plan	L Landscape	L100 Tree Inventory Plan
Landscape Plan	L Landscape	L200 Landscape Plan

File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File names must not include the project address, date, business name, dashes, hyphens or any other special characters. File name cannot exceed 70 characters.

File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter "DWG to .pc3 plotter driver".

File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

Notice

Be advised that additional information/reports/studies/plans and other types of applications, such as minor variances, may be required as the Site Plan application proceeds through the review and approval process.

B

Appendix B: Pre-Consultation for ZBA Agreement

Submission Requirements Checklist

Planning and Building
Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
plans.devdes@mississauga.ca



Type of Application:

- Official Plan Amendment (OPA)
 Removal of H (H-OZ)
 Rezoning (OZ)
 Plan of Subdivision (T)

General Information		
Address / Legal Description of Site 5100 Erin Mills Parkway	Ward No. 9	Meeting Date December 9, 2025
Description of Proposal Drive-through restaurant		
Applicant Name Lauren Saito	Planner Name Connor DiPietro	Pre-Application Meeting No. DARC 25-232

Standard Requirements	
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Region of Peel Commenting Fee Receipt (prior to formal application submission)
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Context Plan / Map
<input checked="" type="checkbox"/> Cover Letter including the proposed tenure	<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections / Underground Parking Plans
<input checked="" type="checkbox"/> Concept with amenity area calculations/ Site Plan/Master Plan	<input checked="" type="checkbox"/> Parcel Register showing Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Floor Plans
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Zoning By-law - Table/List of requested Site-Specific Exemptions)
<input checked="" type="checkbox"/> Planning Justification Report	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Functional Servicing Report (FSR)	<input checked="" type="checkbox"/> Storm Sewer Use By-law Acknowledgement form
<input checked="" type="checkbox"/> Geotechnical Report	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Traffic Impact Study	<input checked="" type="checkbox"/> Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
<input checked="" type="checkbox"/> Tree Inventory/Tree Preservation Plan	<input checked="" type="checkbox"/> Draft Notice Sign Mock-up & Proof of Notice Sign Installation
<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA	<input checked="" type="checkbox"/> Community Engagement Meeting - if a meeting is warrant by Ward Councillor, a Community Engagement Report is required
Site Specific Requirements	
	Submission Requirements Notes - See Terms of Reference for more detail information when the following study(s) are required
<input type="checkbox"/> Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	when site is within Conservation Authority or GTAA review area
<input checked="" type="checkbox"/> Provide a chart summarizing the existing versus proposed Zoning By-law regulations (general regulations and zone specific). This will be used for staff to prepare the implementing By-law document. No further staff review or identification of by-law deficiencies will occur through the processing of the application.	
<input type="checkbox"/> Noise Feasibility Study	when buildings are greater than 10.7 metres in height
<input type="checkbox"/> Draft Reference Plan	when 10% or more parking deficiency is proposed
<input type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)	when site is within City's Intensification Areas in the Official Plan
<input type="checkbox"/> Pedestrian Wind Comfort and Safety Study- Qualitative	when proposal is greater than 20 metres or more in height (refer to Terms of Reference for detail requirement information)
<input type="checkbox"/> Urban Design Study	when proposal is greater than 10.7 metres in height
<input checked="" type="checkbox"/> Acoustical Feasibility Study	
<input type="checkbox"/> Shadow Study	when proposal includes sensitive uses and is within 1000 metres from industrial uses with emission
<input type="checkbox"/> Urban Design Study	When site is on Dundas Street and designated as Mixed Use Limited designated

<input type="checkbox"/> Urban Design Advisory Panel	when a site is: <ul style="list-style-type: none"> • in the City Centre • all major proposed development in Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, Major Transit Stations, Special Purpose Area • all major mixed use and high-density residential development applications
<input type="checkbox"/> Hydrogeological Report	when underground parking is proposed
<input type="checkbox"/> Slope Stability Study / Top of Bank Survey	when site is near Hazards Lands
<input type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission	when site has environmental significance
<input type="checkbox"/> Archaeological Assessment	when there is archaeological significance on the property
<input type="checkbox"/> Heritage Impact Assessment	when the property is listed or designated as Heritage significance
<input type="checkbox"/> Acoustical Feasibility Study	

Other Site Specific Requirements	Notes/Explanation

Other Information

- Terms of Reference for each study/report can be found on the City's website: [Development Application Terms of Reference](#). If the Terms of Reference is not on the links, please contact the reviewer who made the comment for Terms of Reference.
- This checklist is valid for **one (1) year** from the date of the meeting. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.
- Application forms can be obtained at [Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga](#)
- Additional information/reports/studies/plans may be required upon submission of the application.
- **Community Engagement Meeting** may be required where deemed necessary by the Ward Councillor and it will occur prior to the formal Development Application submission. The Community Engagement meeting will be held with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.
- Application submissions are via **ePlans only** at [Mississauga ePlans Login](#)

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

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File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

C

Appendix C: Draft Zoning By-law Amendment

**THE CORPORATION OF THE CITY OF MISSISSAUGA
BY-LAW NO. [XXXX-2026]**

A by-law to amend By-law 0225-2007, as amended, with to the lands municipally known in the year 2026 as 5100 Erin Mills Parkway, City of Mississauga, Regional Municipality of Peel.

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

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

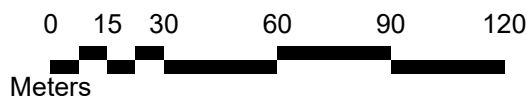
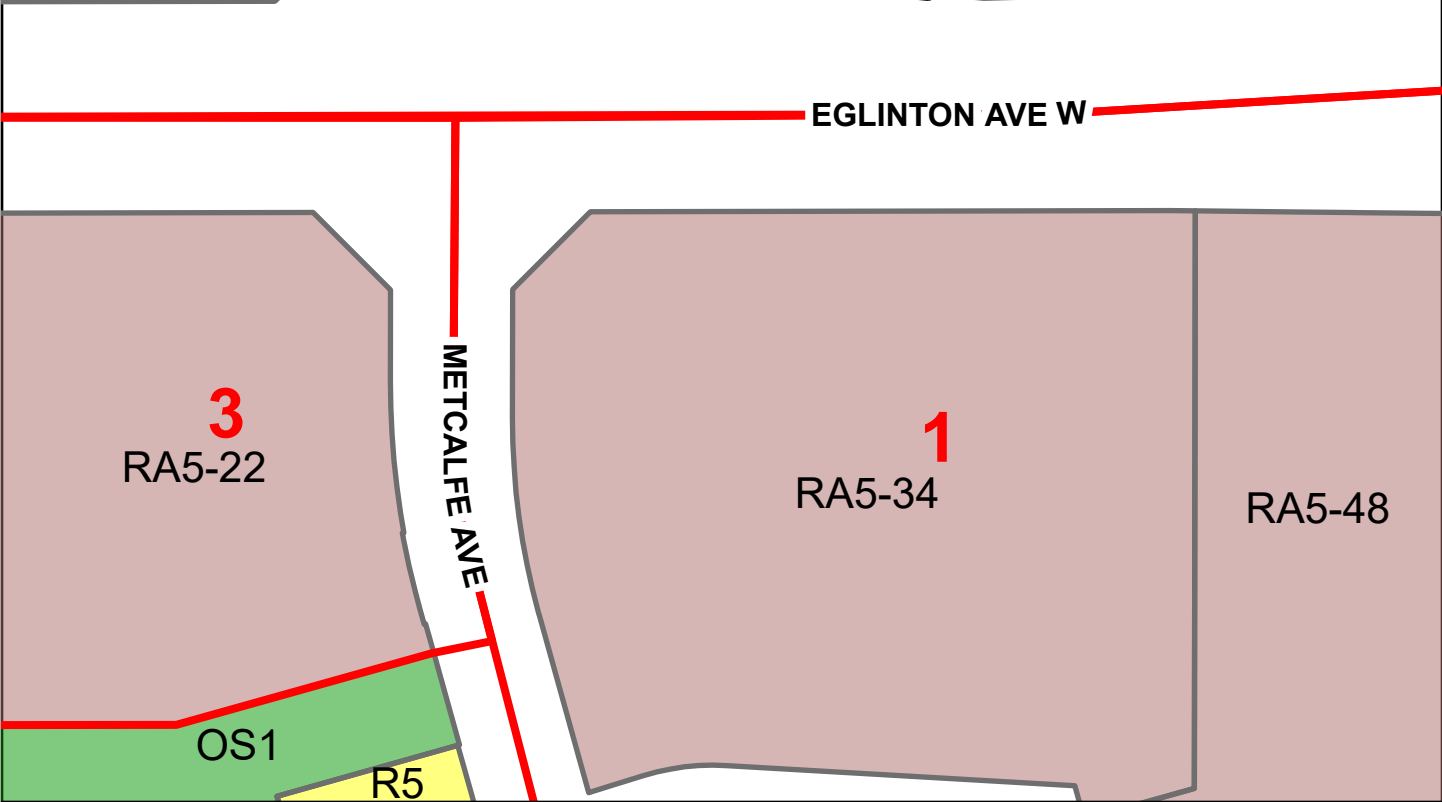
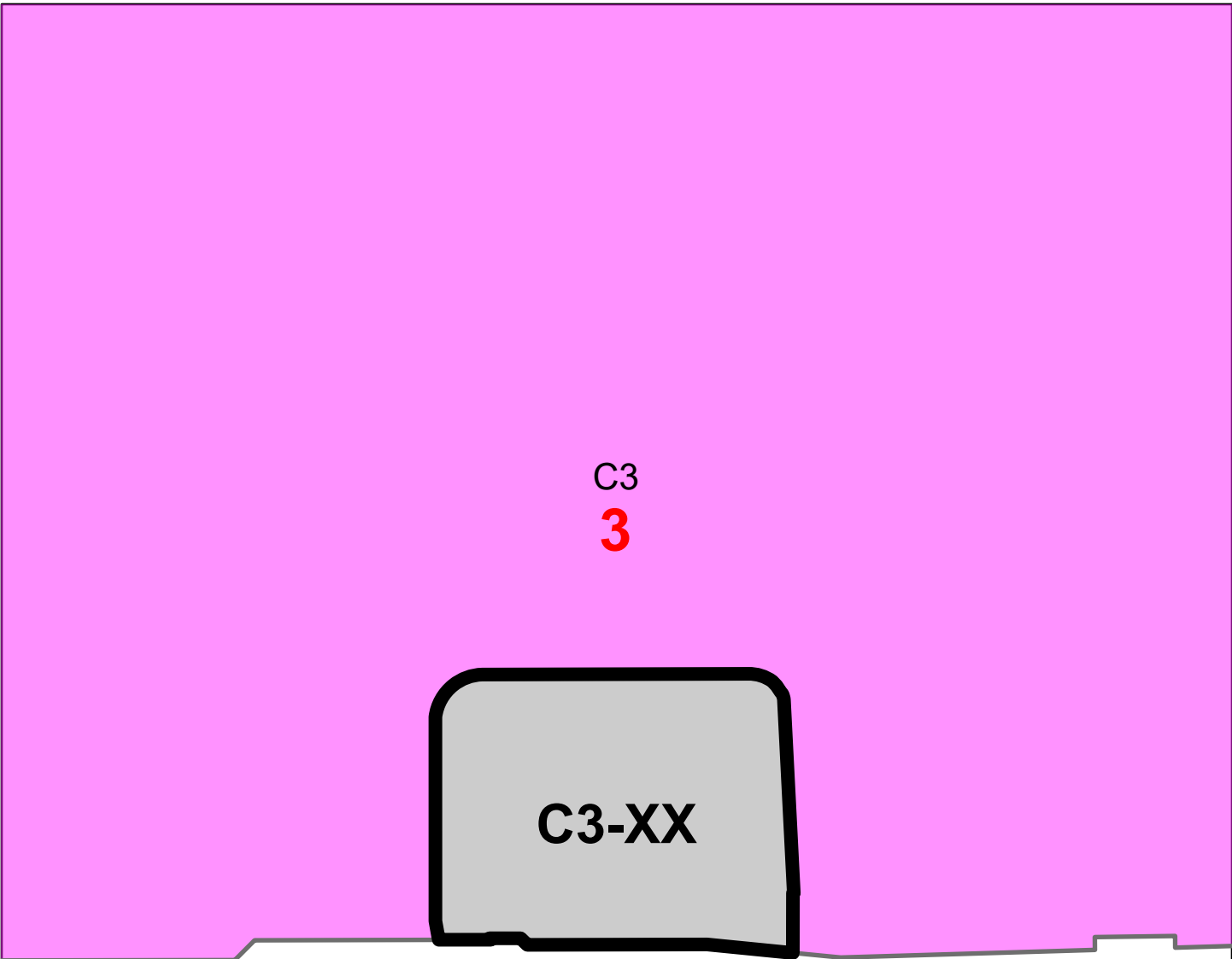
1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning Bylaw, is amended by adding Map ____ to Exception Table C3.
2. Map Number 39W of Schedule "A" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C3" to "C3-XX" the lands shown outlined on the attached Schedule "A".
3. Schedule 2.1.29(1) of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by removing thereon from the "hatched area" the lands shown outlined on the attached Schedule "B".
4. By-law Number 0225-2007, as amended, is amended by adding the following Exception Table at the end of Part 6.2.4.

6.2.4.XX	Exception C3-XX	Map # 55, Schedule 2.1.29(1)	By-law: XXXX-2026
In an C3-XX zone the permitted uses and applicable regulations shall be as specified for an C3 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
6.2.4.XX.1	(1) A Drive-Through Facility		
Regulation			
6.2.4.XX.2	Uses contained in Sentence 6.2.4.X.1 of this Exception shall comply with the C3 zone regulations contained in Subsection 6.2.1 of this By-law		

Enacted by the City of Mississauga Council this ____ day of _____, 2026.

Carolyn Parrish, Mayor

Municipal Clerk



AREA SUBJECT TO REZONING

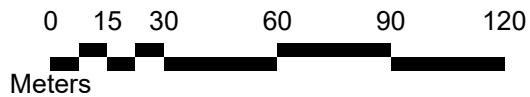
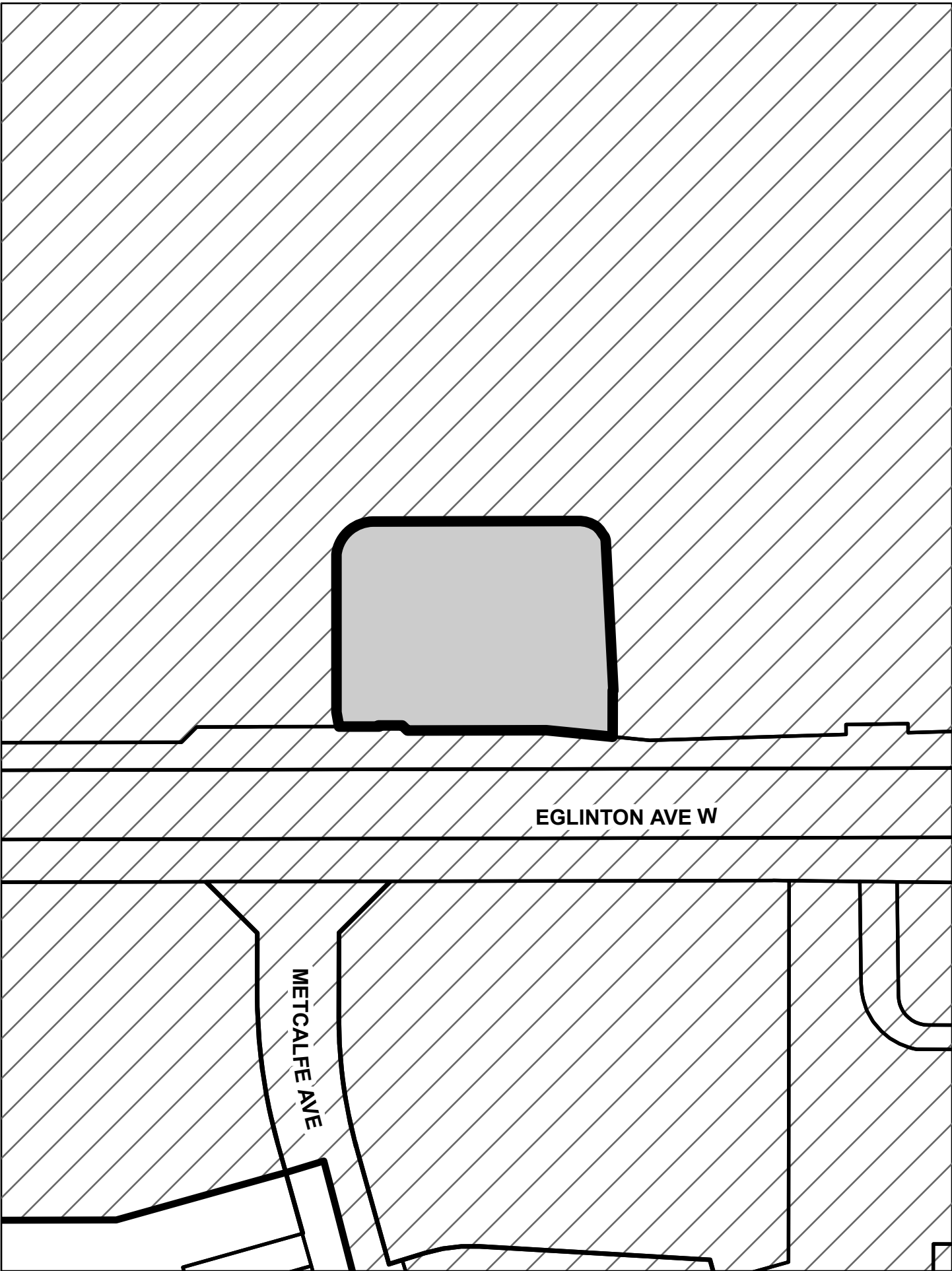


PARKING PRECINCTS

THIS IS NOT A PLAN OF SURVEY

CITY OF MISSISSAUGA

**THIS IS SCHEDULE "A" TO
BY-LAW 0225-2007**



AREA SUBJECT TO REZONING



HATCHED AREA WHERE A DRIVE-THROUGH SHALL NOT BE PERMITTED

THIS IS NOT A PLAN OF SURVEY

CITY OF MISSISSAUGA

THIS IS SCHEDULE "B" TO

BY-LAW 0225-2007



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE