



**1315 Bough Beeches Blvd
City of Mississauga**

**PLANNING
RATIONALE REPORT**
Official Plan and Zoning By-law
Amendment Applications



WND
ASSOCIATES

PLANNING AND URBAN DESIGN

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1.0 Introduction

WND Associates Ltd. has been retained by 1315 Bough Beeches Boulevard Limited to assist in the application approval process for a 13-storey residential (rental) building (the “Proposed Development”) to be located on a triangular portion of 1315 Bough Beeches Boulevard in the City of Mississauga (referred to herein as the “Subject Lands”), which is proposed to be severed off as a new lot by way of a concurrent Consent application to the Committee of Adjustment (the “Development Site”). The Subject Lands are 23,715 square metres and generally located at the northeast corner of Dixie Road and Rathburn Road, and bounded by Dixie Road on the west, Rathburn Road on the south, and Bough Beeches Boulevard on the east. The Development Site comprises the southeast portion of the Subject Lands, is located at the northwest corner of Bough Beeches Boulevard and Rathburn Road and comprises 3,274 square metres. The retained portion of the Subject Lands will continue to contain the existing 20 storey rental apartment building (the “Retained Lands”).

The Proposed Development will provide 144 new rental dwelling units (in addition to the 270 existing dwelling units on the Retained Lands), and a total Gross Floor Area (“GFA”) of 10,428 square metres, resulting in a density (FSI) of 3.19 times the Development Site. The Proposed Development will be served by 159 vehicle parking spaces, in which 144 spaces will be resident and 15 will be visitor. The Proposed Development will be accessed by the two existing vehicular accesses along Bough Beeches Boulevard, and it will contain one ‘Type G’ loading space located internal to the building at-grade.

Detailed in this report is an overview of the in-force provincial and municipal policy framework, including a review of the Proposed Development relative to its conformity and consistency with this statutory policy framework and its regard for relevant non-statutory guideline documents.

This report concludes that the Proposed Development is an appropriate form of infill development for the Development Site, has adequate regard for matters of Provincial interest as described in the Planning Act, 1990, is consistent with the objectives of the Provincial Planning Statement, 2024, and conforms to the policies of the City of Mississauga Official Plan 2051. It intensifies a portion of a large, underutilized site and provides for residential uses along two major streets in proximity to an existing higher order transit station, contributing to the supply and range of housing options in the area, including rental housing, and promoting active transportation. The built form envisioned in the Proposed Development is compact, street-oriented, and compatible with the existing 20 storey building on the Retained Lands, and the surrounding uses that includes a delineated Major Transit Station Area to the north, Rockwood Mall to the south, and other large apartment sites similar to the Subject Lands to the east and west.

In order to facilitate the Proposed Development, Official Plan and Zoning By-law Amendment applications are required, and drafts are included as part of this application, and within Appendix 4 and Appendix 5 of this report.

1.1 Purpose

This report, along with other supporting plans and studies, is prepared as a component of concurrent Official Plan and Zoning By-law Amendment applications to implement the Proposed Development. The purpose of this report is to review the planning merits of the Proposed Development with respect to its consistency with the Provincial Planning Statement (2024), and conformity with the City of Mississauga Official Plan 2051. The report also outlines the existing applicable regulations under City of Mississauga Zoning By-law 0225-2007, as amended by By-law 0408-2008, which reflects the site-specific Zoning By-law Amendment (and Official Plan Amendment – OPA 89) approval that introduced permissions for a 20-storey building, a 6-storey building, and three blocks of 2-storey townhomes on the Subject Lands (see **Figure 18**).

A Community Engagement Report which provides an overview of the Community Engagement Meetings that occurred on 9 February 2026 (Tenant Meeting) and 3 March 2026 (Community Meeting). The presentation materials presented at the respective meetings are included within Appendix 1 and 2 of this report.

In summary, the following statutory policy documents have been reviewed herein:

- Planning Act, R.S.O. 1990;
- Provincial Planning Statement 2024;
- Regional Transportation Plan 2041;
- The City of Mississauga Official Plan 2051;
- Airport Zoning Regulations; and,
- City of Mississauga Zoning By-law 0225-2007.

2.0 Summary of Findings

The Proposed Development represents an appropriate form of infill development for the Development Site, will contribute to an improved streetscape and pedestrian realm along Bough Beeches Boulevard and Rathburn Road East, provide a greater supply and mix of rental housing options, and support transit and active transportation infrastructure. The Proposed Development represents appropriate intensification of a portion of a large, underutilized site and is consistent with the Provincial Planning Statement 2024, conforms to the policies of the City of Mississauga Official Plan (with the exception of the need for a technical amendment relating to maximum site density, as a result of the prevailing Special Site policy relating to the previous approval), and has adequate regard for the non-statutory City guidelines.

Specifically, the Proposed Development:

- Generally adheres to the recommendations within the *Partners in Homebuilding: Mayor's Housing Task Force Report* (January 2025) through adding 144 purpose-built rental units to the City's rental housing stock. All 270 rental units within the Retained Lands will be maintained;
- Provides housing options for families with 49% of proposed units being 2 bedroom or 3-bedroom units;
- Is consistent with the Provincial Planning Statement, 2024, by providing for a variety of rental housing options through compact intensification within a settlement area where public transit investment has occurred and is occurring, and municipal infrastructure is well-developed;
- Contributes to implementing the vision of the Regional Transportation Plan 2041 by helping to align land use with transit investments, providing more intense residential uses in an area close to a Mississauga 403 Transitway (Bus Rapid Transit) station;
- Conforms to the City of Mississauga Official Plan 2051 regarding built form and development within the *Residential High Rise* designation by providing for a redevelopment which is compatible with the surrounding land use designations with the exception for the need of a technical amendment to the Official Plan to remove Special Site policies that are more limiting as compared the Rathwood-Applewood Growth Node policies;
- Aligns with the overall vision for the Rathwood-Applewood Growth Node, maintaining the City's overall growth hierarchy (as per the in-effect Mississauga Official Plan, and aiding the City in achieving the minimum growth targets for the Node);
- Implements a building of a scale and massing that does not create new shadows on parks, open spaces, or low-rise residential lands (*Residential Low Density I and II*), while the majority of adjacent lands to the north, east, and west, are within the Dixie 403 Protected Major Transit Station Area ("PMTSA") where new growth is expected and planned;
- Provides a building separation distance from the existing 20-storey building on the Retained Lands that is significantly greater than the separation distance from the 6-storey building footprint that was approved through the site-specific approvals in 2008;
- Represents a built form that will encourage active transportation and pedestrian activity along Rathburn Road East and Bough Beeches Boulevard;

- Does not create any adverse wind impacts on the pedestrian realm;
- Provides for effective site circulation and adequate parking supply that balances the promotion of active transportation and transit with the need to avoid impacting the supply of public parking in the area;
- Provides adequate bicycle parking spaces to further support the uptake of active transportation and lowering the reliance on the personal automobile;
- Retains the existing 20-storey building on the Retained Lands, while only requiring minor alterations to its underground parking structure and the paved parking area at-grade.

In order to implement the Proposed Development, an amendment is required to City of Mississauga Zoning By-law 0225-2007, including the site-specific Zoning By-law 0408-2008, as it relates to additional residential permissions, height, density, and other site-specific standards, and to facilitate development more in conformity with contemporary provincial and municipal planning policies. A Draft Zoning By-law Amendment is included with the submission package (Appendix 4 of this report), which serves as a modernization of the previously approved Zoning By-law Amendment (By-law 0408-2008) as approved by Council in December 2008, which secured permissions for a 20-storey building with a 4-storey component along Dixie Road, a 6-storey building that framed the corner of Bough Beeches Boulevard and Rathburn Road East, and three (3) blocks of 2-storey townhouses along the northern limit of the Subject Lands (see **Figure 18**). A technical amendment to the City of Mississauga Official Plan is also required to remove Special Site Policy 14.7.2.1, which limits the Subject Lands, including the Development Site, to a 2.56 Floor Space Index (“FSI”) as secured through the site-specific OPA 89 in 2008, whereas the current maximum FSI limit within the Rathwood-Applewood Growth Node is 3.75 FSI.

3.0 Physical Context

3.1 Subject Lands and Development Site

The Subject Lands, municipally known as 1315 Bough Beeches Boulevard, is comprised of a large rectangular-shaped corner lot located at the northeast corner of Dixie Road and Rathburn Road, and bounded on the east by Bough Beeches Boulevard. The Subject Lands is located in the Rathwood neighbourhood of the City of Mississauga.

The Subject Lands is legally described as Part of Lot 5, Concession 2 North of Dundas Street City of Mississauga Regional Municipality of Peel. The Subject Lands is approximately 2.37 hectares in area, with 135 metres of frontage on Dixie Road, 170 metres of frontage on Rathburn Road East, and 128 metres on Bough Beeches Boulevard.

The Subject Lands consists of the Development Site which is proposed to be severed from the Subject Lands. The remainder of the Subject Lands as a result of the severance would be the Retained Lands. The Development Site, where the Proposed Development will be constructed, is located at the southeastern corner of the Subject Lands, at the corner of Bough Beeches Boulevard and Dixie Road, and is 3,274 square metres in area (not including a 91 m² sight triangle at the corner of Rathburn Road East and Bough Beeches Boulevard). The Subject Lands presently contain a 20-storey “tower-in-the-park” apartment building in the center of the property that is surrounded by two surface parking lots that are accessed by two separate driveways from Bough Beeches Boulevard. The Subject Lands also contain a vast area of open space with mature trees, a tennis court and a basketball court and a ramp to the underground parking garage, all of which will be retained on the Retained Lands, save for some surface parking.

Please see **Figure 1** for an aerial view of the Development Site and Retained Lands, and **Figures 2 and 3** for oblique views of the Development Site and surrounding and context.



Figure 1: Aerial Photograph of Development Site



Figure 2: Oblique aerial looking southwest



Figure 3: Oblique aerial view facing southeast

3.2 Adjacent Land Uses

The Subject Lands are located within the City of Mississauga's Rathburn-Applewood Growth Node area, which is comprised of a varied mix of uses, building types and infrastructure. A breakdown of the surrounding land uses is provided as follows:

- North: Abutting the Subject Lands to the north are the rear yards of 1- and 2 storey dwellings that front Poltava Crescent.
- East Abutting the Subject Lands to the east and southeast is Bough Beeches Boulevard as well as residential uses along Grazia Court. A mid-rise 11-storey residential building is also located on Grazia Court to the immediate east of Bough Beeches Boulevard.
- South Abutting the Subject Lands to the south is Rathburn Road East and the Rockwood Mall, which is a dated 1-storey strip plaza with a variety of commercial uses,, further south is a 20-storey apartment building at 1359 Rathburn Road East, and an 18-storey apartment building at 1360 Rathburn Road East.
- West Abutting the Subject Lands to the west is Dixie Road, further west is a subdivision containing 3-storey townhouse dwellings and 1- to 2 storey detached dwellings.

3.3 Broader Context

Road Network

The Subject Lands are served by a robust surrounding road network (refer to **Figure 4**). As per the Mississauga Official Plan Schedule 3 – Long Term Street Network, Dixie Road is classified as a Region of Peel Arterial road, Rathburn Road East is identified as a Major Arterial road, and Bough Beeches Boulevard is identified as a Minor Arterial road. The surrounding major arterial roads connect the Subject Lands to the Provincial 400-series Highway network through interchanges to Highway 403, Highway 401, and Highway 427, all of which are within a 6.7 km drive of the Subject Lands. Sidewalks are provided for on all streets within the area surrounding the Subject Lands to facilitate pedestrian connectivity.

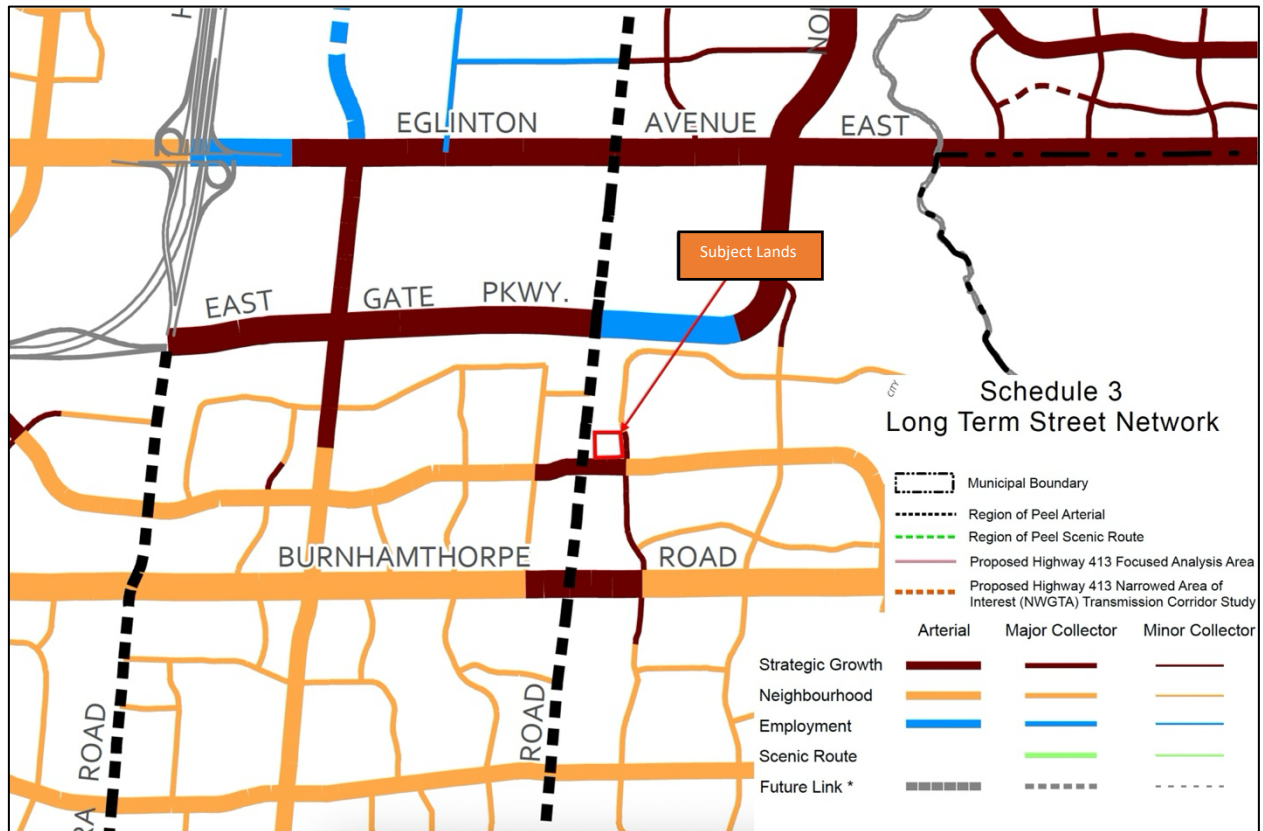


Figure 4: City of Mississauga Road Classification System – City-Wide Map

Public Transit

The Subject Lands are well served by public transit (refer to **Figure 5**). The MiWay 5, also known as the 5 Dixie bus, is a local bus route that serves Mississauga and connects to Long Branch GO Station, traveling north on Dixie Road from Long Branch GO to Cardiff Blvd/Khalsa Dr and south from Cardiff Blvd/Khalsa Dr to Long Branch GO Station. There is a stop for the 5 Dixie bus located at the southeast corner of the Rathburn Road East and Dixie Road intersection.

The MiWay 20, also known as the 20 Rathburn bus, is a local bus route that serves Mississauga and connects the City Centre Transit Terminal (eastbound) and Kipling Terminal (westbound, which also connects to the TTC subway Line 2), and continuing to Erindale GO Station (westbound). There is a stop along the Subject Lands Rathburn Road frontage, allowing for quick access to the City’s surface transit system.

The Subject Lands are also well served by Bus Rapid Transit, specifically the Mississauga Transitway which is an 18 km dedicated bus lane serving Mississauga in an east-west direction. Dixie Station is located approximately 650 metres to the north of the Subject Lands. Dixie Station is located four (4) stops from the City Centre stop along the Mississauga Transitway, which also hosts the under-construction City Centre station along the Hurontario Light Rail Transit line, known as the “McCallion Line” (“LRT”). The LRT will provide 18 km of rapid transit with 19 stops on a dedicated right-of-way and will link to GO Stations at Port Credit and Cooksville, the Mississauga Transitway, Square One GO Bus Terminal, Brampton Gateway Terminal, and key MiWay and Brampton Transit routes.

The 5 Dixie Bus is connected to the above-noted Dixie Station, while it is also connected to the Dixie GO Station, which is located 2.95 km to the south along Dixie Road.

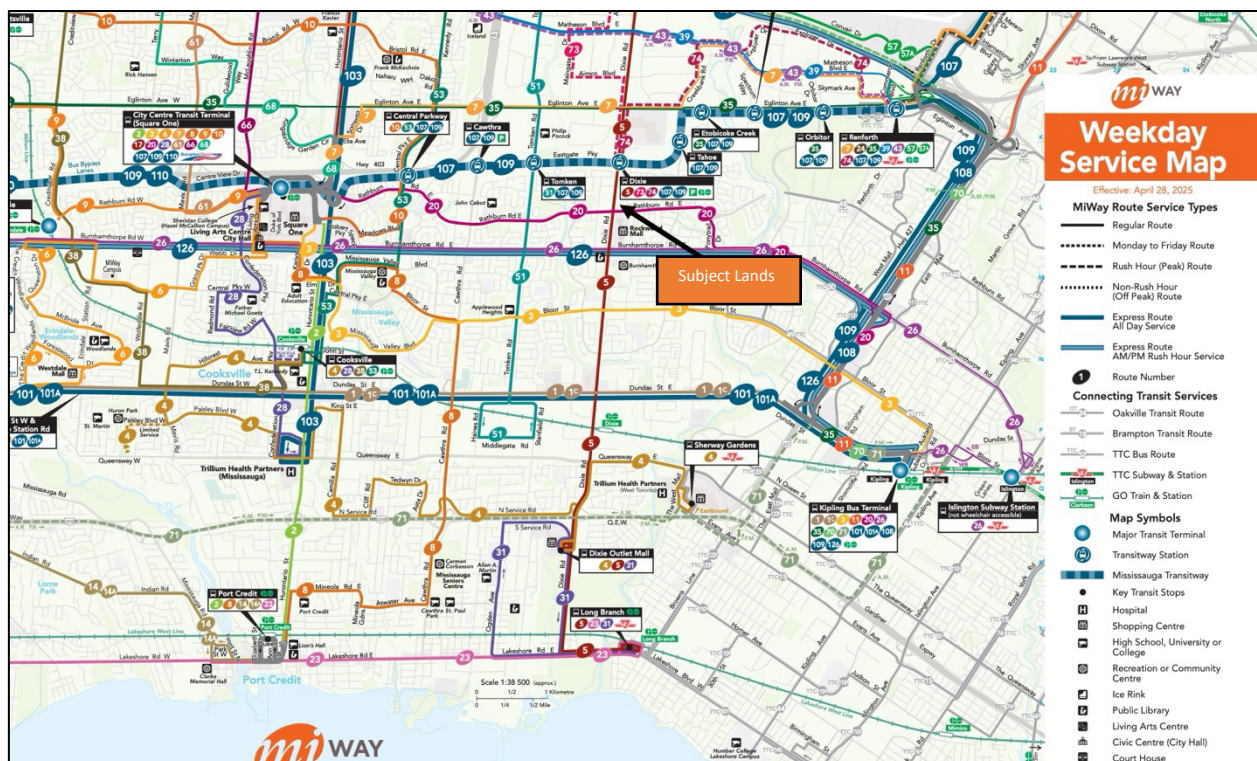


Figure 5: Subject Lands identified within the MiWay system map

Active Transportation

The Subject Lands are served by an expanding network of cycling infrastructure. Every five years, the City updates the Cycling Master Plan to ensure it adheres to new and changing guidelines and aligns with residents’ needs and values. The City is currently undertaking a review of its Cycling Master Plan. **Figure 6** below provides an overview of the existing Cycling Network, as per the 23 July 2025 City of Mississauga staff presentation. Most notable is the recently constructed protected bike lane along Rathburn Road East, including the existing multi-use pathway spanning Dixie Road. These connections support active transportation options for future and existing residents of the Development Site given their direct connection to surface transit routes and the Dixie Station (Mississauga Transitway BRT).

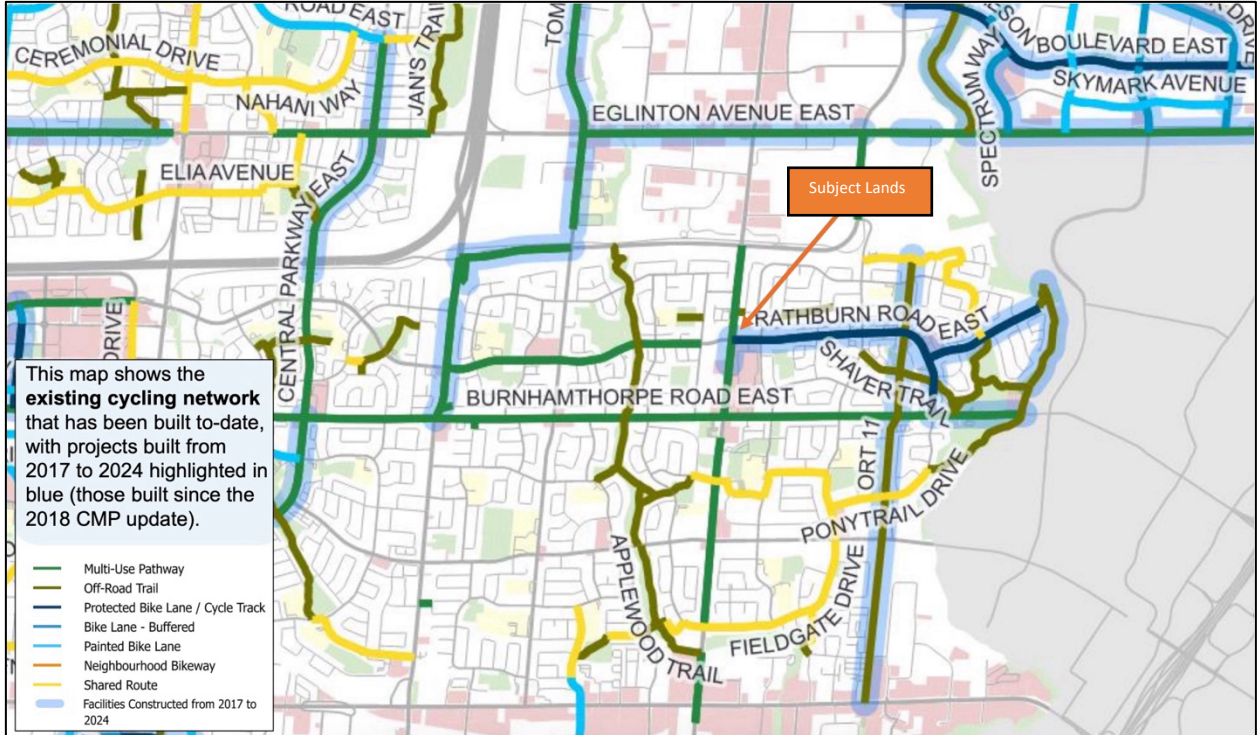


Figure 6: City of Mississauga Cycling Map (2023)

4.0 Area Development Activity

There is a modest amount of proposed development activity within the area, with **Table 1** below providing a list of existing and proposed buildings greater than 4-storeys in height within the Subject Lands surrounding context. **Figure 7** provides a height context map of the surrounding area.

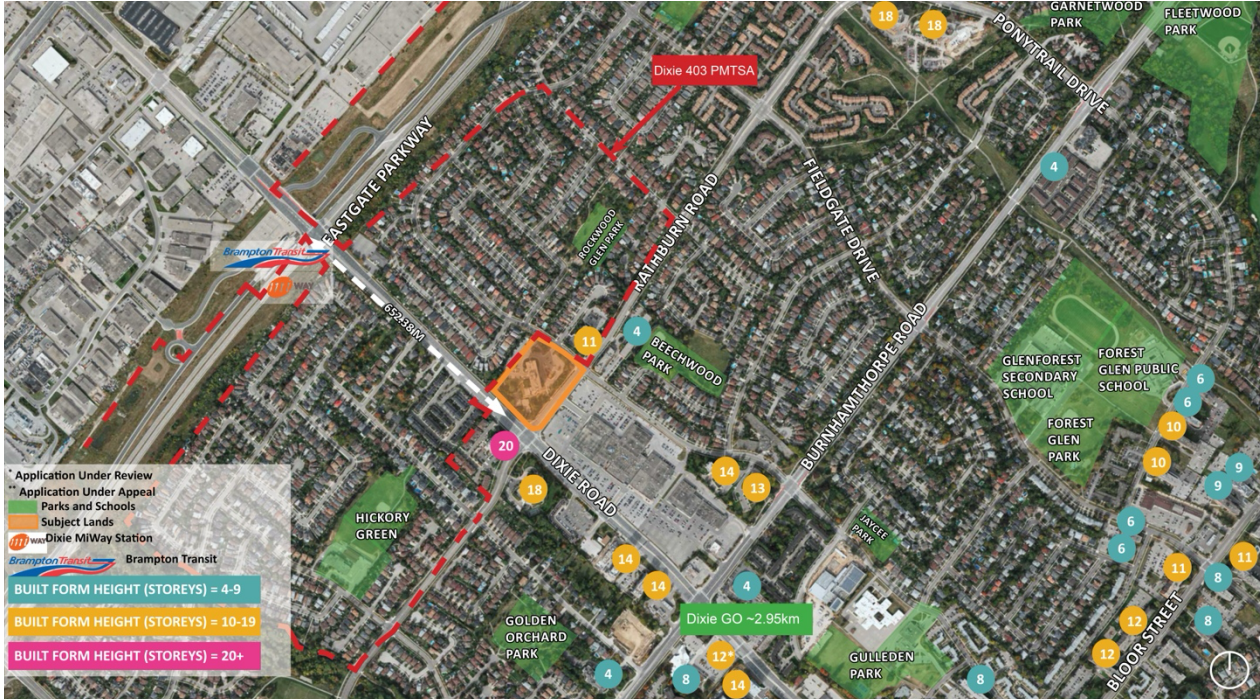


Figure 7: Area, Transportation, and Height Context Map

The Proposed Development is consistent with existing, approved, and proposed building heights within the area, particularly the 20-storey residential building across Dixie Road at the northwest corner of Dixie Road and Rathburn Road East, and the 20-storey building that currently exists on the Retained Lands.

Furthermore, on 24 March 2025, the City of Mississauga approved Official Plan and Zoning By-law Amendment applications to facilitate the infill development of two 18-storey buildings at 1840-1850 Bloor Street East (City File No.: OZ/OPA 20/003 W3). The property currently contains two 14-storey rental apartment buildings and they will both be retained as part of the proposal.

In terms of emerging development, in January 2025, Official Plan and Zoning By-law Amendment applications were submitted to the City of Mississauga to permit three residential apartment buildings at heights of 13, 18 and 22 storeys, featuring commercial and retail uses at grade along Fieldgate Drive, 13 townhouses along Ponytrail Drive, and a public park.

Table 1: Existing and proposed ≥ 4 storeys buildings near the Subject Lands

Address	Height (Storeys)	Type	Status
3403-3445 Fieldgate Drive	22, 18, 13	Residential	Under Review
1359 Rathburn Road East	20	Residential	Existing
1360 Rathburn Road East	18	Residential	Existing
4100 Ponytail Drive	18	Residential	Existing
1850 Rathburn Road East	18	Residential	Existing
4066 and 4072 Dixie Road	14	Residential	Existing
1155 Bough Beeches Boulevard	14	Residential	Existing
4050 Dixie Road	14	Residential	Existing
1355 Silver Spear Road	14/12	Residential	Approved/Existing
1111 Bough Beeches Boulevard	13	Residential	Existing
1840-1850 Bloor Street E	18, 18	Residential	Approved
1625 Bloor Street	12	Residential	Existing
1615 Bloor Street #212	12	Residential	Existing
1750 Bloor Street and 3315 Fieldgate Drive	11	Residential	Existing
1665 Bloor Street	11	Residential	Existing
1500 Grazia Court	11	Residential	Existing
3355 Ponytrail Drive #811	10	Residential	Existing
3375 Ponytrail Drive	10	Residential	Existing
1745 Bloor Street	9	Residential	Existing
1759 Bloor Street East	9	Residential	Existing
3320 Fieldgate Drive	8	Residential	Existing
1660 Bloor Street	8	Residential	Existing
1315 Silver Spear Road	8/9	Residential	Existing/Proposed
3480 Havenwood Drive Unit 411	8	Residential	Existing
3450 Fieldgate Drive	6	Residential	Existing
1701 Wavell Crescent	6	Residential	Existing
3395 Ponytrail Drive	6	Residential	Existing
3401 Ponytrail Drive	6	Residential	Existing
1500 Rathburn Road	4	Residential	Existing
1420 Burnhamthorpe Road East	4	Office	Existing

5.0 Planning History

On 10 December 2008, City Council approved an Official Plan Amendment (OPA 89) and a Zoning By-law Amendment (By-law 0408-2008) application to permit the redevelopment of the Subject Lands with a 20-storey residential building with a 4-storey element spanning Dixie Road, three (3) blocks of 2-storeys townhouse dwellings along the north boundary of the Subject Lands, and a 6-storey residential building framing the corner of the Rathburn Road East and Bough Beeches Boulevard intersection (see **Figure 18**) which is where the Proposed Development will be located. By-law 0408-2008 came into force on 8 January 2008, establishing the above-noted development permissions for the Subject Lands. By-law 0408-2008 is discussed in more detail in Section 7.7 of this report.

6.0 Proposed Development

The Proposed Development seeks to develop the Development Site with a 13-storey containing 144 new rental residential dwelling units. The existing 20-storey residential building on the Retained Lands, which contains 270 rental units, will be retained. The Proposed Development will provide a total Gross Floor Area (“GFA”) of 10,428 square metres, resulting in a density (FSI) of 3.19 times the gross area of the Development Site (including the 91 m² sight triangle). The Proposed Development will be developed in one phase.

Dwelling units are proposed across levels 2 to 13 of the Proposed Development, with the ground floor containing the residential lobby, amenity areas, and loading/servicing functions. The primary building entrance is located at the northwest corner of the Rathburn Road East and Bough Beeches Boulevard intersection, with an opposing entrance that is accessible from the internal pick-up and drop-off area.

6.1 Built Form and Massing

The Proposed Development consists of a 13-storey rental residential building with a 1-storey podium will read as 2-storeys given the proposed façade treatment, while its metric height of 8.85 metres is typical of a 3-storey scale. The Proposed Development’s tower element reflects a slab-form with its “front” or east-facing façade oriented towards the corner of the Rathburn Road East and Bough Beeches Boulevard. Vehicular access is provided via the two existing driveways from Bough Beeches Boulevard.

The podium maintains a minimum 4.5 metre setback from both the Dixie Road and Rathburn Road East property lines. The Proposed Development is also set back 3.7 metres from the west (new) property line of the Development Site, which is the property line that will run parallel to the existing 20-storey building on the Retained Lands.

Above the 1st storey, the Proposed Development steps back by a minimum of 1.2 metres from the Rathburn Road East frontage and 2.1 metres Bough Beeches Boulevard property lines, establishing a minimum tower setback of 5.7 metres from the Rathburn Road East property line and 8.1 metres from the Bough Beeches Boulevard property line. In accordance with City of Mississauga staff comments, landscaping and public realm enhancements are planned within the proposed setback and boulevard areas along these streets.

Above the 13th storey, the mechanical penthouse steps back by an additional 1.55 metres from the Bough Beeches Boulevard property line. The tower element provides a floorplate of 865 square metres.

The Proposed Development maintains a 30 metre tower separation from the existing 20-storey building on the Retained Lands by providing a building separation of 39.23 metres.

The Proposed Development’s underground parking structure provides a minimum setback of 1.925 metres from the Bough Beeches Boulevard property line, with the majority of the setback condition being closer to 3.0 metres. Along Rathburn Road East, the underground parking structure maintains a 1.1 metre setback from approximately 1/3rd of the frontage while it is increased to between 2.56 metres and 6.1 metres for the remainder. At the very corner where Rathburn Road East and Bough Beeches Boulevard

meet, the underground parking structure provides a generous setback that ranges from 2.92 to 6.38 metres.

Figure 8 illustrates the proposed site plan for the Proposed Development, including the proposed severance line for the Development Site.

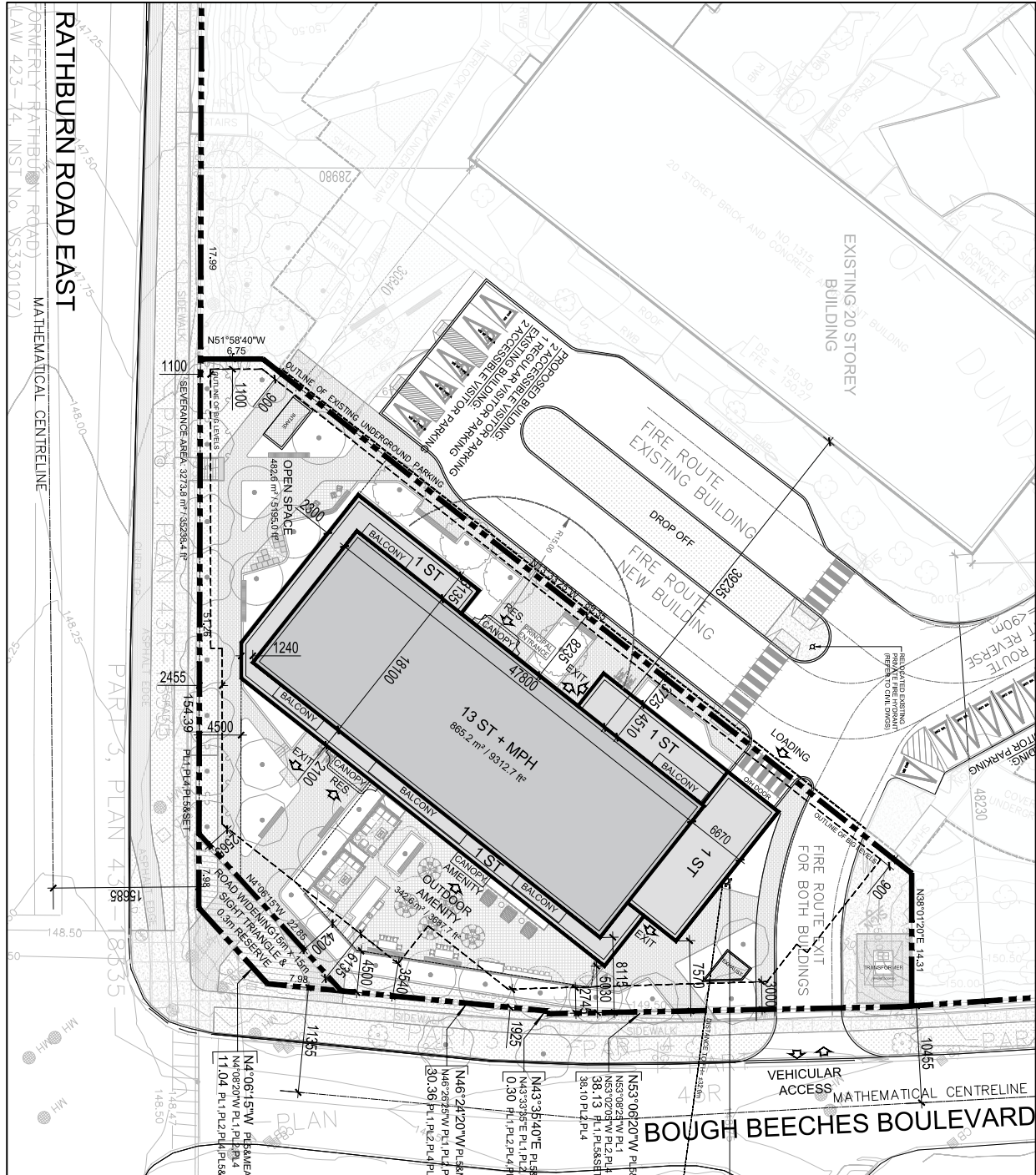


Figure 8: Site Plan for the Proposed Development

6.2 Unit Composition

The Proposed Development will provide 144 new purpose-built rental dwelling units.

The proposed unit sizes range from studio to three-bedroom units. The Proposed Development will contribute to the rental housing stock by providing for a large proportion of new family sized apartment units, with approximately 50% of all new dwelling units consisting of two- and three-bedroom units. The dwelling unit composition of the Proposed Development is provided in the **Table 2** below, while the dwelling unit composition for the existing building on the Retained Lands is provided in **Table 3**.

Table 2: Unit Composition Breakdown of Proposed Development

Unit Type	Number of Units	Percentage
Studio	12	8.3%
One-Bedroom	48	33.3%
One-Bedroom and Den	13	9.0%
Two-Bedroom	59	40.9%
Three-Bedroom	12	8.3%
Total	144	100%

Table 3: Unit Composition Breakdown of Existing Building on Retained Lands

Unit Type	Number of Units	Percentage
Studio	0	0%
One-Bedroom	57	21%
Two-Bedroom	175	65%
Three-Bedroom	38	14%
Total	270	100%

6.3 Servicing, Parking, Loading and Waste Management

The Proposed Development gains vehicular site access from the two existing curb cuts along Bough Beeches Boulevard and a network of private driveways throughout the Subject Lands, which provide access to the on-site loading, parking and pick-up/drop-off spaces.

The Proposed Development will be supported by 159 vehicle parking spaces to provide for a total parking ratio of 1.10 spaces/unit. The total vehicle parking allocation consists of 144 resident spaces (1.0 spaces/unit) and 15 visitor spaces (0.1 spaces/unit). Out of the 144 spaces, 15 resident and 15 visitor spaces will be located off-site, and at-grade, on the area of the Retained Lands that is not included within

the Development Site, and secured through an off-site parking agreement. The balance (129) of the parking spaces will be located within the two levels of the new underground parking structure. In addition to the typical parking spaces, the Proposed Development will also provide 11 tandem spaces within the underground parking structure.

Access to the Proposed Development's underground parking garage will be from the existing ramp that leads to the existing underground parking garage for the 20-storey building on the Retained Lands, which is located to the north of the proposed building. Reciprocal easements will be secured through a Consent application to provide future residents access to the northern Bough Beeches Boulevard driveway and the existing and new underground parking garages. The eastern wall of P1 of the existing parking garage on the Retained Lands will be altered to accommodate a pass-through to the new underground parking structure, which requires the relocation of three existing resident parking spaces. With the exception of this pass-through, the Proposed Development's underground parking garage will be separate from the existing underground parking garage for the existing 20-storey building, maintaining a 0.9 metre buffer between the two structures.

A total of 95 bicycle parking spaces will be provided for the Proposed Development: 87 long-term (resident) bicycle parking spaces are proposed within indoor bicycle storage rooms on the ground floor, and 8 short-term (visitor) bicycle spaces are provided outside on the ground level. This provision of bicycle parking satisfies the bicycle parking requirements within The City of Mississauga By-law 0225-2007 as amended by By-law 0118-2022, which requires 0.6 long term spaces/dwelling unit and 0.05 short-term spaces/dwelling unit.

The Proposed Development will contain a Type "G" loading space at-grade, which is oriented towards the northwest corner of the Development Site, facing the existing building on the Retained Lands. The loading space is accessed at-grade from the north existing driveway access onto Bough Beeches Boulevard, and further, the internal private pick-up and drop-off turn-around circle. Loading activity is contained entirely within the building, including a staging area room that is adjacent to the Type "G" loading space. Moving rooms are proposed adjacent to the Type "G" loading space, and connects to the residential elevators. Garbage will be stored within a 68.1-square metre garbage room.

6.4 Landscaping and Open Space

Ground floor landscape treatments are proposed along the Bough Beeches Boulevard and Rathburn Road East frontages given the Proposed Development provides a 4.5 metre setback from the Rathburn Road property line and 2.7 metres to 4.5 metres along Bough Beeches Boulevard. Along the Bough Beeches Boulevard frontage, eight new trees, in addition to shrub plantings and an improved pedestrian walking trail, are proposed within private property, while there are three existing trees within public property that will be retained with tree protection fencing.

Along the Rathburn Road East, eight new tree plantings, in addition to shrub plantings, are proposed within planting beds that are located on private property.

Tree planting is not proposed within the public right-of-way given existing public utilities that would not provide for adequate soil volume for planting. A 1.5 metre-wide public sidewalk along Rathburn Road East will be retained, in addition to the existing bus stop. The Proposed Development includes a private amenity space to the immediate east of the 13-storey building along the Bough Beeches Boulevard frontage. This area will contain outdoor seating areas, picnic tables, and barbeques, and provides a connection to the indoor amenity on the ground floor. Along the southern frontage of the Development Site, the Proposed Development incorporates an open space with outdoor seating options and providing pedestrian access to the above grade visitor parking spaces and the pick-up drop-off areas. This outdoor area also provides a connection to the existing outdoor amenity tennis courts and basketball court on the Retained Lands which will be shared with the future residents of the Proposed Development.

An Alectra transformer is proposed to the north of the proposed building along the Bough Beeches Boulevard frontage. An artistic wrapping of this transformer is proposed in an effort to integrate the transformer with the new surrounding soft and hard landscaping treatments.

In total the Proposed Development provides 42 new trees. The aforementioned proposed landscape treatments provide for an enhanced pedestrian environment along two separate public street frontages.

6.5 Amenity Areas

The Proposed Development provides for 464 square metres of indoor amenity and 343 square metres of outdoor amenity areas, totaling 807 square metres.

The Proposed Development contains two separate indoor amenity spaces at-grade, one of which frames the southern portion of the building along the Rathburn Road frontage. This space will be 251 square metres and have direct access to the principal residential entrance and lobby. The second indoor amenity space is 193 square metres and is located along the northeastern area of the building facing Bough Beeches Boulevard. This proposed amenity space has direct access to the residential lobby and to the proposed outdoor amenity space.

Regarding outdoor amenity spaces, the ground floor contains an outdoor amenity space at 342 square metres that has frontage on Bough Beeches Boulevard.

The existing tennis court and basketball court on the Retained Lands will become a shared space with the future residents of the Proposed Development.

6.6 Mechanical and Electrical Servicing

The proposed building services are located at the first and second underground levels of the proposed building, consisting of water utilities, a transformer room and stormwater tank. Furthermore, a proposed transformer is provided along Bough Beeches Boulevard frontage at-grade to the immediate north of the proposed building to the north of the southern access to the Subject Lands. Rooftop mechanical penthouses and elevator overruns are provided above the 13th floor.

All proposed services will be separate from the existing building.

7.0 Planning Framework

The Subject Lands are subject to Provincial and Municipal planning policies and regulations contained in the following planning documents:

- Planning Act, R.S.O. 1990;
- Provincial Planning Statement 2024;
- Regional Transportation Plan 2041;
- City of Mississauga Official Plan 2051;
- Airport Zoning Regulations; and,
- City of Mississauga Zoning By-law 0225-2007.

The following sections review and analyze the Proposed Development in the context of the above-noted policy documents.

7.1 Planning Act, R.S.O 1990

The *Planning Act, R.S.O 1990* (the “Planning Act”) legislates the necessary provisions and processes with respect to land use planning in the Province of Ontario. Unless otherwise exempted, all land use decisions must abide by its respective provisions. Section 2 of the Planning Act requires that when considering land use planning matters, approval authorities shall have regard for:

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (b) *the protection of the agricultural resources of the Province;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (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;*
- (g) *the minimization of waste;*
- (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;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (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;*
- (n) *the resolution of planning conflicts involving public and private interests;*
- (o) *the protection of public health and safety;*
- (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;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

With respect to infrastructure and services, the Proposed Development can be appropriately serviced by existing municipal infrastructure and utilities through new service connections, as described in the supporting documents accompanying the application. Additionally, the existing and planned community services and facilities surrounding Proposed Development can adequately support the Proposed Development.

The Proposed Development provides for intensification within an existing built-up area as an alternative to outward urban expansion, which will support ecological and agricultural diversity, is responsive to the stormwater, energy management, and climate change challenges, and supports the creation of healthy and safe communities.

With respect to (p), (q), and (r) the Proposed Development represents an appropriate level of intensification on the Development Site that is responsive to the surrounding higher-order transit services, infrastructure, and community amenities. The Proposed Development is located within walking distance of a Rapid Bus station (Dixie Station) and is well connected to the broader transportation network, which is undergoing enhancement and improvements, for example, the Hurontario LRT. The Proposed Development will expand the range of local housing options, including purpose-built rental housing, and incorporates setbacks, landscaping, and other design features to provide for an appropriate relationship to the surrounding lands which themselves are planned for intensification and growth through the applicable provincial and municipal policy frameworks discussed herein, namely the Dixie 403 Protected Major Transit Station Area (“PMTSA”) adjacent to the north and the surrounding Rathwood-Applewood Growth Node area which the Subject Lands are included within.

The Proposed Development includes a an appropriate supply of short-term and long-term vehicle parking, and a zoning by-law compliant bicycle parking supply to support transit, cycling, and walking in an effort to reduce automobile travel demand and greenhouse gases, consistent with the Province’s objectives for a transit-supportive and pedestrian-focused development. Convenient access to the Mississauga Transitway network, the mix of local commercial amenities, community services, and planned active transportation network will further promote non-automobile mobility for residents of the Proposed Development.

The Proposed Development has regard for matters of Provincial interest and the Planning Act.

7.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (the “PPS”) came into effect on October 20, 2024, replacing the former “Provincial Policy Statement, 2020” and “A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 Office Consolidation.” The PPS provides broad directives on matters of Provincial interest regarding land use planning and development in Ontario. The Planning Act, 1990 requires that land use decisions “shall be consistent” with the PPS.

Chapter 2 of the PPS provides direction on where and how to grow. Section 2.1.6 of the PPS provides policy direction for the creation of complete communities stating, *“Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The Proposed Development supports the creation of complete communities by providing for a mix of new rental housing which will have access to a range of enhanced onsite amenities, on a property well served by surrounding local and higher-order transit and in proximity businesses, community services, and open space amenities. The Proposed Development will provide for diverse housing opportunities which incorporate accessibility standards and serve the local mix of housing needs.

Section 2.2 of the PPS provides policy direction regarding housing, with Section 2.2.1 directing that *“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The Proposed Development is consistent with Section 2.2 of the PPS as it provides for new rental housing on a portion of an underutilized parcel which is already approved for residential intensification, is within a local context planned for intensification, and is well served by the surrounding mix of infrastructure, transit, commercial amenities, and community services and facilities.

The Proposed Development is located within the City of Mississauga “*settlement area*” for which Section 2.3.1 directs the following:

- 2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.**
- 2.3.1.3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- 2.3.1.4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- 2.3.1.5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
- 2.3.1.6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The Proposed Development is consistent with the “*Settlement Area*” policies of the PPS as it provides for a transit-supportive and land-efficient form of development; intensifies a portion of an underutilized site within a City-identified strategic growth area (Rathwood-Applewood Growth Node), adjacent to the Dixie 403 Protected Major Transit Station Area (“PMTSA”), and within the *Residential High Rise* designation of the Official Plan (wherein intensification is anticipated); provides for enhanced public realms along two frontages to enhance the local streetscapes; and is well-served by a mix of community services and municipal infrastructure.

Section 2.4 provides policy direction for *strategic growth areas*, which the PPS defines in part as including “*major transit station areas*” and other “*nodes [and] corridors*” identified for intensification by municipalities. The PPS policies for *strategic growth areas* are as follows:

- 2.4.1.1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2.4.1.2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a. *to accommodate significant population and employment growth;*
 - b. *as focal areas for education, commercial, recreational, and cultural uses;*
 - c. *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
 - d. *to support affordable, accessible, and equitable housing.*
- 2.4.1.3. *Planning authorities should:*
 - a. *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b. *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c. *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d. *consider a student housing strategy when planning for strategic growth areas; and*
 - e. *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

The City of Mississauga has identified strategic growth areas within their Official Plan, including Growth Nodes. The Proposed Development is identified within the Rathwood-Applewood Growth Node which has a planned gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node, and the Proposed Development aids in achieving these targets.

Section 2.4.2.1 provides policy direction for MTSA's and directs authorities to delineate them to “*maximize the number of potential transit users that are within walking distance of the station.*” Section 2.4.2.2.c) directs MTSA's for rapid bus stations to be planned for a “*minimum density target of 160 residents and jobs per hectare.*”

Section 2.4.2.3 further directs the promotion of “*development and intensification within major transit station areas, where appropriate by... planning for land uses and built form that supports the achievement of minimum density targets.*”

Section 2.4.3.1 further states that “*Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*”

The Proposed Development is located adjacent to the south of the Dixie 403 PMTSA, wherein the applicable policies direct a minimum planned density of 130 residents and jobs combined per hectare, as per the Mississauga Official Plan 2051. The Proposed Development will support and contribute to the planned intensification targets of the area with new rental housing options, will enhance the public realm

of two street frontages, conform to the in-force City of Mississauga Official Plan with the exception of a required technical amendment of Special Site Policy 14.7.2.1, and provide for a context-appropriate response to the applicable design policies and guidelines. The proposed new residential units will expand the customer base for local businesses and contribute to supporting local employment, particularly at Rockwood Mall to the south.

In summary, the Proposed Development is consistent with the PPS.

7.3 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area

The 2041 Regional Transportation Plan (“RTP”) was adopted by the Metrolinx Board of Directors in March 2018 and represents a common vision for transportation in the region, replacing the previous Big Move document. The RTP aims to implement the transportation network and policies of the Growth Plan by planning for a multi-modal transportation system that is aligned with land use and supports the achievement of healthy, complete communities.

The RTP, as specified in the Metrolinx Act, 2006, must achieve a number of high-level objectives which include, among others:

- take into consideration all modes of transportation, including highways, railways, local transit systems, the regional transit system, cycling and walking;
- work towards easing congestion and commute times in the regional transportation area;
- work towards reducing transportation-related air pollutants and greenhouse gas emissions in the regional transportation area; and
- promote transit-supportive development to increase transit ridership and to support the viability and optimization of transit infrastructure.

The Proposed Development will contribute to the achievement of these goals. By locating new higher intensity residential uses near frequent transit service, including Dixie Station (Mississauga Transitway), the Proposed Development will contribute to reducing car dependency, limiting greenhouse gas emissions, and promoting the viability and optimization of transit investment (refer to **Figure 9** below).

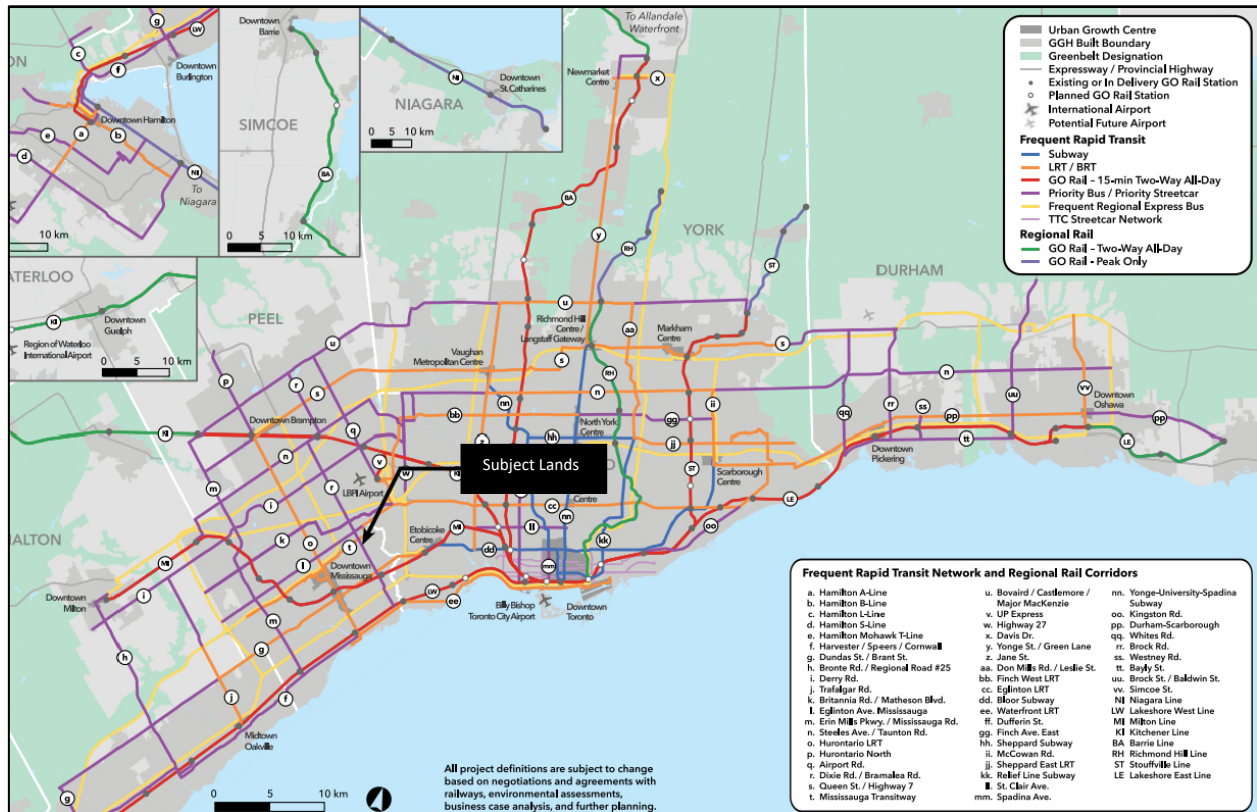


Figure 9: 2041 Regional Transportation Plan – Map 6

The Proposed Development will assist in implementing the vision and objectives of the RTP by providing for intensification in an area with access to frequent transit, as well as active transportation infrastructure. It will help reduce carbon emissions and reduce dependency on the automobile.

In summary, the Proposed Development supports the implementation of the priority actions of the 2041 Regional Transportation Plan.

7.4 City of Mississauga Official Plan 2051 (In-force March 2026)

The new Mississauga Official Plan 2051 (“MOP 2051”) was adopted by City of Mississauga Council on 16 April 2025. It was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) on 24 March 2026 and is now in-force. The MOP 2051 replaces the 2010 Mississauga Official Plan and the former Region of Peel Official Plan.

The following MOP 2051 designations and overlays apply to the Subject Lands (refer to **Figures 10 to 15**):

- **Schedule 1 – City Structure:** the Subject Lands are identified within a strategic growth area (Rathwood-Applewood Growth Node);
- **Schedule 3 – Long-term Street Network:** the Subject Lands are located adjacent to Bough Beeches Boulevard, Rathburn Road East, and Dixie Road, which are designated a Strategic Growth Minor Collector Road, a Strategic Growth Arterial Road, and a Region of Peel Arterial Road, respectively;

- **Schedule 4 – Long-term Transit Network:** the Subject Lands are located adjacent to the south of a Major Transit Station Area Boundary (Dixie 403), approximately 650 metres south of a Bus Rapid Transit Station, and Dixie Road is identified as a Transit Priority Corridor;
- **Schedule 5 – Long Term Cycling Routes:** the Subject Lands are located adjacent to Rathburn Road East and Dixie Road, which are both identified as a Primary On-Road/Boulevard Routes;
- **Schedule 7 – Land Use Designations:** the Subject Lands are designated as *Residential High Rise*; and,
- **Schedule 8c – Protected Major Transit Station Areas:** the Subject Lands are located adjacent to the south of the Dixie 403 Protected Transit Station Area.

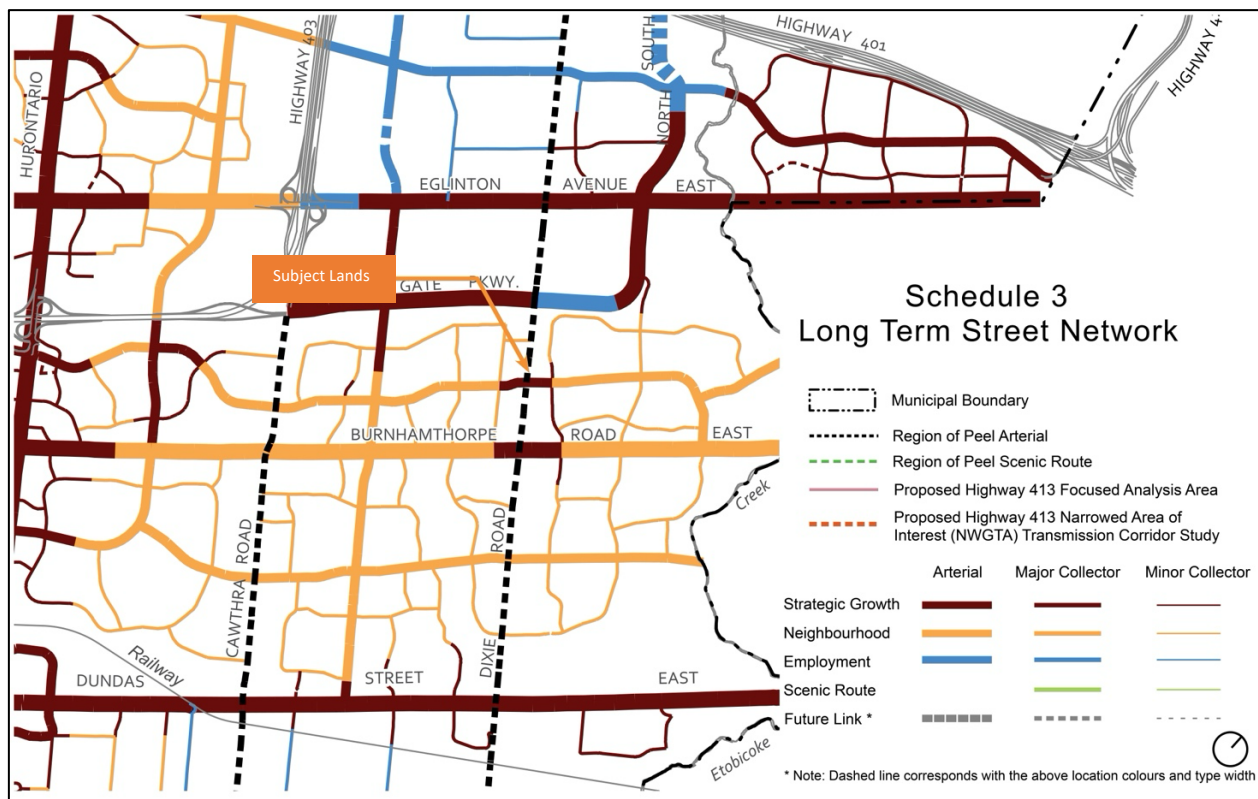


Figure 10: Schedule 3 – Long-term Street Network

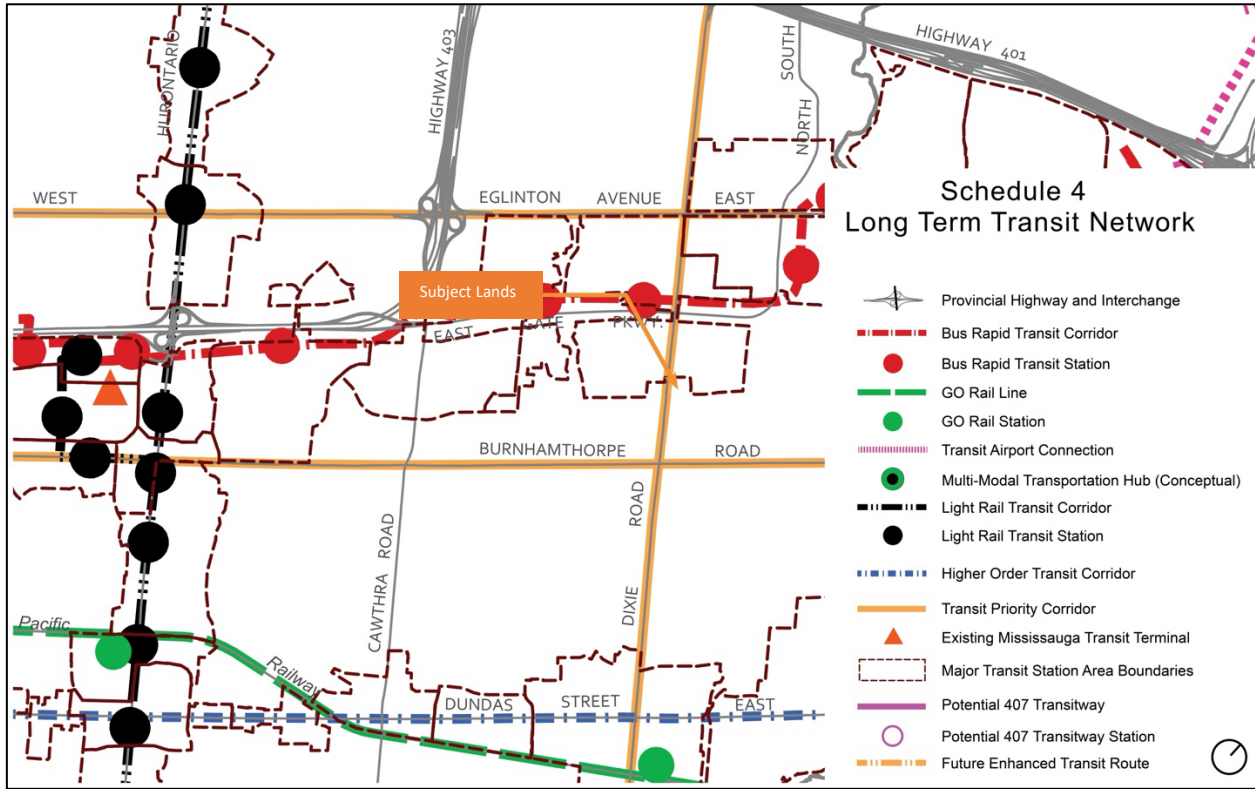


Figure 11: Schedule 4 – Long-term Transit Network

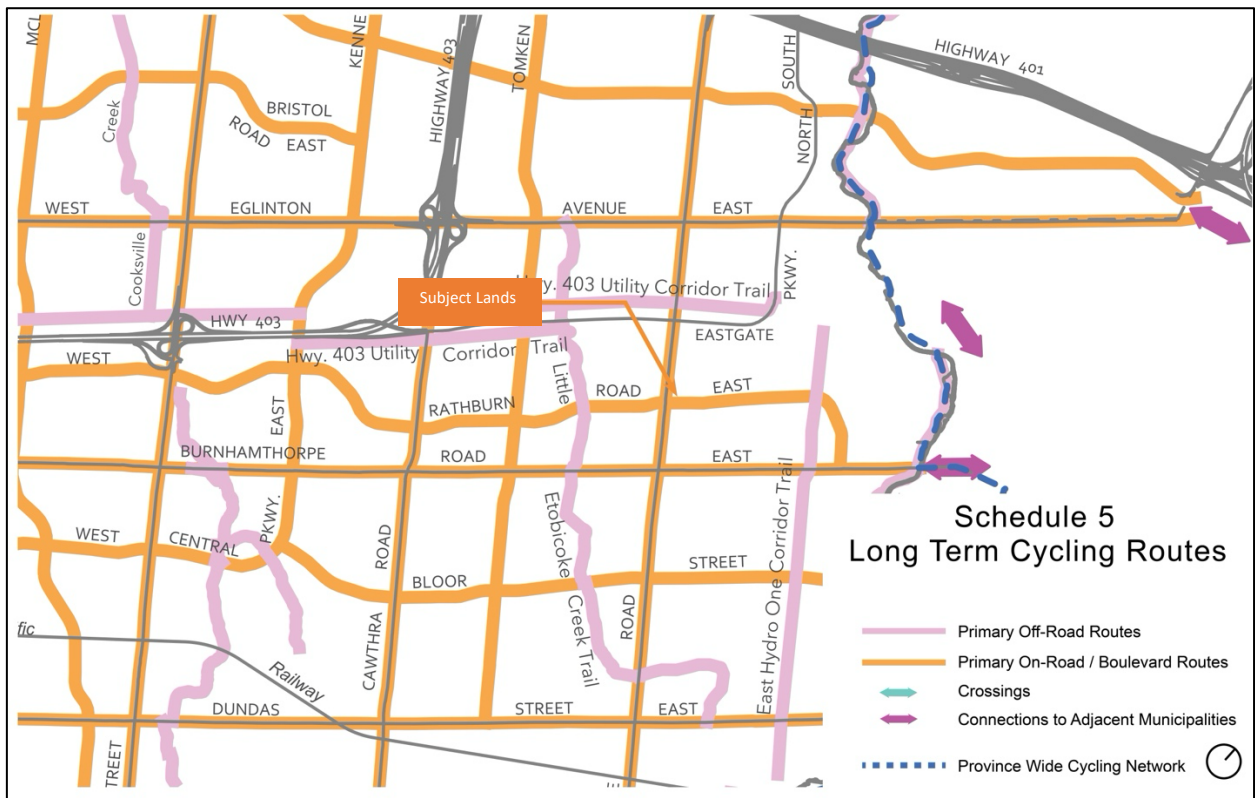


Figure 12: Schedule 5 – Long Term Cycling Routes

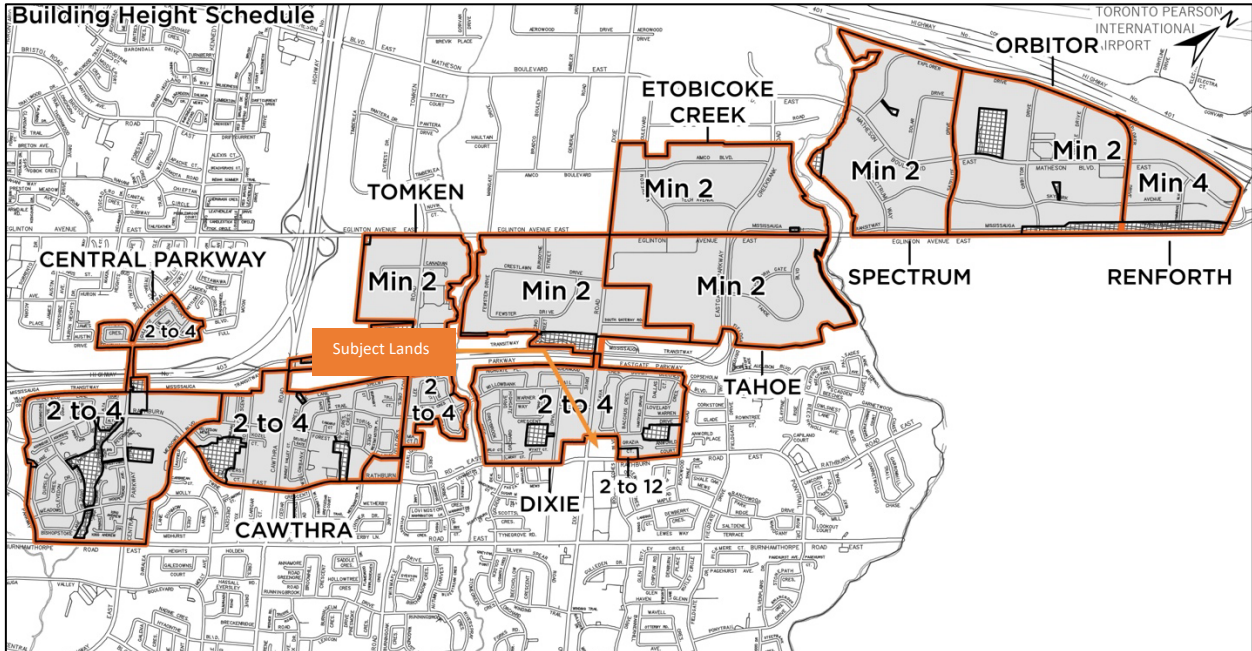


Figure 13: Schedule 8c – Protected Major Transit Station Areas (PMTSA)

Chapter 1 – Vision

Chapter 2 of MOP 2051 sets out the guiding principles for the growth and development of Mississauga. Its goals, objectives and policies align with the Provincial Policy Statement (PPS), and it focuses on planning for inclusive, vibrant, resilient communities, a healthy environment and a versatile, competitive economy. The MOP 2051 identifies the following areas for strategic actions that will aid in addressing the guiding principles: Growth Management and Strategic Growth Areas, Natural Environment and Climate Change, Housing and Community Infrastructure, Heritage and Culture, Transportation, Urban Form and Design, Economy and Collaboration.

Chapter 3 – Directing New Development

Chapter 3 of MOP 2051 directs development and growth within Mississauga. The Official Plan forecasts a population of 920,000 by the year 2041 and 995,000 people by 2051, with the majority of new growth directed to Strategic Growth Areas, which include the Downtown, Growth Centres, Growth Nodes, and MTSA's (Policy 3.2.4), to ensure development is mixed use, compact, and transit and active transportation supportive in appropriate locations (Policy 3.2.5). As per Schedule 1 – City Structure (refer to **Figure 14**), the Subject Lands are identified within a Growth Node, while it is adjacent to the south of the PMTSA. Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres, but greater than elsewhere in the City (Policy 3.3.1.1). According to Figure 3.2. of MOP 2051, Growth Nodes are planned to have a minimum density of 100 to 250+, and a mixture of low-rise, mid-rise and tall buildings, depending on Character Area policies and applicable PMTSA provisions.

Furthermore, the MOP 2051 provides that, Major Transit Station Areas will accommodate future growth with transit-supportive development reflective of their local context. Major Transit Station Areas are an overlay, and their boundaries may include one or more City Structure elements and Character Areas. They incorporate sites in proximity to existing or planned higher order transit stations or stops within the City of Mississauga (Policy 3.3.1.1). In this case, the Dixie 403 PMTSA is anchored by Dixie Station, which

provides service for various transit routes, including the Mississauga Transitway (BRT). The Subject Lands are located approximately 650 metres to the south of this station.

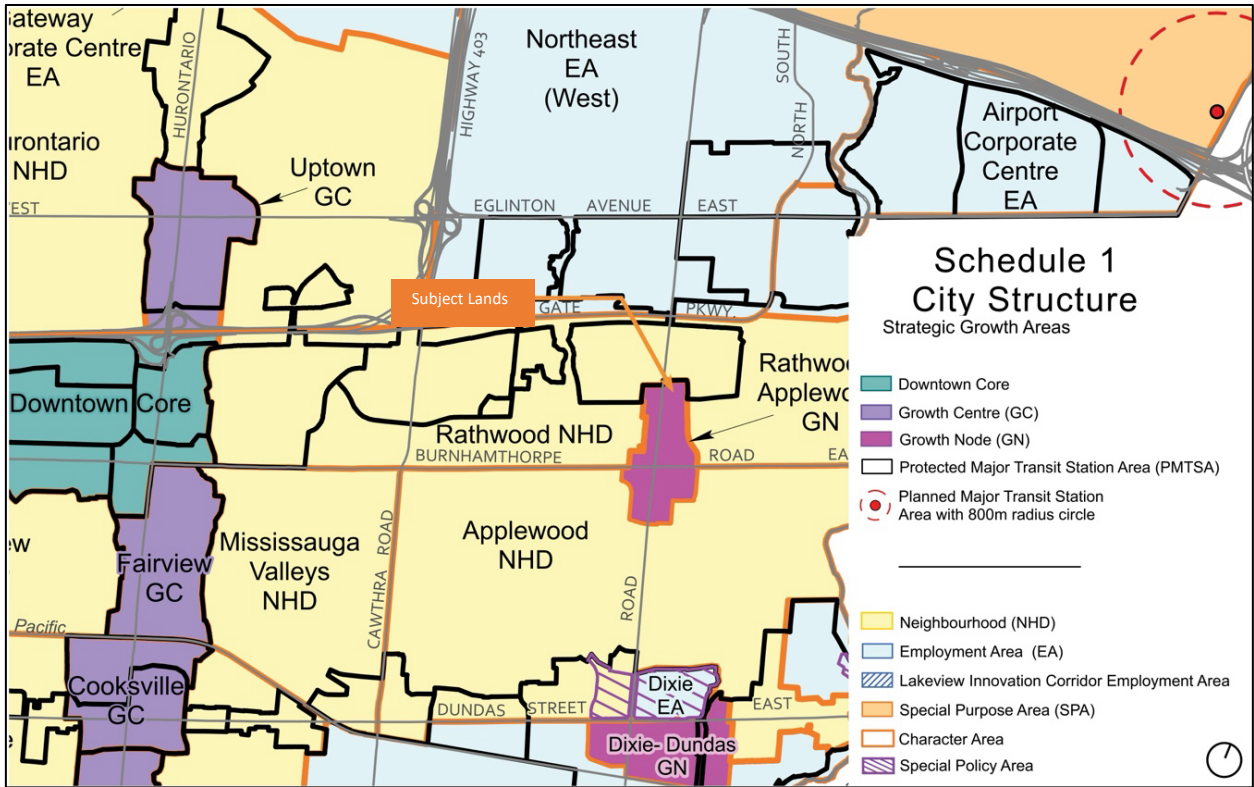


Figure 14: Schedule 1: City Structure

The Proposed Development maintains the City’s growth hierarchy by providing a form of development that is consistent with other developments within Growth Nodes city-wide, while it also aids in addressing the minimum density requirements for the Rathwood-Applewood Growth Node. The lands adjacent to the north and northeast of the Subject Lands are within a PMTSA and therefore candidates for intensification, thus reducing the potential impact of the Proposed Development on these lands.

Chapter 5 – Housing Choices and Affordable Homes

Chapter 5 of MOP 2051 provides housing policies that aim to protect existing affordable rental housing while ensuring new development yields diverse housing forms, tenures and affordability that align with the City’s growth trends and contribute to the creation of healthy, mixed-use, transit-supportive and complete communities.

Policy 5.2.4 outlines targets for affordable housing, as per below:

“The City will plan for an appropriate range and mix of housing options and densities that contributes to achieving the following housing targets:

- 1) 30 percent of all new housing units are affordable housing (rental and ownership), of which 50 percent of all affordable housing units are encouraged to be affordable to low-income households. The majority of units affordable to low-income households are anticipated to be

- rental and will include units such as subsidized housing, supportive housing, emergency shelter beds, and transitional housing; and*
- 2) *25 percent of all new housing units are rental tenure. These rental units include private rental market and non-market units.”*

Policy 5.2.5 provides that the City will explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units, while Policy 5.2.7 provides direction for the City to collaborate with the Region of Peel to explore offering incentives to support affordable and purpose built rental housing and opportunities to prioritize planning approvals for affordable housing developments.

Policy 5.2.8 addresses accessibility when it is stated, “Mississauga will explore, jointly with the development industry and other levels of government, strategies to encourage the incorporation of universal accessibility features in all new residential development and redevelopment.”

Section 5.3 outlines four strategies for achieving the City’s housing goals: support complete communities, diversify the housing supply, increase affordable housing, and protect and grow the rental housing stock. Subsection 5.3.1 provides direction on supporting complete communities through policies that ensure the quality and quantity of the existing housing stock is maintained (Policy 5.3.1.5), and that new housing meet the needs of young adults, older adults, and families (Policy 5.3.1.8). Policy 5.3.1.9 provides direction for the City to explore opportunities to provide additional affordable housing, with a focus on rental housing units.

Section 5.3.3 provides policy direction to support the City’s commitment to increasing affordable housing, particularly within PMTSAs. As per Map 5-1 of the MOP 2051, the Dixie 403 PMTSA, which is adjacent to the north of the Subject Lands, is not subject to Inclusionary Zoning policies, which are outlined in Policy 5.3.3.10. As per Policy 5.3.3.4, the City encourages design solutions that support housing affordability while maintaining appropriate functional, sustainable, and aesthetic quality, and encourages all landowners and community agencies of suitable sized sites to develop affordable housing (Policy 5.3.3.7).

Section 5.3.4 of MOP 2051 focuses on protecting and growing the rental housing stock, which is noted to be an important component of a sustainable housing supply. Policies 5.3.4.2 to 5.3.4.5 discourage the demolition or conversion of existing residential rental properties if it adversely affects the supply of affordable rental housing. Policy 5.3.4.6 outlines policies relating to rental replacement housing; however, the Proposed Development does not result in the demolition of any existing dwelling units.

The Proposed Development introduces 144 new purpose-built rental units on the Development Site. The existing 270 rental units will be retained on the Retained Lands.

Chapter 8 – Well Designed Healthy Communities

Chapter 8 of MOP 2051 establishes an urban form and design framework that complements City Structure policies and supports a resilient, healthy and accessible city for people of all ages, cultures and social statuses. The urban design framework will also help with the coordination of growth distribution, access to transportation and the production of a high quality public realm through the development of

sustainable spatial pattern within the city. This framework will play an important role in ensuring new development is designed in a manner that promotes healthy, active and connected communities.

Section 8.2 and 8.3 guides the urban form and pattern of the city, respectively. Policy 8.2.2 provides direction for Strategic Growth Areas that the urban form is required to promote a diverse mix of uses and support pedestrian movement, transit, and active transportation modes. Policy 8.2.6 encourages green building design and practices to help the City achieve its greenhouse gas emission targets and adapt to climate change. Policy 8.2.9 provides that the Urban form will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes.

Policy 8.3.3 provides that built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. Policy 8.3.4 provides that a high quality, compact and urban built form is encouraged to reduce the impact of extensive surface parking areas, complement adjacent uses, and distinguish the significance of the Strategic Growth Areas from surrounding uses. Policy 8.3.10 provides direction for new developments within Strategic Growth Areas to be oriented to, and positioned along the street edge, with clearly defined primary entry points. Policy 8.3.7 provides that existing large blocks within Strategic Growth Areas will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

Policy 8.3.12 provides direction for new development when it is stated:

“While new development need not mirror existing development, new development will:

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

Subsection 8.6.1 notes the different building types that can exist. High-rise buildings, which are also referred to as tall buildings, represent buildings with height maximums as prescribed by local area policies and land use designations. This building type plays an important role in allowing the city to meet its growth targets, especially within Strategic Growth Areas.

Policy 8.6.1.5 provides direction for Tall buildings to be sited and designed to enhance the area’s skyline, while Policy 8.6.1.6 provides direction for Tall buildings to provide for privacy and permit light and sky views. Policy 8.6.1.8 provides that new development will generally maintain a minimum 30 metre

separation distance between portions of buildings that are greater than six-storeys, unless otherwise prescribed by Character Area or Special Site policies.

Additionally, buildings are to provide visual interest and relief through changes in materials (Policy 8.6.1.10), and address pedestrian scale. For tall buildings, the lower portion of the building is to include built form that achieves street frontage and at grade relationships that prioritize a pedestrian oriented environment (Policy 8.6.1.19). Furthermore, Policy 8.6.1.17 provides that tall buildings are to “minimize undue physical and visual negative impact relating to microclimatic conditions, including sun, shadow, and wind, noise, views, sky views and adjacent residences.” Building and site design is to be compatible with the surrounding context, uses, public realm, and landscape (Policies 8.6.2.1, 8.6.2.7, and 8.6.2.11). As per Policy 8.6.2.2, development will provide appropriate transition to existing and planned development by having regard for various street and block patterns, the size and configuration of properties along the street, the building massing and height, privacy and overlook, and streetscape continuity, among other matters. Policy 8.6.3.2 provides that buildings are to create a sense of place through distinctive architecture, streetscaping, public art, and other means, and Policy 8.6.3.8 provides that site development should respect and maintain existing grades on-site.

Subsection 8.6.4 provides direction for parking. As per Policy 8.6.4.1, parking is to be located underground or internal or to the rear of the building, while Policy 8.6.4.5 provides direction for secure bicycle parking for long term and short term use is to be provided. Lastly, Policy 8.6.4.7 provides that loading, and waste storage areas should be internal to the building or located at the rear and screened from the public realm.

The Proposed Development provides a tower separation of 39.25 metres from the existing 20-storey building on the Retained Lands, while its base element, at a height of 8.5 metres that is coupled with at-grade landscape improvements, prioritizes a pedestrian oriented environment. Furthermore, the Proposed Development provides a transition down in building height, from a site and greater context perspective, as distance increases from Dixie Station to the northwest, while it also generally locates new parking below-grade.

Chapter 10 – Land Use Designations

The Subject Lands is designated *Residential High Rise* within Schedule 7: Land Use Designations of the MOP 2051 (refer to **Figure 15**). Properties surrounding the Subject Lands are designated as *Residential High Rise*, *Residential Low Density 1*, *Residential Low Rise II* and *Mixed Use*. Two other corners of the Dixie Road and Rathburn Road East intersection are also designated *Residential High Rise*, while the other remaining corner is designated *Mixed Use*.

In addition to community and transportation infrastructure, conservation, parkland, and transit facility uses that are permitted in all other designations, the *Residential High Rise* land use permits home occupation, additional needs housing (Policy 10.2.5.2), and dwelling units in buildings above eight storeys, with a maximum height specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height is that of the tallest existing building on the property (Policy 10.2.5.10). As discussed later in this section of this report, the Subject Lands is subject to Special Site provisions that provide for a maximum height of 20 storeys, which is equal to the height of the existing building on the Retained Lands.

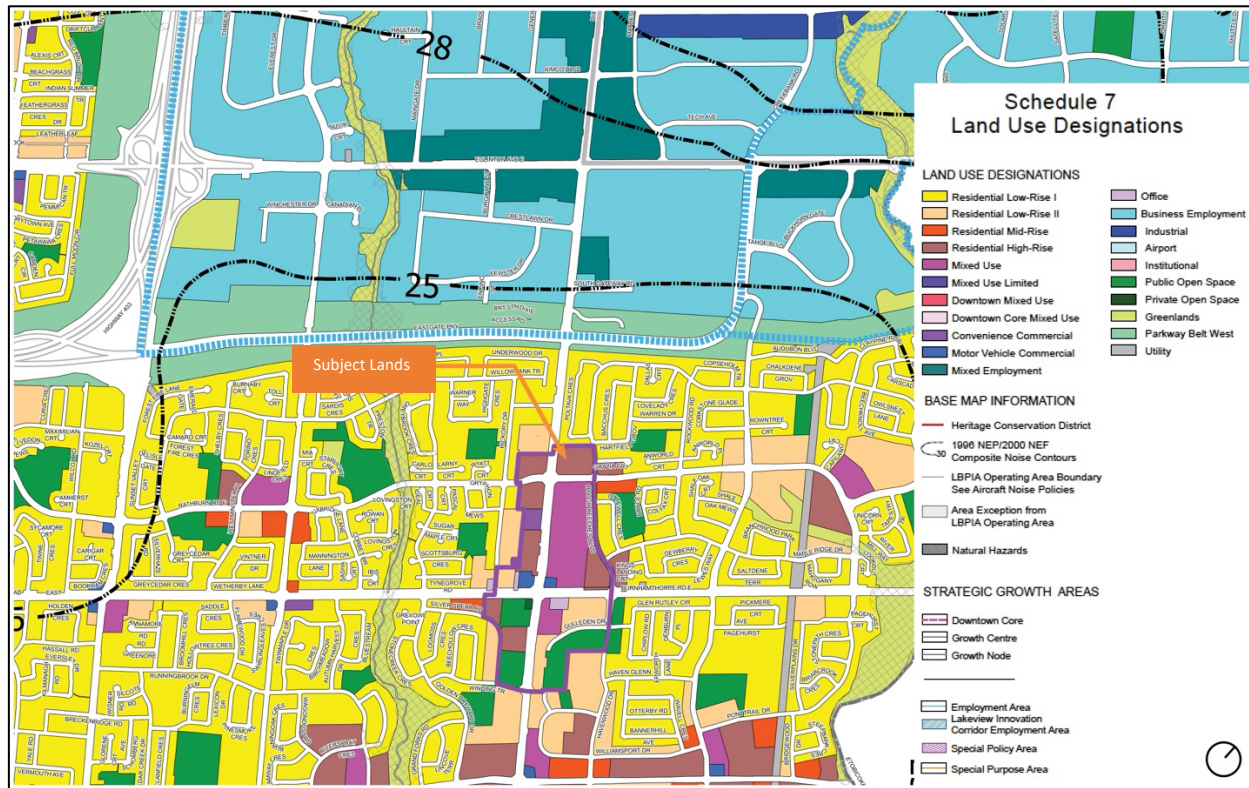


Figure 15: Schedule 7 – Land Use Designations

The Proposed Development of a 13-storey rental residential building is a permitted use within the Residential High Rise designation.

Chapter 11 –Transit Communities

Chapter 11 of MOP 2051 sets out policies for Major Transit Station Areas (MTSAs).

The preamble of Section 1.1 provides that Major Transit Station Areas will be developed to accommodate future growth with a balance of residents and jobs through adverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. Major Transit Station Areas are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10 minute walk. It is noted that the Subject Lands are located approximately 650 metres to the south of Dixie Station.

MTSAs are intended to develop in a way that supports existing and planned transit and active transportation infrastructure. Development is to accommodate a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities. Each MTTSA will be planned based on the local context, growth potential, and limitations (Section 11.1).

Policy 11.2.1 states that the policies of Chapter 11 are to be read in conjunction with all other policies of the Official Plan, and in the event of a conflict, the policies of Chapter 11 take precedence.

As per Schedule 8c of the MOP 2051, the Subject Lands is located adjacent to the south of the Dixie 403 PMTSA. As per Policy 11.2.8, Inclusionary zoning will apply to specific Protected Major Transit Station

Areas to increase housing affordability. The Dixie 403 PMTSA is not subject to Inclusionary Zoning, as per Map 5–1: Inclusionary Zoning (IZ) Areas of the MOP 2051.

For the Dixie PMTSA (PMTSA Reference Code No. 403-9), a minimum density of 130 residents and jobs combined per hectare and floor space index (FSI) of 1.40 is to be achieved across the lands within the PMTSA as per Table 11-1 of the Official Plan and policies 11.3.2.1 through 11.3.2.3. As per Schedule 8c and policies 11.3.1.1 and 11.3.3.1 of the MOP 2051, the permitted building heights for the properties adjacent to the north and northeast of the Subject Lands are 2- to 4-storeys, while the property across Bough Beeches Boulevard to the east is identified to permit a building height between 2- and 12-storeys. It is noted that the properties adjacent to the north and northeast of the Subject Lands on Poltava Crescent, Bough Beeches Boulevard and Hartfield Grove, currently contain detached dwellings at a maximum of 2-storeys. Policy 11.3.3.3 contemplates heights being permitted beyond the maximums identified with Schedules 8a to 8r of the MOP 2051 without an amendment to the MOP if the increase is to accommodate additional market units with the equivalent gross floor area (GFA) of all affordable housing units provided in the same building through Inclusionary Zoning.

Policy 11.3.3.4 recognizes that properties directly abutting and outside the boundary of a PMTSA may permit the height identified on the abutting lot within the boundary of the PMTSA without further amendment to this Plan subject to demonstrating the following:

- a. the proposed land use is permitted;
- b. the overall intent, goals, objectives of the Plan are achieved;
- c. the type, scale, and built form is appropriate, compatible and provides appropriate transition to surrounding land uses;
- d. appropriate site size and configuration;
- e. minimized visual impact, massing, shadowing, wind, and overlook; and
- f. sufficient existing or planned capacity of infrastructure and services.

Lastly, Policy 11.3.5.2 provides direction for developments to minimize surface parking, and contribute to the creation of a high standard of public and private realm streetscape design.

While the Proposed Development is not within a PMTSA, the Subject Lands share a boundary with the Dixie 403 PMTSA, where the adjacent lands to the north have been identified for intensification and are expected to redevelop in the future to aid in meeting the minimum density targets for the PMTSA's lands. As the Subject Lands is positioned approximately 650 metres from Dixie Station, the Proposed Development provides compact, transit-supportive development that will reduce the reliance on the personal automobile and increase the usage of public transportation and active transportation options.

Chapter 14 – Growth Nodes

Chapter 14 provides policy direction for Growth Nodes, which are strategic growth areas intended to accommodate future growth and development, all while making efficient use of land and infrastructure. Development in Growth Nodes will support complete communities, provide diverse employment opportunities, ample community infrastructure and amenities, and a range of housing options, where permitted (Section 14.1 preamble).

Policy 14.1.1.2 states that Growth Nodes will support the achievement of healthy, sustainable, complete communities that, among other considerations, provide a wide range of uses, including residential; supply a mixture of built forms, unit types, and sizes, with a varied range of housing options and affordability; deliver a compact built form and density that allow people to meet their needs locally; support transit ridership; have access to a range of transportation options, including higher order transit and active transportation; maximize the use of existing infrastructure; and, integrate green building design.

Policy 14.1.1.5 encourages a mix of mid- and high-rise housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices.

Policy 14.1.1.6 encourages residential and/or employment density and mix of uses to be sufficiently high to support transit usage. The policy also generally discourages low density development.

Section 14.1.3 provides Urban Design policies *for Growth Nodes*.

14.1.3.1 Development in Growth Nodes will:

- a) support a built form and density that achieves a high quality urban environment;*
- b) locate and frame buildings adjacent and parallel to public streets and public open spaces, to define their edges and create a relationship with the public sidewalk;*
- c) have a compatible massing and scale of built form that enhances the function of the Growth Node;*
- d) consolidate access points and shared parking, service areas and driveway entrances, where feasible;*
- e) contribute to an attractive public realm and generally be pedestrian oriented and street related;*
- f) incorporate active transportation connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and*
- g) provide open space, including squares and plazas, appropriate to the size, location and type of the development.*

14.1.3.2 Development on lands within Growth Nodes will be required to provide a transition in height and scale towards adjacent lower scale development in areas surrounding the Growth Node.

14.1.3.4 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

14.1.3.6 Existing surface parking areas in the Growth Nodes will be replaced as part of a redevelopment by underground and/or integrated above grade-structured parking.

14.1.3.7 A limited amount of surface parking may be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where surface parking is permitted, its impact should be minimized by being located at the rear or side of buildings and by being designed in accordance with the applicable policies of this Plan.

Section 14.2 provides specific Growth Node policies. The Subject Lands are identified within the Rathwood-Applewood Growth Node, as per Schedule 1 – City Structure (see **Figure 14**). Policies for the Rathwood-Applewood Growth Node are found in Section 14.2.9. These policies are as follows:

14.2.9.2.3 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

14.2.9.2.4 A minimum of one playground should be provided in a central location within the Node.

14.2.9.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.9.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.9.3.2 A maximum building height of 18 storeys will apply.

14.2.9.3.3 Development with heights in excess of 18 storeys may be considered through a site-specific Official Plan Amendment application, subject to demonstrating the following:

- a. the overall intent, goals, objectives and policies of the Plan are achieved;*
- b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;*
- c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;*
- d. the City Structure hierarchy is maintained; and*
- e. the capacity, timing and delivery of engineering services, street network, community infrastructure and multimodal transportation systems is sufficient to support the development.*

14.2.9.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum floor space index (FSI) of 3.75.

14.2.9.3.5 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

14.2.9.3.6 A combination of residential and commercial uses are encouraged.

14.2.9.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.9.4.2 Buildings will be designed and located to:

- a. frame and animate streets and public spaces;*
- b. create a coherent built environment;*
- c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of buildings and width of roads;*
- d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;*
- e. provide significant and generally consistent setbacks along collector and arterial*
- f. streets to promote landscape boulevards that enhance the pedestrian experience; and*

- g. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians.*

14.2.9.4.3 Tall buildings should have podiums and be located along arterial or collector roads or near transit stations.

14.2.9.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

- a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and*
- b. a minimum separation distance of 30 metres between the tower portion of tall buildings to prevent clustering.*

The Proposed Development conforms to the general Growth Node policies and the specific policies for the Rathwood-Applewood Growth Node. Its design was guided by specific Rathwood-Applewood Growth Node policies, including: maintaining a 30-metre tower separation; providing a podium and significant setbacks from that podium to an arterial road (Rathburn Road East) and a collector road (Bough Beeches Boulevard); framing and animating both Rathburn Road East and Bough Beeches Boulevard; providing a consistent 4.5-metre at-grade setback from both Rathburn Road East and Bough Beeches Boulevard that contains landscaped boulevards; achieving a maximum building height for the new building that is below 18 storeys; achieving a maximum site development density below 3.75 FSI (3.18 FSI on the Development Site); all while aiding in meeting the minimum density targets of 150 to 250 residents and jobs combined per hectare.

Chapter 17 – Special Sites

Chapter 17 sets out site-specific policies city-wide. The Subject Lands are identified at Site 187 (Rathwood-Applewood Growth Node), which stems from the 2008 approved Official Plan and Zoning By-law Amendment applications (By-law 0408-2008 and OPA 89) to facilitate the construction of various buildings on the Subject Lands, including a 6-storey residential building at the corner of Rathburn Road East and Bough Beeches Boulevard – similar to the location of the Proposed Development. As a result, the following policies apply:

The lands identified as Special Site 187 are located north of Rathburn Road East and east of Dixie Road. (Policy 17.187.1)

Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum floor space index (FSI) permitted for all development will be 2.56 and the maximum permitted height will be 20 storeys. (Policy 17.187.2)

As the Development Site will be severed from the Subject Lands in a concurrent Consent application to the City of Mississauga Committee of Adjustment, and the proposed FSI on the Development Site will exceed 2.56 FSI, an Official Plan Amendment is required. Furthermore, as detailed in the policies of Chapter 14 above, the Rathwood-Applewood Growth Node policies provide permissions for a greater site density of 3.75 FSI, while at the same time restricting the Subject Lands to 18-storeys when the existing

building is 20-storeys. As the Chapter 17 – Special Site policies within the MOP are in-force, the current application proposes to amend these policies.

In summary, the Proposed Development conforms to the City of Mississauga Official Plan 2051 with the exception of the maximum FSI (2.56) within the Special Site policies (Policy 17.187.2). This site-specific policy will require a technical amendment to permit the Development Site’s density of 3.19 notwithstanding that this density is below the parent Official Plan’s density limit of 3.75 FSI.

7.5 Zoning

Airport Zoning Regulations

Airport Zoning Regulations enforced by the Greater Toronto Airports Authority help ensure the safety of airports, particularly Toronto Pearson International Airport. These regulations maintain the safety of aircrafts around the airport, shield navigational aids from obstacles, set a maximum height limit for structures and natural objects surrounding the airport, and prohibit the dumping of waste materials on lands next to airports. The Subject Lands is identified within Toronto Pearson International Airport’s Obstacle Assessment Area (refer to **Figure 16**). All Crane activity within this boundary must be assessed and authorized in advance of the issuance of a building permit.

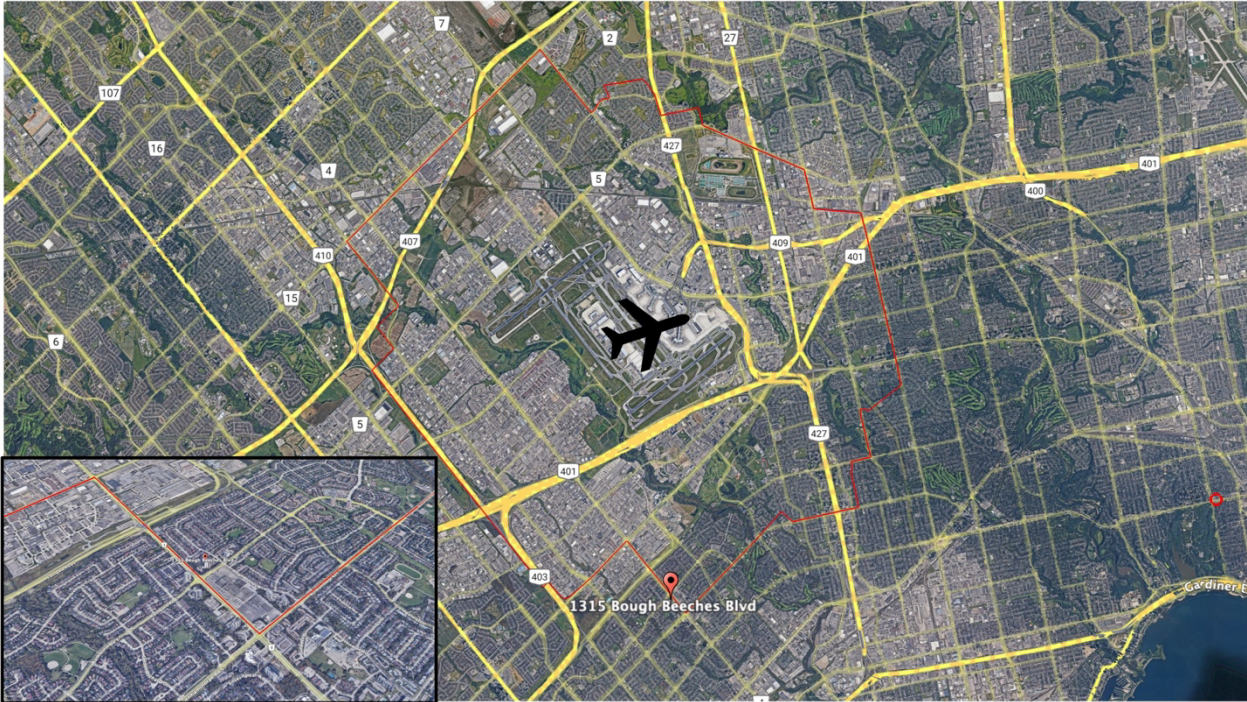


Figure 16: GTAA’s Airport Obstacle Assessment Area with the Subject Lands within the Boundary

Any development within this Airport Obstacle Assessment Area boundary is subject to height restrictions. The maximum building height within this area is 219.46 metres above sea level. When accounting for the proposed regrading of the Development Site, the height of the Proposed Development, including an estimation of crane activity, falls below this height restriction. Prior to approval of the Official Plan and Zoning By-law Amendment applications, a formal submission will be made to the GTAA to confirm that the height of the Proposed Development and any related construction activity is acceptable.

City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 zones the Subject Lands RA-5 (Residential Apartment 5). An apartment building is a permitted building type within this zone and therefore the Proposed Development is a permitted building type. The Subject Lands were rezoned in May 2008 through a site-specific Zoning By-law Amendment application to permit a 4-storey building extended along Dixie Road, a 20-storey building at the corner of the Rathburn Road East and Dixie Road intersection, a 6-storey building framing the corner of Rathburn Road East and Bough Beeches Boulevard, and four (4) blocks of 2-storey townhomes along the Subject Lands north boundary.

As a result, By-law 0408-2008 amended Zoning By-law 0225-2007 by adding Exception Number 39 to Article 4.15.6 so that it reads:

Exception RA5-39:

In a RA5-39 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:

Additional Permitted Use

4.15.6.39.1 – (1) Townhouse

Regulations

4.15.6.39.2 – For the purposes of this By-law, all lands zoned RA5-39 shall be considered one lot

4.15.6.39.3 – The provisions contained in Subsection 2.1.14 of this By-law shall not apply

4.15.6.39.4 – The regulations of Lines 15.2 and 15.3 contained in Table 4.15.1 of this By-law shall not apply

4.15.6.39.5 – Maximum floor space index - apartment zone 2.56

4.15.6.39.6 – Maximum number of townhouse dwelling units 18

4.15.6.39.7 – Minimum amenity area 1 120 m²

4.15.6.39.8 – Minimum setback to underground parking structures from all lot lines 0.0 m

4.15.6.39.9 – Maximum projection of a canopy, porch or balcony, exclusive of stairs, outside the buildable area identified on Schedule RA5-39 of this Exception, unless otherwise identified on Schedule RA5-39 of this Exception 2.6 m

4.15.6.39.10 – Maximum number of resident and visitor parking spaces per rental apartment dwelling unit 1.20

4.15.6.39.11 – All site development plans shall comply with Schedule RA5-39 of this Exception

Schedule RA5-39, which provides the required minimum building setbacks, is provided in **Figure 17** below.

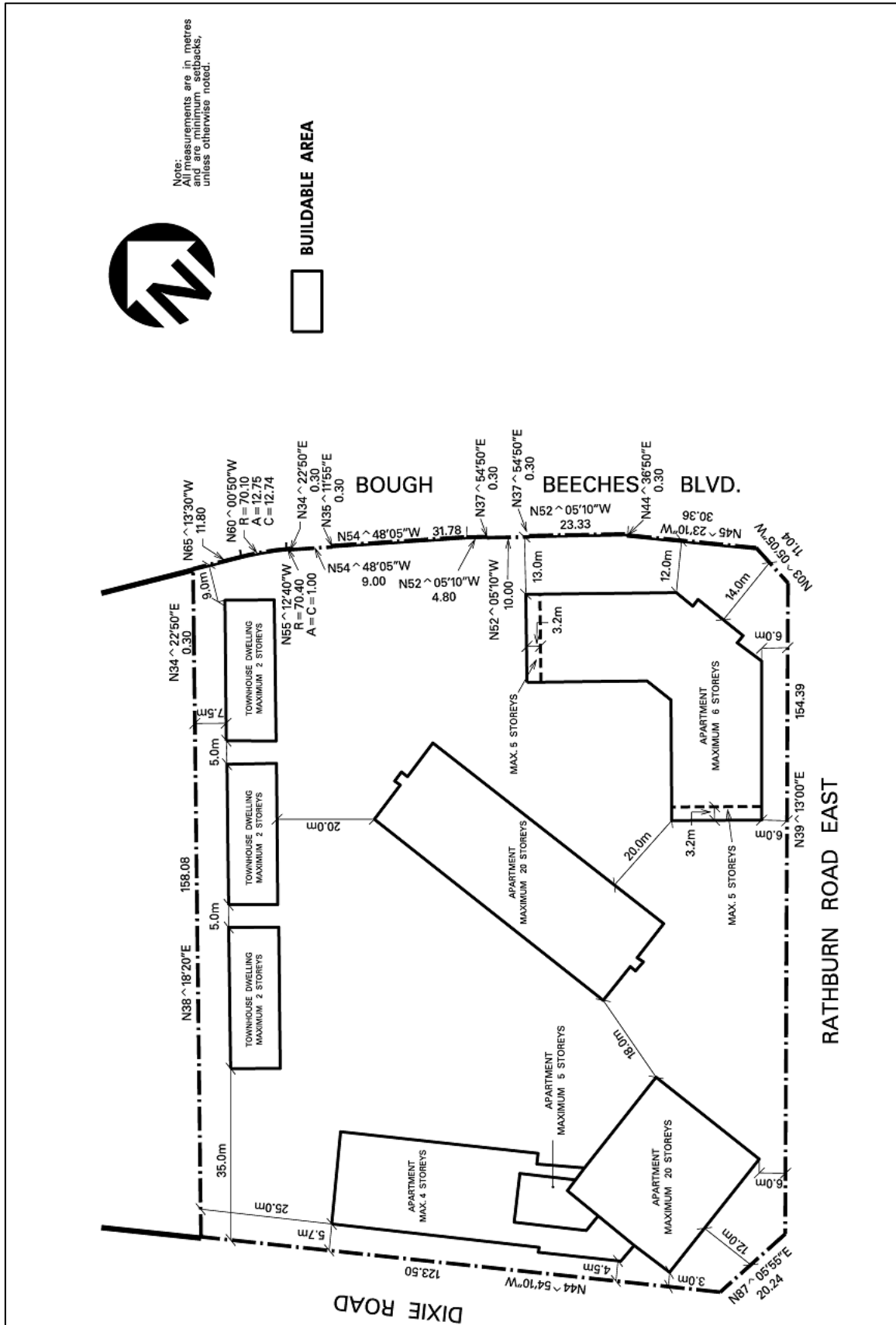


Figure 17: Schedule RA5-39 (Map 26) of By-law 0408-2008

A Holding (H) provision was applied to the Subject Lands via Site-specific By-law 0408-2008. The Holding provision requires that Functional Servicing, Stormwater Management and Hydrogeological Reports demonstrate that the City servicing requirements can be met and sufficient capacity exists to accommodate the Proposed Development. The Functional Servicing and Stormwater Management Report prepared by Fabian Papa and Partners, along with the Hydrogeological Report prepared by Grounded Engineering, confirm that the City's infrastructure can accommodate the increased density introduced by the Proposed Development. As a result, the Holding provision should no longer apply to the Development Site as made possible through the current Zoning By-law Amendment application, specifically when it is stated in Regulation 7 of Site-specific By-law 478-2023:

"The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-39 by further amendment to Map 26 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements;

- 1) the submission of a site development plan and an updated acoustical report, to the satisfaction of the Corporation of the City of Mississauga (the City), for any new development on the lands;*
- 2) the submission of a site development plan, to the satisfaction of the City, for modifications to the façade of the Existing apartment building on the lands;*
- 3) delivery of an executed Development Agreement in a form and on terms satisfactory to the City, including and without limitation provisions related to the following:*
 - (3.1) appropriate phasing and coordination of all development on the lands, including a restriction prohibiting construction access to and from Bough Beeches Boulevard for all phases;*
 - (3.2) the incorporation of all requirements/conditions prior to Site Plan approval and warning clauses as outlined in any technical studies or reports;*
 - (3.3) requirements for modifications to the façade of the existing apartment building, in accordance with the approved site plan for the first phase of the development;*
 - (3.4) the implementation of on-site storm water management techniques into the design and construction of the site works and services as necessary;*
 - (3.5) encroachment agreement for all proposed private landscaping works proposed within the municipal boulevards (PUCC approval required);*
 - (3.6) private maintenance agreement for the underground storm water storage facility (servicing rental condominium buildings) as part of the first phase of development;*
 - (3.7) such other provisions the City may require in relation to the development of these lands.*
- 4) satisfactory arrangements with the Transportation and Works Department for the appropriate storm sewer connections required to service the lands;*

- 5) *submission of a satisfactory preliminary detailed design, cost estimate and securities for the required modification works on the Rathburn Road East right-of-way;*
- 6) *the submission of required fees and/or securities for the following: acoustical barrier; street tree planting; tree preservation; and trail sign contribution;*
- 7) *confirmation that satisfactory arrangements have been made with the Region of Peel with regard to the following: the adequacy and provision of municipal services (water, sanitary and storm water management where applicable) to the proposed development; waste collection facilities; detailed engineering submission for the required northbound turning lane; and the conveyance of road widenings, reserves and daylight triangles.”*

As a result of the 2008 site-specific approvals, the Subject Lands are currently subject to a Holding provision in relation to matters which include the requirement to produce engineering reports. The current Zoning By-law Amendment application will serve to remove the Holding provision that applies to the Development Site. At the request of City Staff, a Development Application Review Consultation Meeting Request will be filed to confirm the requirements to satisfy the removal of the Hold through this Zoning By-law Amendment application. The Holding symbol will continue to apply to the Retained Lands. Overall, a site-specific Zoning By-law Amendment to By-law 0225-2007 is required to accommodate the specific development standards related to the proposed buildings' height, density, and minimum setbacks, among other matters. A draft Zoning By-law Amendment is included with the development application package, and within Appendix 4 of this report.

8.0 Supporting Studies

The following technical studies and reports have been included with this submission package in support of the Official Plan and Zoning By-law Amendment applications to facilitate the Proposed Development:

8.1 Arborist Report

Kuntz Forestry Consulting Inc. prepared an Arborist Report in support of the Proposal Development. A total of 274 trees on and adjacent to the Development Site. Trees measuring 10cm DBH and greater on and within six metres of the Development Site and trees of all sizes within the road right-of-way were inventoried.

A total of 45 trees will be required to be removed in order to accommodate the Proposed Development and an additional 4 trees are recommended to be removed due to their condition, while the remaining will be preserved. All trees identified for removal are located on the Development Site. Mitigation measures are recommended to mitigate substantial harm to the tree that will likely be injured. These mitigation measures include establishing a Tree Protection Zone, and if necessary, prune trees to restore the balance between the roots and top growth.

Further detail as it pertains to tree diameter and condition can be found in the report, which was submitted along with this application.

8.2 Pedestrian Level Wind Assessment

Gradient Wind has prepared a Pedestrian Level Wind Assessment of the Proposed Development. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Mississauga, the future wind conditions for the Proposed Development over all grade-level pedestrian wind-sensitive areas within and surrounding the Development Site will be acceptable for the intended uses on a seasonal basis.

Within the context of typical weather patterns, no areas over the study site were found to experience conditions that could be considered unsafe.

8.3 Acoustical Report

A Noise Study was prepared by Jade Acoustics, dated March 23, 2026, and submitted in support of this application. The Study examined and assessed the future noise environment of Proposed Development, evaluating impacts at sensitive receptors.

The study finds that due to the Proposed Development's proximity to commercial, high density residential, and retirement homes which present varying noise levels, a proximity warning clause that notifies future

tenants that the activities and equipment used at times may be audible, should be provided to proposed residential units.

8.4 Sun and Shadow Study

Arcadis prepared a Sun and Shadow Study in support of the Proposed Development. The Study finds that the Proposed Development contributes limited shadowing impacts on adjacent properties, including the low-rise residential buildings fronting Poltava Crescent to the north. It is important to note that the lands adjacent to the north have been identified within a Major Transit Station Area, which is a strategic growth area within the City of Mississauga's Official Plan.

8.5 Transportation Impact Study

LEA Consulting Ltd. has prepared a Transportation Impact Study in support of the Proposed Development. The Study identifies that the Development Site is well-served by the MiWay Transit network, within walking distance of bus stops and has excellent access to nearby cycling infrastructure.

The Proposed Development is expected to generate a total of 51 (19 inbound and 32 outbound) two-way auto trips during the AM peak hour and 71 (42 inbound and 29 outbound) two-way trips during the PM peak hour. Overall, the Proposed Development will introduce a manageable impact to the surrounding road network.

8.6 Functional Servicing and Stormwater Management Report

A combined Functional Servicing and Stormwater Management Report was prepared by Fabian Papa & Partners in support of the Proposed Development to provide an overview of the servicing strategy for the site, including its demands on municipal servicing infrastructure, while addressing possible capacity concerns. The report concluded that the Proposed Development is feasible from municipal servicing and stormwater management perspectives.

Proposed domestic water and fire demands can be accommodated by the existing municipal water supply infrastructure on Rathburn Road East. The receiving municipal sewer on Rathburn Road East, the sanitary drainage network as a whole can accommodate the increase in sanitary wastewater flow, and the storm drainage network can accommodate the Proposed Development without improvements. Lastly, the proposed internal storm sewer network, on-site underground rainwater harvesting storage tank, and the quality treated discharge to the receiving sewer satisfy the City's stormwater management objectives.

8.7 Geotechnical Investigation Report

Grounded Engineering has prepared a Geotechnical Investigation Report in support of the Proposed Development. The report summarizes findings from a subsurface investigation to assess soil and groundwater conditions and provide preliminary design recommendations.

The report provides considerations related to seismic site classification, earth pressures, slab-on grade construction, basement drainage, excavation, groundwater control, and foundation design options. The recommendations are preliminary and will be refined once a foundation strategy is selected.

8.8 Hydrogeological Investigation Report

Grounded Engineering has prepared a Hydrogeological Investigation Report in support of the Proposed Development. The Study provides an overview of the existing geological and hydrogeological conditions at the site and the surrounding area, an assessment of the hydrogeological constraints, impacts of the Proposed Development on the local groundwater, and provides an estimation of construction dewatering and permanent drainage requirements during the Proposed Development phase.

The Study finds that the site is located within the Etobicoke Creek Watershed and is underlain by cohesionless till and sand deposits. Monitoring and mitigation measures are recommended to manage potential settlement within the Zone of Influence due to groundwater drawdown.

8.9 Phase 1 and 2 ESA

A Phase One and Phase 2 Environmental Site Assessment was completed by Grounded Engineering in support of the Proposed Development. The study's findings indicate recommendations for future construction on the existing conditions.

8.10 Archeological Assessment

A Stage One and Two Archeological Assessment was completed by Archeological Consultants Canada in support of the Proposed Development. The study's findings indicate that no artifacts or other archaeological resources were identified

9.0 Conclusion

The Proposed Development represents an appropriate form of redevelopment for an underutilized portion of a property within a strategic growth area (Rathwood-Applewood Growth Node), as defined by the MOP, which is also adjacent to a Council-adopted PMTSA, and has access to a full range of amenities, services, infrastructure, and open space. The Proposed Development will introduce new residential uses and contribute to a diverse supply and mix of housing options in this part of the City, and contribute to meeting density and intensification targets consistent with Provincial policy direction. It will improve the streetscape on Rathburn Road East and Bough Beeches boulevard, and the general walkability and desirability of the area by delivering landscaping improvements and an attractive built form that mitigates impacts on adjacent sites and the existing building on-site.

In summary, the Proposed Development:

- Generally adheres to the recommendations within the *Partners in Homebuilding: Mayor's Housing Task Force Report* (January 2025) through adding 144 purpose-built rental units to the City's rental housing stock. All 270 rental units within the Retained Lands will be maintained;
- Provides housing options for families with 49% of proposed units being 2 bedroom or 3-bedroom units;
- Is consistent with the Provincial Planning Statement, 2024, by providing for a variety of rental housing options through compact intensification within a settlement area where public transit investment has occurred and is occurring, and municipal infrastructure is well-developed;
- Contributes to implementing the vision of the Regional Transportation Plan 2041 by helping to align land use with transit investments, providing more intense residential uses in an area close to a Mississauga 403 Transitway (Bus Rapid Transit) station;
- Conforms to the policies within the in-force City of Mississauga Official Plan 2051 regarding built form and development within the *Residential High Rise* designation by providing for a redevelopment which is compatible with the surrounding land use designation with the exception for the need of a technical amendment to the Official Plan to remove Special Site policies that are more limiting as compared the Rathwood-Applewood Growth Node policies;
- Aligns with the overall vision for the Rathwood-Applewood Growth Node, maintaining the City's overall growth hierarchy (as per the Mississauga Official Plan), and aiding the City in achieving the minimum growth targets for the Node;
- Implement a building of a scale and massing that does not create new shadows on parks, open spaces, or low-rise residential lands (*Residential Low Density I and II*), while the majority of adjacent lands to the north, east, and west, are within the Dixie 403 Protected Major Transit Station Area ("PMTSA") where new growth is expected and planned;
- Provides a building separation distance from the existing 20-storey building on the Retained Lands that is significantly greater than the separation distance from the 6-storey building footprint that was approved through the site-specific approvals in 2008;

- Represents a built form that will encourage active transportation and pedestrian activity along Rathburn Road East and Bough Beeches Boulevard;
- Does not create any adverse wind impacts on the pedestrian realm;
- Provides for effective site circulation and adequate parking supply that balances the promotion of active transportation and transit with the need to avoid impacting the supply of public parking in the area;
- Provides adequate bicycle parking spaces to further support the uptake of active transportation and lowering the reliance on the personal automobile; and,
- Retains the existing 20-storey building on the Retained Lands, while only requiring minor alterations to its underground parking structure and the paved parking area at-grade.

Having regard to the many factors discussed in this report, the Proposed Development is consistent with the Provincial Policy Statement, and conforms to the relevant policies of the City of Mississauga Official Plans with the exception for the need of a technical amendment to the maximum site density (FSI). Amendments to the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007 are required to facilitate the Proposed Development.

For the above noted reasons, the Proposed Development represents good planning and warrants the support of City staff and Council.

WND associates

planning + urban design



Andrew Ferancik, MCIP, RPP
Principal & President

Appendix 1 - Community Engagement Report

Introduction

This Community Meeting Report has been prepared by WND in support of the submission of applications for Official Plan Amendment and Zoning By-law Amendment (“the Proposed Development”) by 1315 Bough Beeches Boulevard Limited with respect to a portion of the site municipally known as 1315 Bough Beeches Boulevard (“the Development Site”) in the City of Mississauga. The Development Site is a triangular shaped lot located on the northwest corner of Bough Beeches Boulevard and Rathburn Road in the Rathburn neighbourhood of the City of Mississauga (**Figure 1**).

In advance of this submission, an applicant-led Tenant Meeting for the tenants of the existing 20-storey building on the Retained Lands was held on 9 February 2026, while a follow-up Community Consultation Meeting organized by Councillor Foneseca’s office was also held on 3 March 2026. Both meetings were held at the Burnhamthorpe Community Centre.

The purpose of this Community Engagement Report is to establish a common understanding and coordinated approach to public consultation efforts, as well as to provide practical guidance for soliciting public feedback as it relates to the Proposed Development.

Members in Attendance (Tenant Meeting – 9 February 2026)

Meaningful public consultation can result in a collaboratively refined development programme that addresses the concerns of stakeholders and forms a positive contribution to the development of a broader complete community. With such consultation it is important to set out goals and objectives at the outset of the Proposed Development. In this case, the broader public in attendance included:

Members of the Public:

- Approximately 32 people were in attendance

Councillors Office:

- Councillor Chris Foneseca

City of Mississauga Staff:

- Michal Stolarczyk, Senior Planner – Planning

Applicant’s Team:

- Farrah Ward, Vice President, Land Development – Stanford Homes
- Andrew Ferancik, Principal and President – WND Associates
- Heather Richardson, Associate – ARCADIS
- Aamer Shirazie – ARCADIS
- Karina Lopes de Camargo - ARCADIS
- Andy Bilawejian, Project Coordinator - LEA Consulting Ltd.
- Yvonne Battista, Principal, Landscape Architect & Urban Designer– StudioTLA
- Erik Retz, Senior Planner – WND Associates
- Carolina Gonzalez, Junior Planner – WND Associates
- Julian Battiston, Oben Flats

The meeting materials prepared and presented at the meeting are attached in Appendix 2 of the Planning Rationale Report.

Meeting Schedule and Minutes (Tenant Meeting – 9 February 2026)

Subject Matter/Question	Individual Responsible
Opening Remarks and Presentation	Andrew Ferancik (WND Associates – Planning & Urban Design) and Aamer Shirazie (Arcadis – Architecture)
Question and Answer Period	
Q: Have studies been completed for Potash, and when the core samples were completed did they find any?	Resident
A: <i>Don't remember at this time but will look into it</i>	<i>Andrew Ferancik / Aamer Shirazie</i>
Q : Why is this version of the application proposed, what happened to the other?	Resident
A: <i>the reason is in the current market, the original buildings were too much to try too tenant, direction was to pivot to another area in the site, this proposal is more economically appropriate</i>	<i>Andrew Ferancik</i>
Q Is it the same location as early 2000s approval	Resident
A: <i>Partly, but it is a different application</i>	<i>Andrew Ferancik</i>
Q: Is the parking from the same entrance?	Resident
A: <i>Yes</i>	<i>Andrew Ferancik</i>
Q: Is it rental or condos?	Resident
A: <i>Rentals</i>	<i>Andrew Ferancik</i>
Q: Is the management company different?	Resident
A: The property manager will be contracted closer to the time of occupancy of the building	<i>Andrew Ferancik / Farrah Ward</i>
Q: <i>Who is the owner is it the same</i>	Resident
A: <i>Yes, it is Stanford</i>	<i>Andrew Ferancik</i>
Q: Sometimes developers take phases to create more development, is the owner able to confirm in writing that no other buildings are going to be applied for?	Resident
A: <i>It is not being pursued at this time</i>	<i>Andrew Ferancik</i>
Q: Is there ways that traffic would be managed during construction, is there a possibility that the traffic level would change or be controlled differently?	Resident
A: <i>Construction management plan, will take that into consideration</i>	<i>Andrew Ferancik</i>
Q: Visitor parking – how will it be addressed? Concerned for the fact that there's not existing parking	Resident
A: <i>Surface visitor parking will be established</i>	<i>Andrew Ferancik</i>
Q: Is there any school zone impact of the area, are the schools ready to take this amount of people as well as the traffic - in the summer it is already a	Resident

Subject Matter/Question	Individual Responsible
bottle neck and more traffic would be introduced, access to the park would be a concern for safety	
<i>A: School capacities would be considered by the school boards when an application is made. Different solutions are being looked at in the, transportation study – internal crosswalks are being introduced and pedestrian accesses are provided to ensure students have a safe pedestrian access. Growth is already planned for this area which needs to be safe and consider impacts like traffic.</i>	<i>Andrew Ferancik Andy Bilawejian</i>
Comment: Bough beeches and Rathburn have traffic issues, people will be held up turning into the site	Resident
<i>A: This would not result in the street expanding, but the impact would be studied, unless there is no movement it may not stop the development, need to speak to counselor about this</i>	<i>Andrew Ferancik</i>
Q: Affordability is a concern, the rental increase has been higher, what is the plan – would above guideline increases occur?	Resident
<i>A: The development will be paid for by the new building; the proposed lobby renovation for the existing building will be paid by the new building</i>	<i>Farrah Ward</i>
Q: Is there any consideration for people who are impacted by this construction?	Resident
<i>A: We consider this request</i>	<i>Farrah Ward</i>
Comment: Lobby changes – the washing machine issues are much greater	Resident
<i>A: We are taking that into consideration</i>	<i>Andrew Ferancik</i>
Comment: The fitness center is not there, already have to pay a significant amount for the amenities etc	Resident
<i>Introductory Remarks – hoping to have some answers for residents who brought up concerns – traffic and light concerns / Rockwood glen connection concerns</i>	Councilor Fonseca
Q: Questions were sent to the councillor – specific to the project,	Resident
<i>A: apologies that it wasn't addressed City staff will address these questions.</i>	Councillor Fonseca
Q: What the rationale is for the location of the building – the tennis courts will they usable?	Resident
<i>A: The city has an official plan – this sight has had growth earmarked for a long time at this location</i>	<i>Farrah Ward Andrew Ferancik</i>

Subject Matter/Question	Individual Responsible
<i>too – doing it in a way that is least impactful on the other building</i>	
Q: The current parking will it be relocated and the existing parking will not be impacted?	Resident
A: Yes. it will be relocated	<i>Andrew Ferancik</i>
Q: The ramp and connection to through traffic is concerning, please look into current issues with connections for the school busses, include signage	Resident
A: <i>Could take it back to the school board to address a potential cross wall across bough beeches if the existing conditions are a challenge</i>	<i>Councilor Fonseca</i>
Q: Will the new residents be able to access the amenity spaces?	Resident
A: <i>Only outdoors, it is difficult to manage who accesses what in the outdoor areas</i>	<i>Andrew Ferancik</i>
Comment: would prefer the fitness Centre, sauna room, party room, not the lobby renovations	Resident
Comment: two party rooms are existing have not been open	Resident
Councilor: The existing amenities should be available to the tenants – should not be a trade off	Councilor Fonseca
A: <i>Unsure that the rent is paid there, will take it back</i>	<i>Farrah Ward</i>
Q: The idea of improving existing as opposed to the beautification of the lobby – the financial stress tenants are under is underlying, can there be a strategy put in place to decrease this stress	Resident
A: New building pays for itself – will take it back	<i>Andrew Ferancik</i>
Comment: Visitor parking area – paid parking is now established but does not work, instead of putting money on lobby compensating parking	Resident
Q: currently a tight right turn onto bough beeches, is there any way widening the entrance is being considered, avoid parents for kids	Resident
A: <i>Yield signs and mirrors can be implemented, we will look at that</i>	<i>Andy Bilawejian</i>
Q: Where the new building is proposed will cut into on site visitor parking, if construction happens, will that parking be impacted with the constructions, where is there going to be visitor parking	Resident
A: <i>The idea is to have the PUDO switch, will look at utilization issues</i>	<i>Andrew Ferancik</i>
Q: If approved when will construction begin	Resident
A: <i>A year from now and construction is planned for 32 months</i>	<i>Andrew Ferancik</i>

Subject Matter/Question	Individual Responsible
Q: Traffic is looked at – currently the staircase is not maintained – the other corner is taped off, going down the driveway has no sidewalks, is the berm going to be removed	Resident
A: <i>the idea is to reimagine the permeability of the site and pedestrian accesses, it is going to flatten out more to connect to Rathburn</i>	Andrew Ferancik
Q: Would the cost be in the development	Resident
A: <i>The improved pedestrian lanes would be covered by the development</i>	Andrew Ferancik
Comment: How would connections with the fob be to the bottom, currently there are no additional parking spots and there is lots traffic – comment on the parking issues	Resident
Comment: if you want to have the lobby look good can you guarantee that painting and above the guidelines increases will not be established, want it to be crystal clear, not willing to pay above the guideline,	Resident
Comment: Percent increases are burdens that cannot be acceptable	Resident
Comment: It’s not that the policies aren’t being followed – the standard of living is not reflective of the cost of living	Resident
Comment: The building use to have existing amenities, consider that its being paid for	Resident
A: <i>The city will get the report</i>	Andrew Ferancik
Q: With the new building – looking at doing in suite washers and dryers, can this be included in the building	Resident
A: This is beyond the scope of the issues – will take it back to Briarlane	Andrew Ferancik/ Farrah Ward
A: It would be a lot of structural issues	Aamer Shirazie
Comment: Pipe issues and no water is available	Resident
Comment: Want to address affordability issues with rent and above guidelines charges as well as issues with amenity space access	Resident
Closing Remarks – Opportunity to come to March 3 rd Meeting	Andrew Ferancik

Members in Attendance (Community Meeting – 3 March 2026)

Meaningful public consultation can result in a collaboratively refined development programme that addresses the concerns of stakeholders and forms a positive contribution to the development of a broader complete community. With such consultation it is important to set out goals and objectives at the outset of the Proposed Development. In this case, the broader public in attendance included:

Members of the Public:

- Approximately 50 people were in attendance

Councilors Office:

- Councillor Chris Foneseca
- Camila Rodriguez – Corporate Executive Assistant to Councillor Fonseca

City of Mississauga Staff:

- Michal Stolarczyk, Planner – Development Central

Applicant’s Team:

- Farrah Ward, Vice President, Land Development – Stanford Homes
- Andrew Ferancik, Principal and President – WND Associates
- Heather Richardson, Associate – ARCADIS
- Aamer Shirazie – ARCADIS
- Karina Lopes de Camargo - ARCADIS
- Andy Bilawejian, Project Coordinator - LEA Consulting Ltd.
- Yvonne Battista, Principal, Landscape Architect & Urban Designer– StudioTLA
- Carolina Gonzalez, Junior Planner – WND Associates
- Erik Retz, Senior Planer – WND Associates

The meeting materials prepared and presented at the meeting are attached in Appendix 2 of the Planning Rationale Report.

Meeting Schedule and Minutes (Community Meeting – 3 March 2026)

Subject Matter/Question	Individual Responsible
Opening Remarks	Councilor Fonseca
City Presentation	Michal Stolarczyk (Planner – City of Mississauga)
Applicant’s Presentation	Andrew Ferancik (WND Associates – Planning & Urban Design) and Aamer Shirazie (Arcadis – Architecture)
Question and Answer Period	
Q: Height proposal – height restrictions from the airport zone and permitted is it 25 or 20 – in terms of the sun/shadow exposure what is the impact In terms of entrance and exit traffic volumes – lane designations and signal timing to monitor the traffic, how will the development work with the mall	Community Member

Subject Matter/Question	Individual Responsible
<i>A: it is actually 20 storeys – the distance is 39m, the city recommends 25 metres, as part of the application we have to do a shadow study, we have already completed it and there are limited impacts – the city will have the opportunity to review however we believe the impact is minimal We still have to submit a traffic study</i>	Andrew Ferancik
A: Nearby intersections will be studied – through the review if roads/signals need to be altered that will come out of the review from city staff and going back to the applicant	Ashlee Rivet-Boyle
<i>A: No application has been submitted for Rockwood Mall – the councillor has met with the new owners – confirm that there is no application with the city – current focus is the retail</i>	Councillor Fonseca
Comment: Feral ants will infest the building, how will that be deterred	Community Member
<i>A: Before the application this process occurs and then a Construction Management Plan – unknown as to ant mitigation</i>	Andrew Ferancik
Q: How many trees will be removed and how many will be planted for wildlife and nature reserve The existing Walkway with the stairs – will zebra striping or a traffic light be placed to cross the street Why did you decide on 13 storeys Plan looks good For emergency vehicles how will that be impacted and can they all fit – how wide is that	Community Member
<i>A: Removing 39 and planting 34 – the ones removed are lower quality – more native trees will be planted</i>	Yvonne Battista
A: have to look at the zebra striping – will evaluate Will get circulated to fire and emergency department to ensure access to either building	Ashlee Rivet-Boyle
<i>Q/Comment: Have not applied yet – would like to request another meeting – current building is neglected – gardening is not currently there – red stones have replaced them</i>	Community Member
A: Once they apply council has to render a decision within 120 days – if there are other areas that need to be addressed then staff can recommend to continue to work with	Ashlee Rivet-Boyle

Subject Matter/Question	Individual Responsible
Q: for visitor parking – is it just 7 spots – where are construction materials going to be	Community Member
<i>A: there are 15 visitor parking spaces for the new building and parking for the existing buildings – construction access is too soon – off of likely bough beeches – the CMP will provide that</i>	Andrew Ferancik
<i>Q: the car line up – how will that be addressed is there more congestion – if doors are broken/any issues occur when theres issues with the current congestion on the street and on the property – the entrance doors are old so if they break then an issue</i>	Community Member
<i>A: transportation study will have to show that it can be accommodated – the question is does it function</i>	Andrew Ferancik
<i>Comment: Go see how the existing buildings are, against proposal</i>	
<i>A: This is a private landowner – the private land owner has a right to apply</i>	Ashlee Rivet-Boyle
<i>Q: The issue of affordable housing</i>	Community Member
<i>A: Market rate – rental housing – we are looking for financing options to see if there will be affordable units at the development</i>	Andrew Ferancik
<i>Comment: advance green light on Rathburn road – making left turn on dixie there is a traffic pile up – never seen an advance green – request from rathurnburn going to dixie – Question: bough beeches is one lane each direction – how will people be moving south bound if one lane is closed how will that be impacted -</i>	Community Member
<i>A: Application has not been submitted – a construction management plan will be prepared and approved – a road occupancy permit is required to even start the application</i>	Ashlee Rivet-Boyle
Closing remarks	Councillor Fonseca

Appendix 2 - Public Meeting Presentations

Tenant Meeting Presentation



PROJECT CONSULTANT TEAM



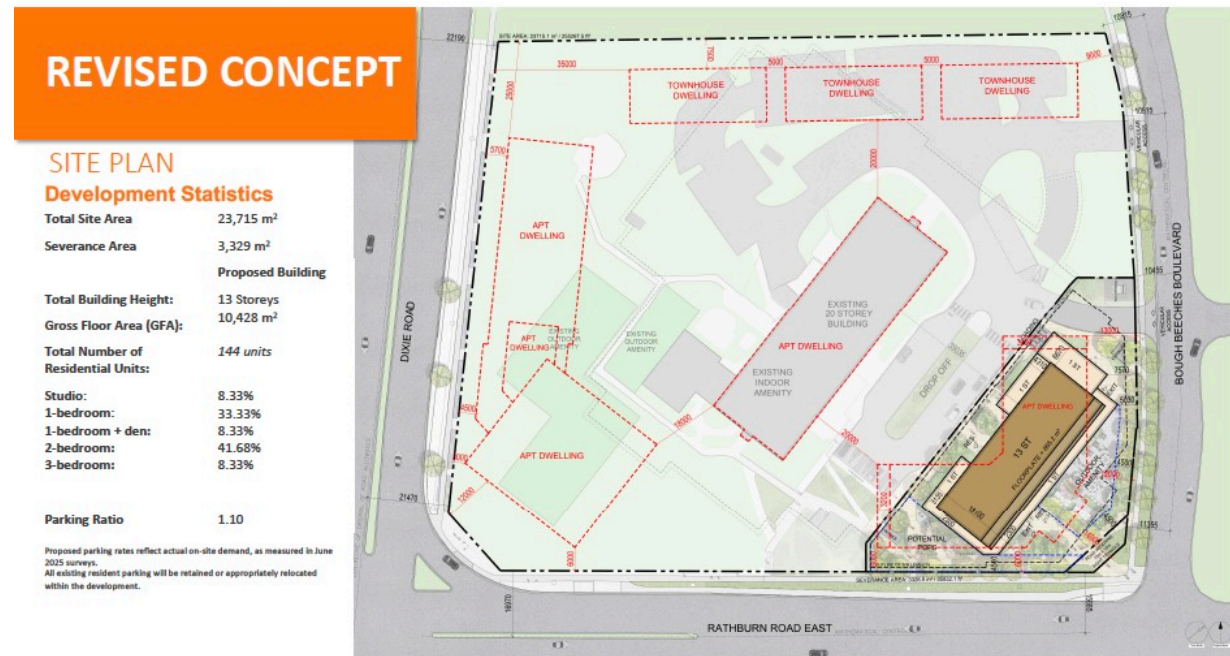
PREVIOUS CONCEPT

Development Statistics

Total Site Area	23,715 m ²
Development Area	6,728 m ²
	Proposed Building
Total Building Height:	18 & 18 Storeys
Gross Floor Area (GFA):	32,318 m ²
Total Number of Residential Units:	400 units
Studio:	7%
1-bedroom:	17%
1-bedroom + den:	1%
2-bedroom:	57%
2-bedroom + den:	1%
3-bedroom:	17%
Parking Ratio	1.09

Proposed parking rates reflect actual on-site demand, as measured in June 2025 surveys. All existing resident parking will be retained or appropriately relocated within the development.





CONCEPT COMPARISON



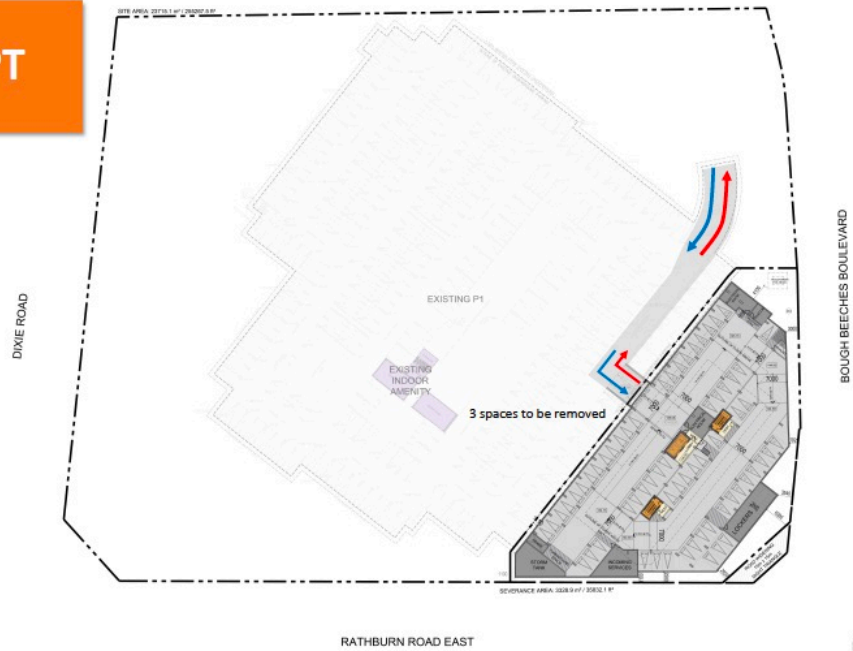
PREVIOUS CONCEPT



REVISED CONCEPT

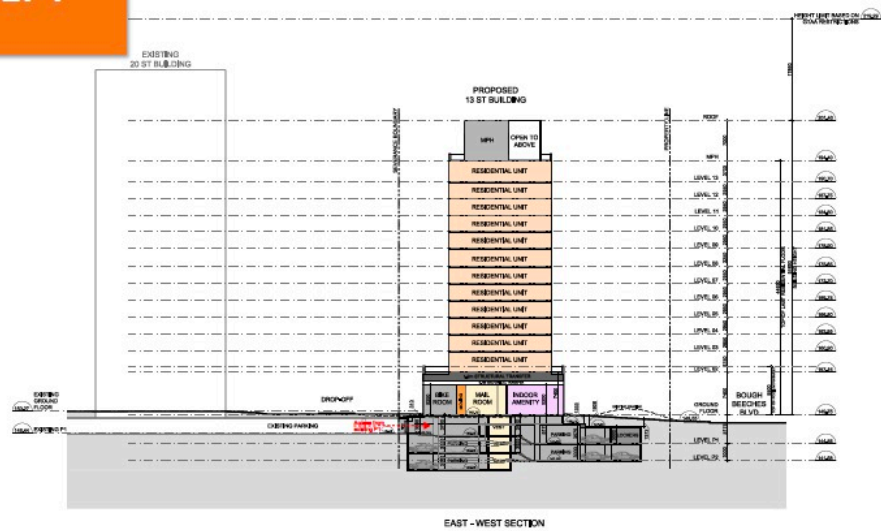
REVISED CONCEPT

P1 FLOOR PLAN



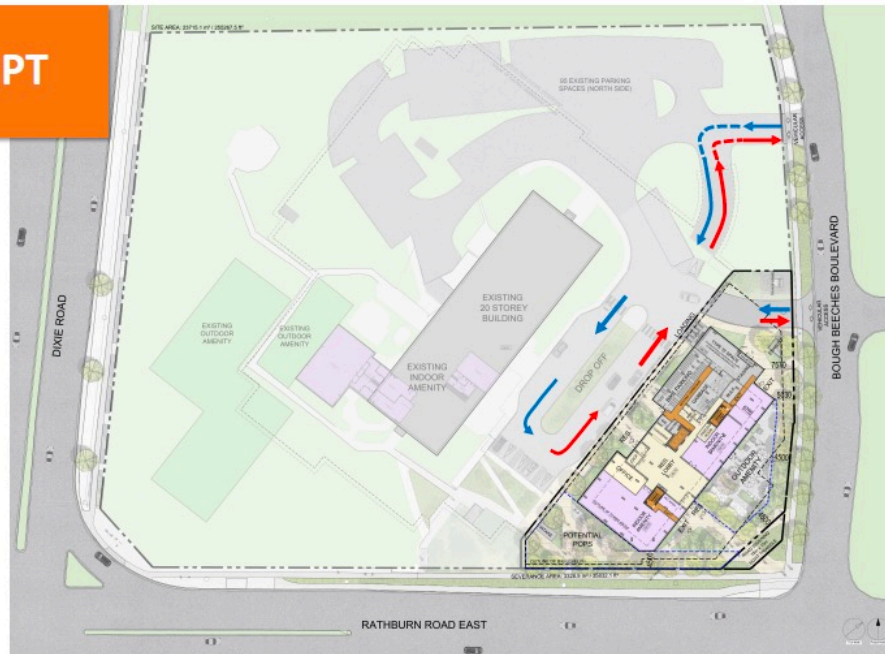
REVISED CONCEPT

EAST WEST SECTION



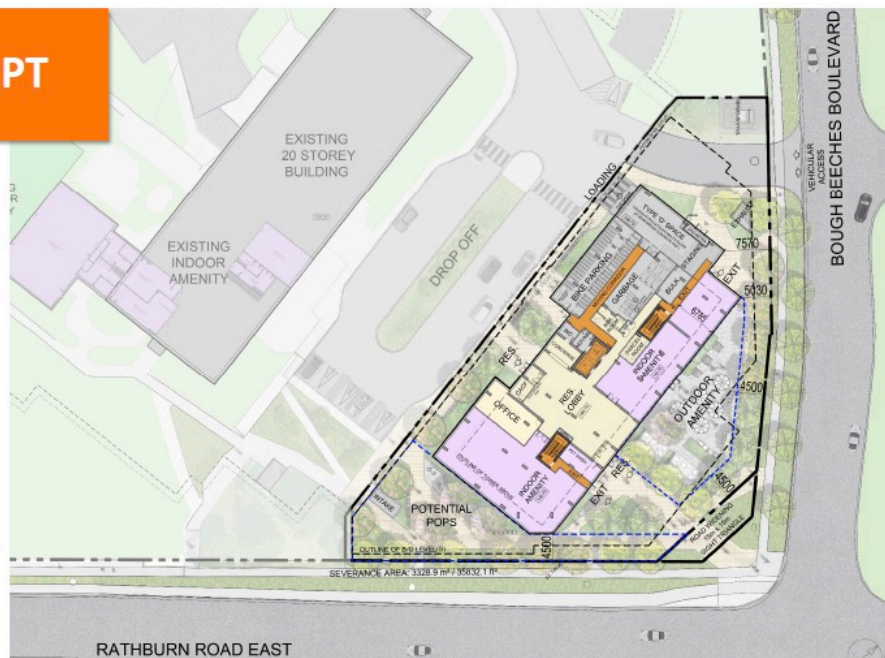
REVISED CONCEPT

GROUND FLOOR PLAN



REVISED CONCEPT

GROUND FLOOR PLAN



REVISED CONCEPT

TYPICAL FLOOR PLAN



REVISED CONCEPT

LANDSCAPE PLAN



PRE-CONSTRUCTION ACTIVITIES

- Service Relocations
- Pick-Up/Drop-Off Update



LOBBY RENOVATION



LOBBY RENOVATION



LOBBY RENOVATION

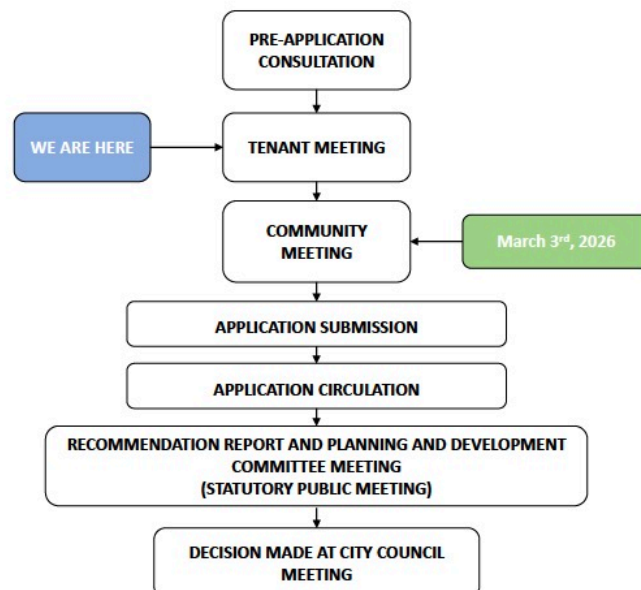
LOBBY RENOVATION



CONSTRUCTION PROGRAM PRINCIPLES

- **Communication Principles**
 - Tenant Advisories
 - Advance Notifications
 - Community Liaison
- **Construction Impact Mitigation**
 - Barriers and enclosures
 - Tenant and community communication
 - Equipment selection
 - Suppression measures
- **Traffic and Neighbourhood Coordination**
 - Scheduling
 - Signage and flagging

APPLICATION PROCESS





Thank You

QUESTIONS & COMMENTS

TENANT MEETING

1315 Bough Beeches Boulevard

* Conceptual Design

Community Meeting Presentation



Community Consultation Meeting

1315 Bough Beeches Blvd

Official Plan and Zoning By-law Amendment
Applications for a 13-Storey Rental Building

March 3, 2026

PROJECT CONSULTANT TEAM



REAL ESTATE MANAGEMENT



ARCHITECTURE



PLANNING & URBAN DESIGN



LANDSCAPE



CIVIL ENGINEERING



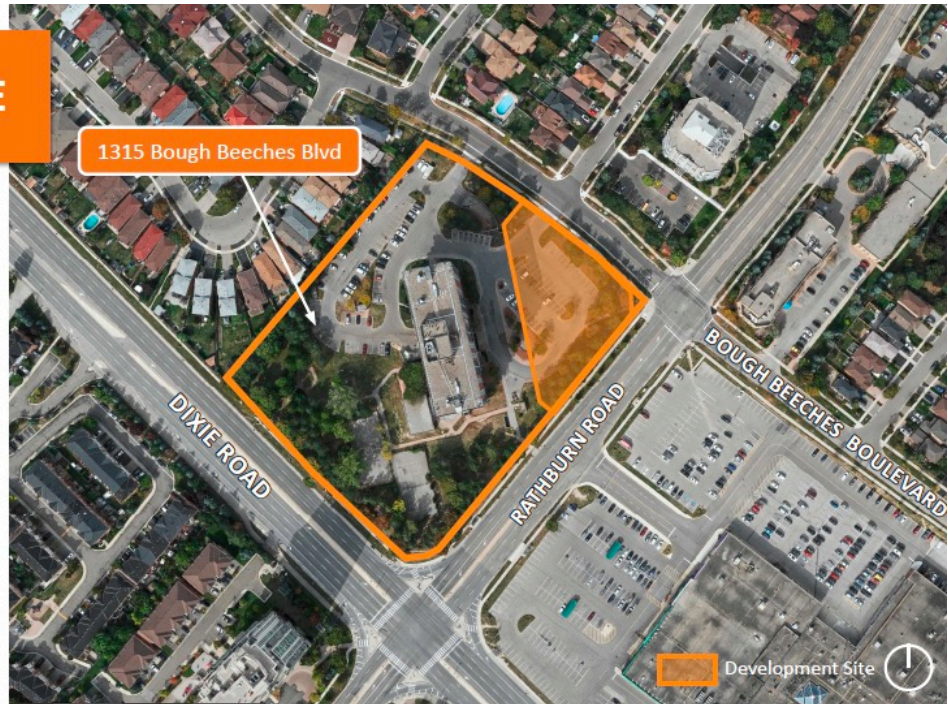
TRAFFIC



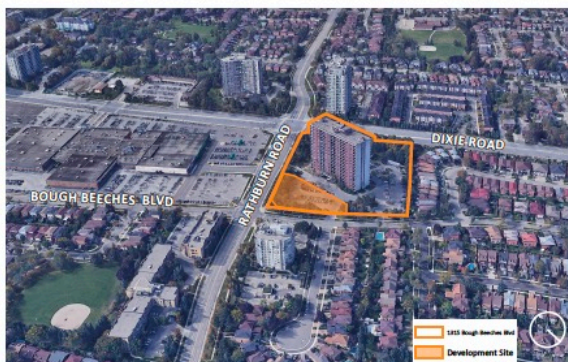
OWNER



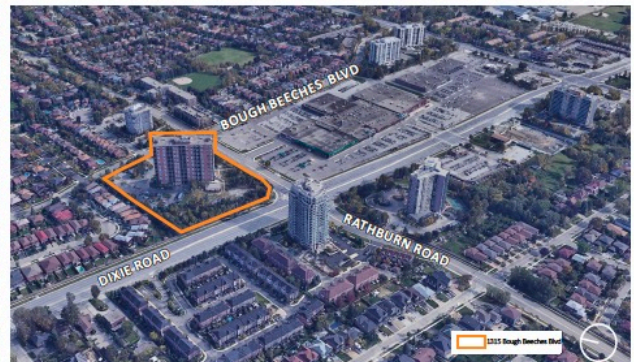
EXISTING SITE



EXISTING SITE CONTEXT



Perspective facing Southwest

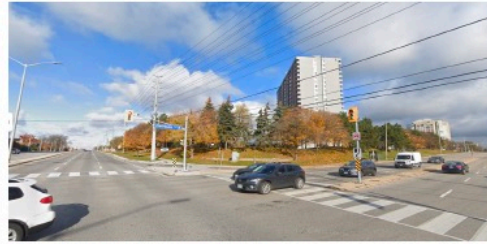


Perspective facing Southeast

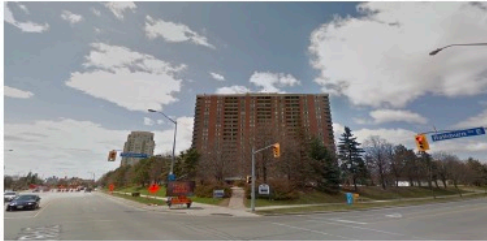
EXISTING SITE



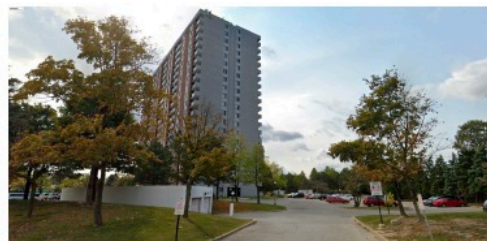
View from Dixie Road facing southeast



View from Rathburn Rd E and Dixie Rd facing north

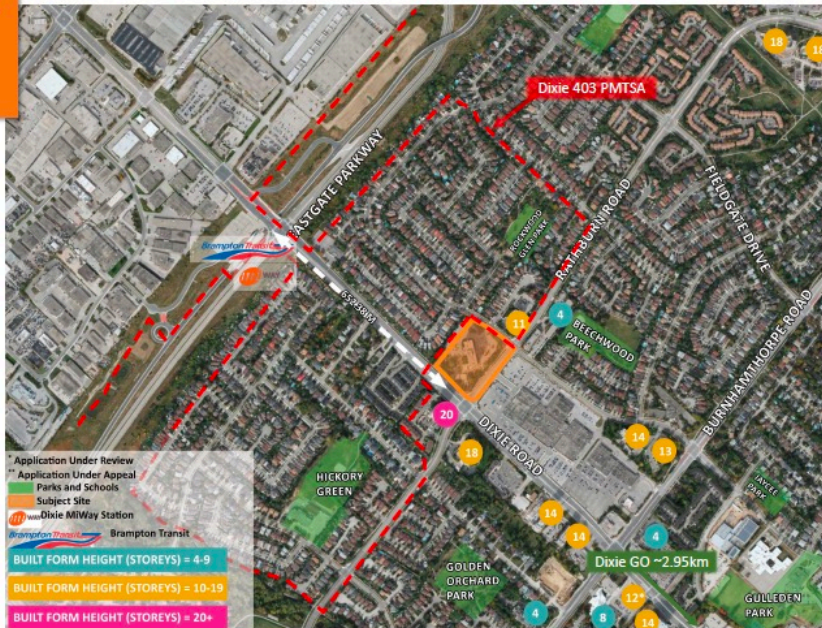


View from Rathburn Road East and Bough Beeches Blvd facing northwest

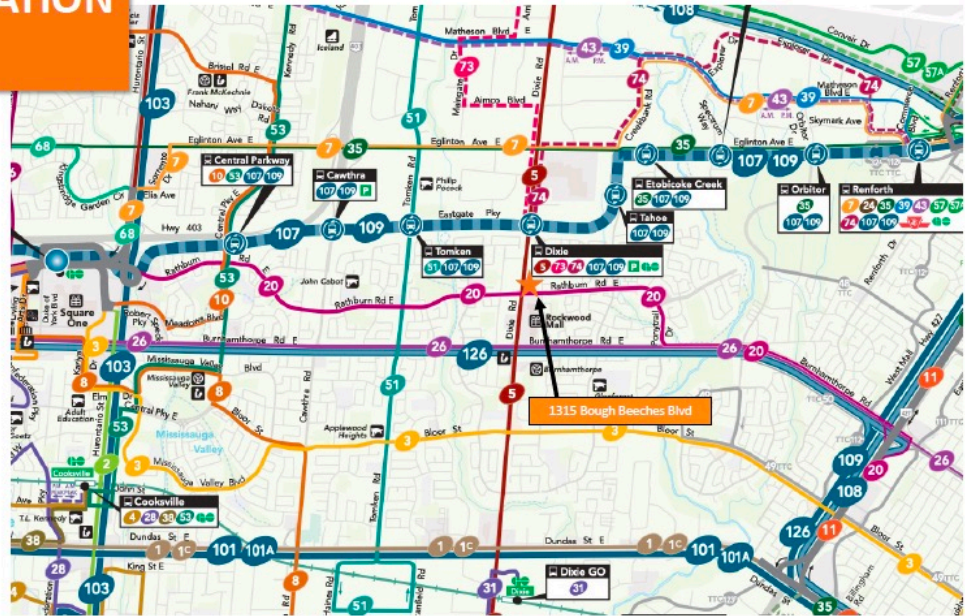


View from Bough Beeches Boulevard facing east

EXISTING HEIGHT CONTEXT

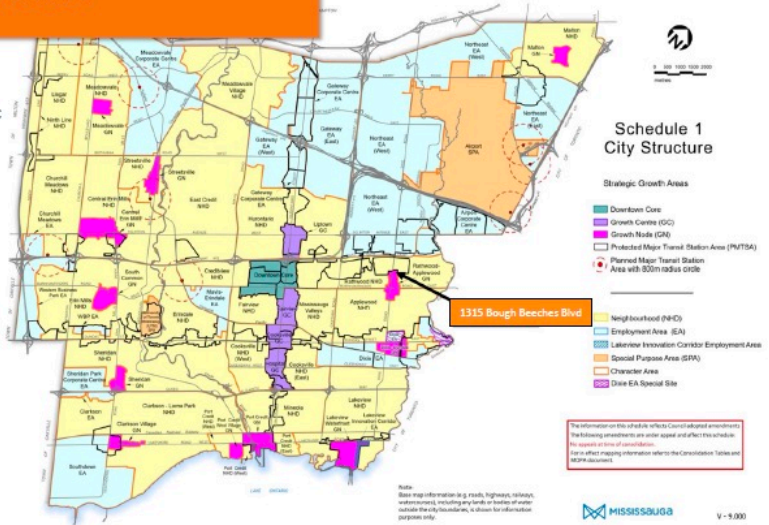


TRANSPORTATION CONTEXT



CITY OF MISSISSAUGA OFFICIAL PLAN Schedule 1 City Structure: "Growth Nodes"

- Subject Site is within the Rathwood-Applewood Growth Node, which is one of the City's Strategic Growth Areas
- City's Growth Hierarchy:
 - Downtown Core
 - Growth Centre
 - Growth Node
 - PMTSAs (density permissions are variable)
- The Proposed Development maintains the City's Growth Hierarchy

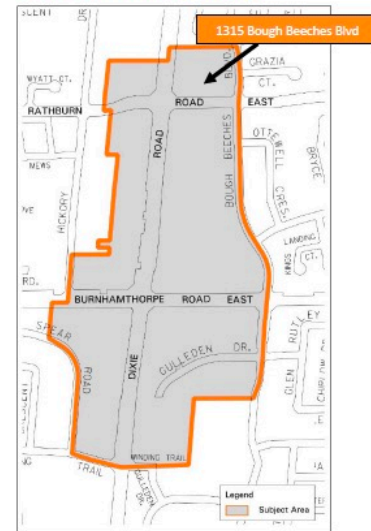


CITY OF MISSISSAUGA OFFICIAL PLAN

Map 14.2.9: Rathwood-Applewood Growth Node

- The Rathwood-Applewood Growth Node permits a maximum height of **18 storeys** and individual properties to a maximum **FSI of 3.75** (existing building is 20 storeys)
- A gross **density of between 150 and 250 residents and jobs** combined per hectare measured across the Node will be achieved

14.2.9 Rathwood-Applewood

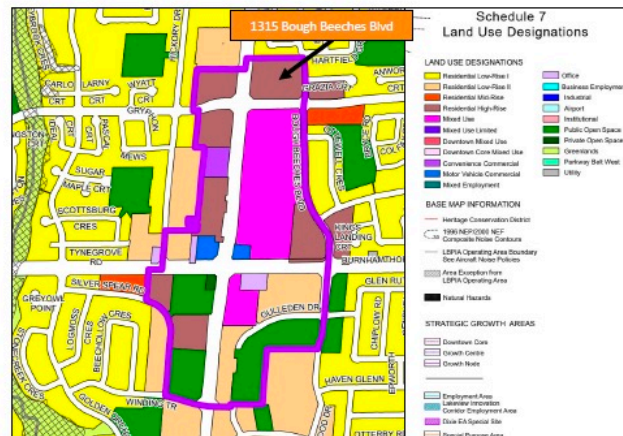


Map 14-2.9: Rathwood-Applewood Growth Node Character Area

CITY OF MISSISSAUGA OFFICIAL PLAN

Schedule 7 Land Use Designations: "Residential High-Rise"

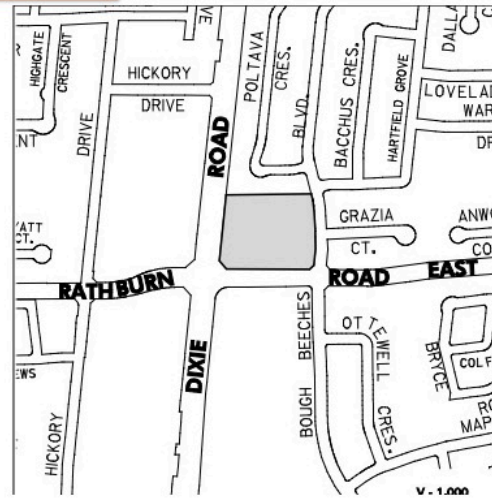
- The Subject Site Is designated *Residential High-Rise* (Apr 2025 Council-adopted OP);
- This designation permits buildings that are above eight storeys, with a maximum height as specified in the Character Area (**18 storeys**) or Special Site provisions (**20 storeys**)



CITY OF MISSISSAUGA OFFICIAL PLAN

Special Site 187 (Adopted Apr 2025)

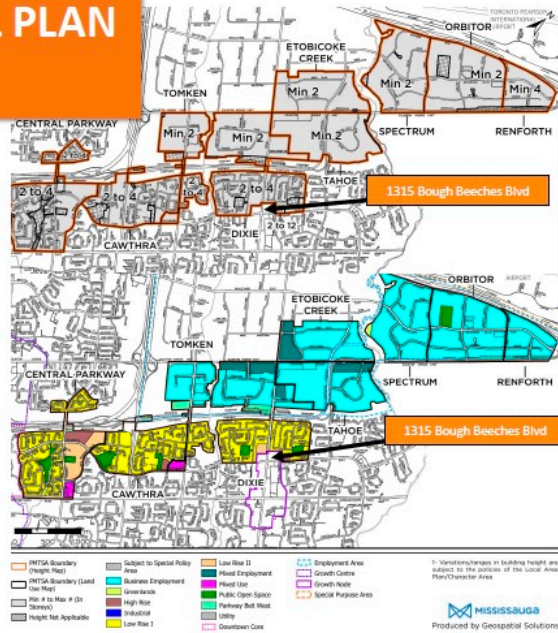
- Site 187 (Rathwood - Applewood Growth Node)
- 17.187.1 The lands identified as Special Site 187 are located north of Rathburn Road East and east of Dixie Road
- 17.187.2 Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum floor space index (FSI) permitted for all development will be **2.56** and the maximum permitted height will be **20 storeys**



CITY OF MISSISSAUGA OFFICIAL PLAN

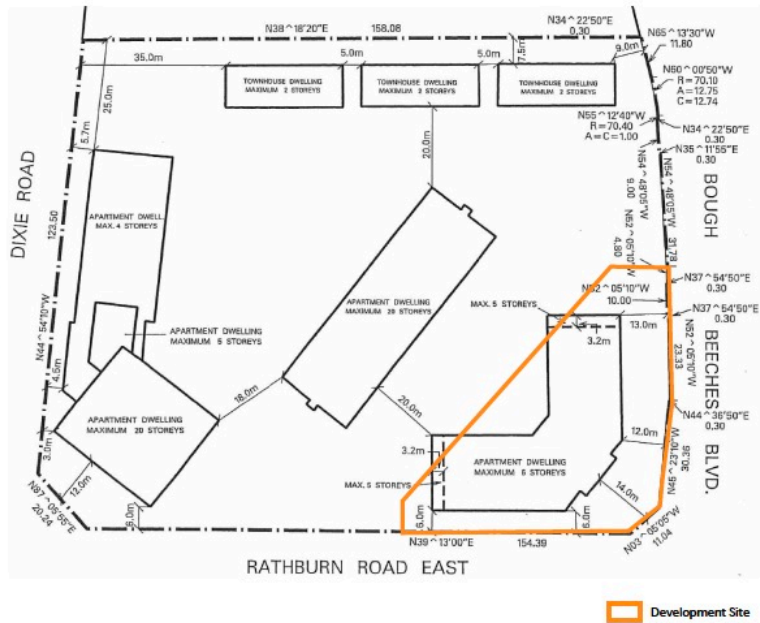
PRIMARY MAJOR TRANSIT STATION AREAS

- Located adjacent to the south of the Dixie 403 PMTSA
- The City has allocated a minimum population and employment target of 130 residents and jobs combined per hectare



ZONING BY-LAW

- The Subject Site is zoned Residential "H-RA5-39" in City of Mississauga By-law 0225-2007
- The parent RA5 zone permits a max height of 77.0 m (25 storeys) and a max FSI of 2.9 FSI
- On 10 December 2008, By-law 0408-2008 was passed, introducing site specific regulations for the Subject Site, including:
 - Maximum building height - 20-storeys
 - Maximum site density - 2.56 FSI



GTAA AIRPORT ZONING REGULATIONS

- The Subject Site is within the southwest limit of Pearson Airport's Airport Obstacle Assessment Area.
- Any development within this Airport Obstacle Assessment Area boundary is subject to height restrictions.
- The maximum building height within this Area is 219.46 metres above sea level.



PREVIOUS CONCEPT

Development Statistics

Total Site Area	23,715 m ²
Development Area	6,728 m ²
	Proposed Building
Total Building Height:	18 & 18 Storeys
Gross Floor Area (GFA):	32,318 m ²
Total Number of Residential Units:	400 units
Studio:	7%
1-bedroom:	17%
1-bedroom + den:	1%
2-bedroom:	57%
2-bedroom + den:	1%
3-bedroom:	17%
Parking Ratio	1.09

Proposed parking rates reflect actual on-site demand, as measured in June 2025 surveys. All existing resident parking will be retained or appropriately relocated within the development.



REVISED CONCEPT

SITE PLAN

Development Statistics

Total Site Area	23,715 m ²
Severance Area	3,329 m ²
	Proposed Building
Total Building Height:	13 Storeys
Gross Floor Area (GFA):	10,428 m ²
Total Number of Residential Units:	144 units
Studio:	8.33%
1-bedroom:	33.33%
1-bedroom + den:	8.33%
2-bedroom:	41.68%
3-bedroom:	8.33%
Parking Ratio	1.10

Proposed parking rates reflect actual on-site demand, as measured in June 2025 surveys. All existing resident parking will be retained or appropriately relocated within the development.



CONCEPT COMPARISON



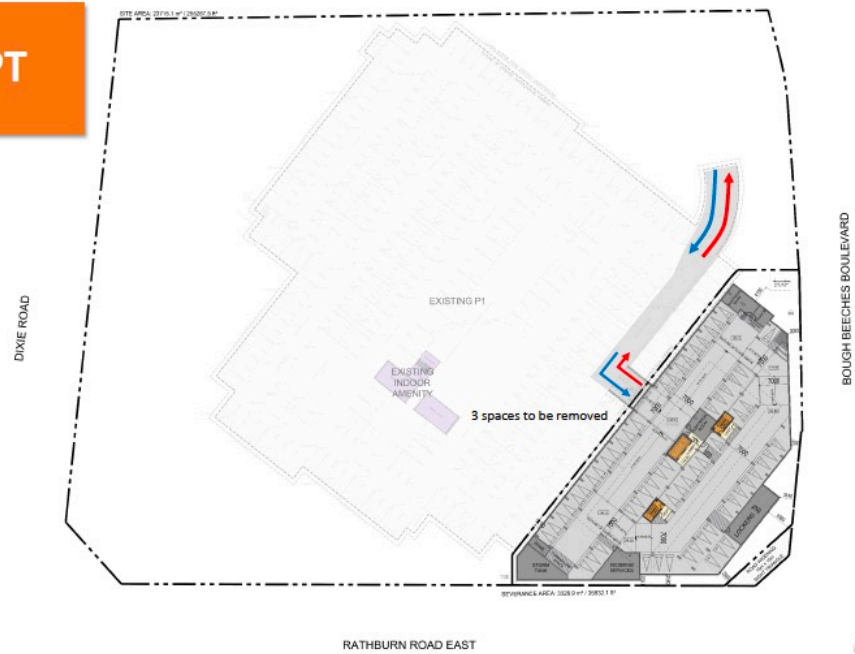
PREVIOUS CONCEPT – SEPTEMBER 2025



REVISED CONCEPT

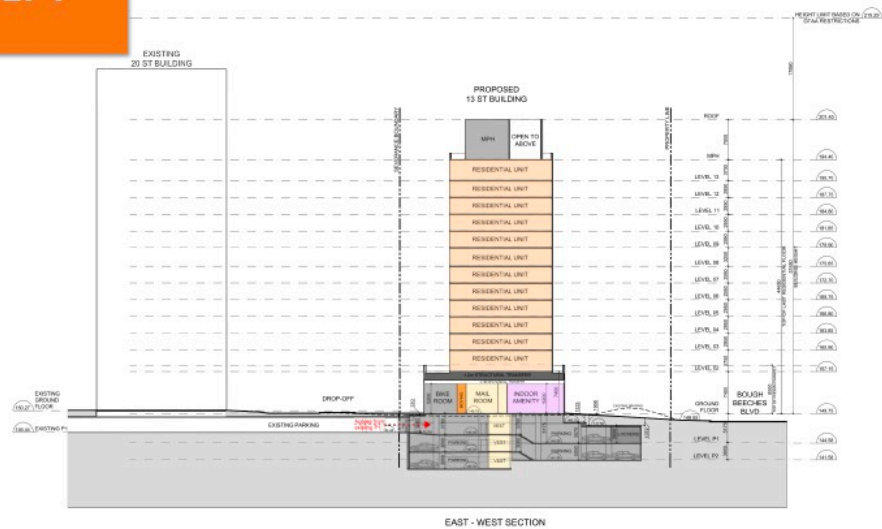
REVISED CONCEPT

P1 FLOOR PLAN



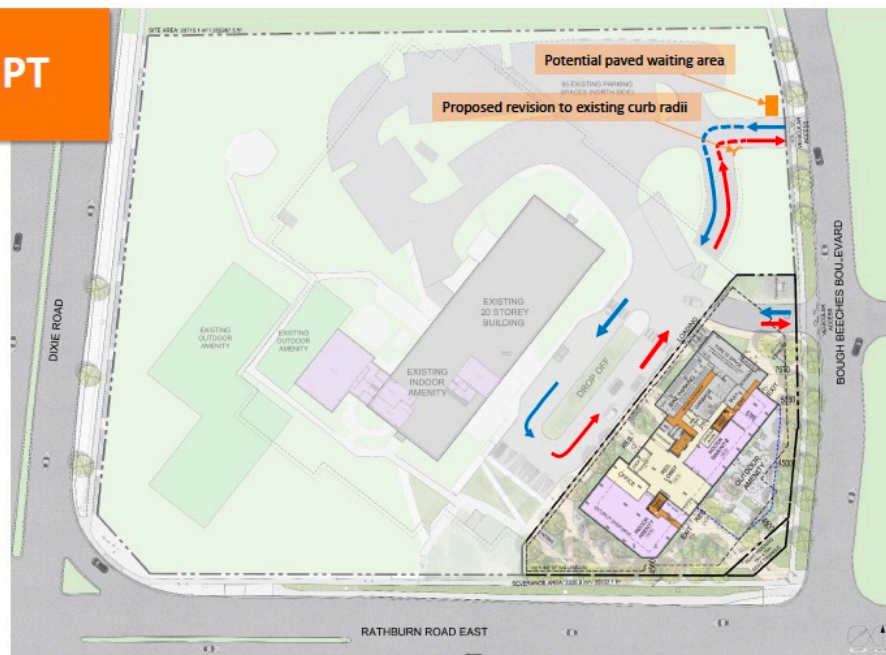
REVISED CONCEPT

EAST WEST SECTION



REVISED CONCEPT

GROUND FLOOR PLAN



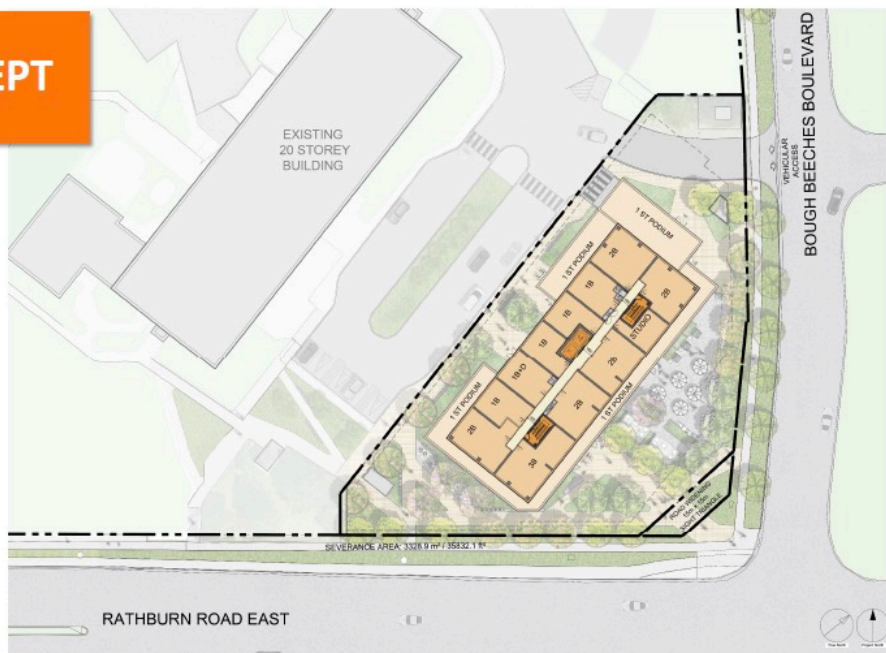
REVISED CONCEPT

GROUND FLOOR PLAN



REVISED CONCEPT

TYPICAL FLOOR PLAN



LANDSCAPE PLAN

EXISTING CONDITION



PROPOSED CONCEPT



REVISED CONCEPT

LANDSCAPE PLAN



LANDSCAPE RENDER



LANDSCAPE RENDER



LANDSCAPE RENDER



REVISED CONCEPT





Thank You

QUESTIONS & COMMENTS

**Community
Consultation
Meeting**

1315 Bough Beeches Boulevard

Appendix 3 - DARC Checklist

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 1315 Bough Beeches Blvd	Ward No. 3	Meeting Date December 16, 2025
Description of Proposal Fourteen storey residential building		
Applicant Name Erik Retz	Planner Name Tori Wright	Pre-Application Meeting No. DARC 25-235

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"/> A letter must be submitted addressing how the proposed ZBA will be processed concurrently with the proposed severance application. Provide process timelines and information on required future easements and how proposed shared infrastructure on site will be managed (i.e. shared access, parking and community infrastructure). The letter can form an appendix to the PJR. A Zoning By-law Amendment is required. 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 checked="" type="checkbox"/> Acoustical Feasibility Study	when buildings are greater than 10.7 metres in height
<input checked="" 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 checked="" type="checkbox"/> Pedestrian Wind Comfort and Safety Study-Quantitative	when proposal is greater than 20 metres or more in height (refer to Terms of Reference for detail requirement information)
<input checked="" type="checkbox"/> Exception Zoning-Provide a chart and map that identifies and compares all the existing zoning provisions/regulations and the requested amendments to the Zoning By-Law.	

<input checked="" 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 the proposal is for residential that is within an Employment Area and/or a previous Employment Area OR 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 checked="" 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 checked="" 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 checked="" 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

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.

The chart below for are examples of 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).

Appendix 4 - Draft ZBA

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2026

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

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

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

1. The lands subject to this By-law consist of Plan of Survey of Part of Lot 5, Concession 2 NORTH OF DUNDAS STREET CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL, as shown on Schedule “A”, “B”, and “C” attached hereto, and that Schedule “A”, “B”, and “C” form part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by rezoning the lands subject to this By-law from “RA5-39” to “RA5-XX” on Area ‘A2’, as shown on Schedule “A” and “B” of this By-law, with the following exceptions:

4.15.6.XX	Exception RA5-XX	Map #XX	By-law: XXX-202
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.6.XX.1	Accessory Buildings and Structures – Minimum setback to exterior side lot lines, interior side lot lines, rear lot lines, and front lot lines		0.0 m
4.15.6.XX.2	Minimum number of resident parking spaces per rental apartment dwelling unit		0.9 resident spaces per unit
4.15.6.XX.3	Minimum number of visitor parking spaces per rental apartment dwelling unit		0.1 visitor spaces per unit
4.15.6.XX.4	Minimum number of required electric vehicle ready parking spaces for visitor parking		0 visitor spaces
4.15.6.XX.5	Maximum Floor Space Index – Apartment Zone		3.75
4.15.6.XX.6	Maximum projection of a canopy, porch or balcony, exclusive of stairs, outside the buildable area identified on Schedule C of this By-law		2.6 m
4.15.6.XX.7	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, shall be exclusive of washroom, wind screen, mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 7.5 m above the height limit otherwise applicable		
4.15.6.XX.8	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line		0.0 m
4.15.6.XX.9	Minimum front yard for that portion of the dwelling with a height less than or equal to 13.0 m		3.9 m

Draft Zoning By-law Amendment – March 2026

4.15.6.XX.10	Minimum exterior side yard for that portion of the dwelling with a height less than or equal to 13.0 m	4.4 m
4.15.6.XX.11	Minimum front yard for that portion of the dwelling with a height greater than 13.0 m	5.0 m
4.15.6.XX.12	Minimum exterior side yard for that portion of the dwelling with a height greater than 13.0 m	7.5 m
4.15.6.XX.13	Minimum interior side yard for that portion of the dwelling with a height less than or equal to 13.0 m	3.0 m
4.15.6.XX.14	Minimum interior side yard for that portion of the dwelling with a height greater than 26.0 m	7.5 m
4.15.6.XX.15	Minimum interior side yard lot line or any portion thereof, that abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	3.0 m
4.15.6.XX.16	The regulations of Lines 15.2 and 15.3 contained in Table 4.15.1 of this By-law Shall not apply	
4.15.6.XX.17	Minimum amenity area	3.0 m ² per dwelling unit
4.15.6.XX.18	Unless otherwise stated in the provisions of RA-XX, the provisions of RA-39 do not apply to the lands identified as "A2" within Schedule A and B of this By-law.	
4.15.6.XX.19	All site development plans shall comply with building envelopes and setbacks in Schedule "C" of this Exception.	

SCHEDULE "A" (EXCEPTION SCHEDULE RA5-XX ZONE)

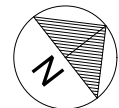


THIS IS SCHEDULE "A"
TO BY-LAW AMENDMENT NO. XXX-2026

LOCATION:
PART OF LOT 5, CONCESSION 2
NORTH OF DUNDAS STREET
City of Mississauga
Regional Municipality of Peel
Subject Property (1315 Bough Beaches Boulevard)

NOT TO SCALE

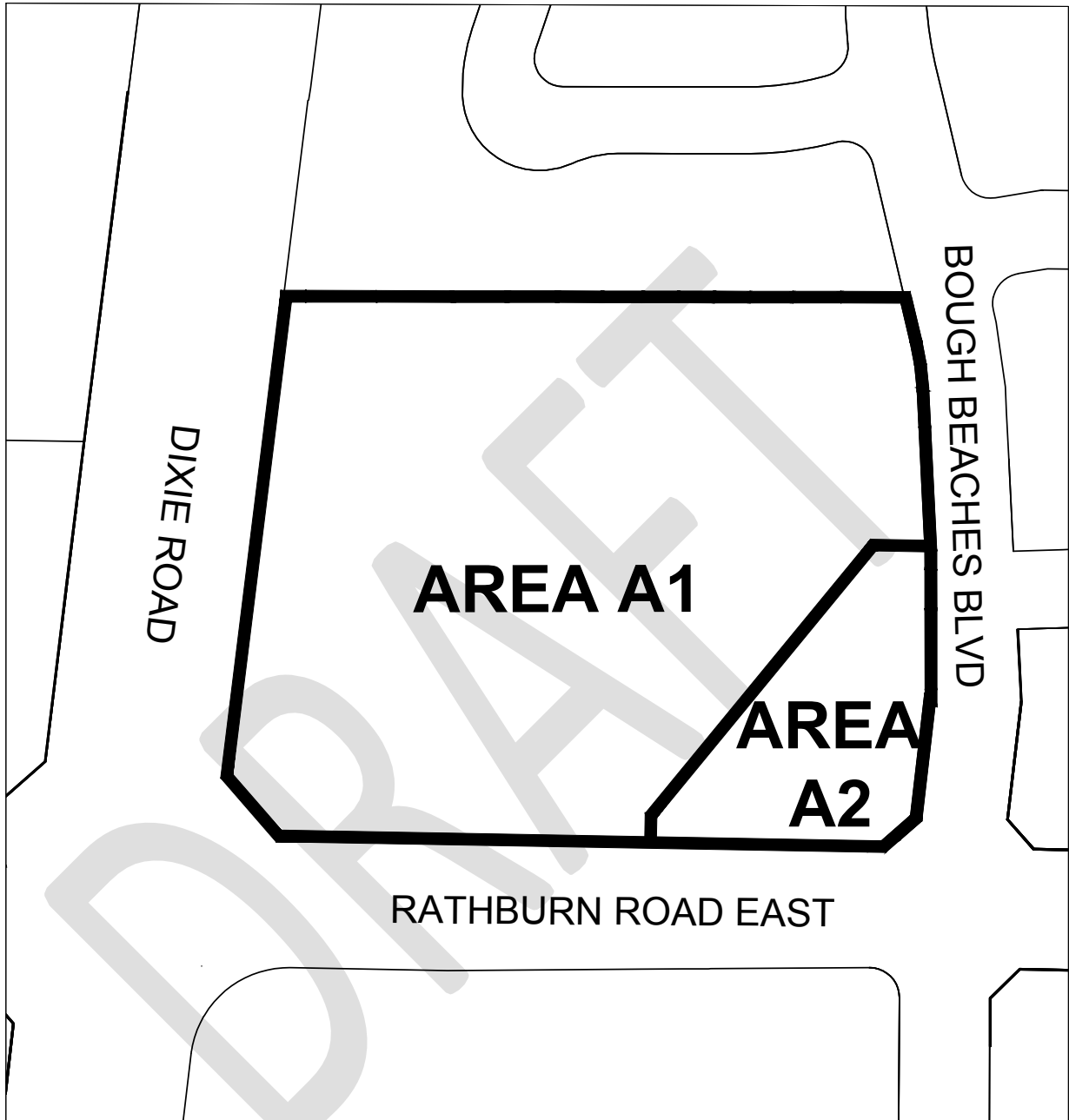
Note:
All measurements are in metres
and are minimum setback or
dimensions, unless otherwise noted.



This is not a Plan of Survey

March 23, 2026

SCHEDULE "B" (EXCEPTION SCHEDULE RA5-XX ZONE)

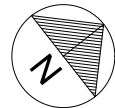


THIS IS SCHEDULE "A"
TO BY-LAW AMENDMENT NO. XXX-2026

LOCATION:
PART OF LOT 5, CONCESSION 2
NORTH OF DUNDAS STREET
City of Mississauga
Regional Municipality of Peel
Subject Property (1315 Bough Beaches Boulevard)

NOT TO SCALE

Note:
All measurements are in metres
and are minimum setback or
dimensions, unless otherwise noted.



This is not a Plan of Survey

March 23, 2026

SCHEDULE "C" (EXCEPTION SCHEDULE RA5-XX ZONE)

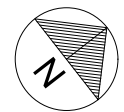


THIS IS SCHEDULE "A"
TO BY-LAW AMENDMENT NO. XXX-2026




LOCATION:
PART OF LOT 5, CONCESSION 2
NORTH OF DUNDAS STREET
City of Mississauga
Regional Municipality of Peel
Subject Property (1315 Bough Beaches Boulevard)

NOT TO SCALE

Note:
All measurements are in metres
and are minimum setback or
dimensions, unless otherwise noted.



This is not a Plan of Survey

-  Subject Lands
-  Zone Boundary
-  Road Widening

March 23, 2026

Appendix 5- Draft OPA

Amendment No. #

to

The City of Mississauga Official Plan (2026)

The following text constitutes Amendment No. #.

By-law No. _____

A by-law to Adopt the City of Mississauga Official Plan Amendment No. _____

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

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

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

1. The below text, constituting Amendment No. XX to the City of Mississauga Official Plan specifically to the Special Site policies (Chapter 17) of the City of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this _____ day of _____, 20XX.

Signed _____ Mayor

Signed _____ Clerk

PURPOSE

The purpose of this Amendment is to change the floor space index (FSI) of the subject lands from “2.56” to “3.75” to permit one additional apartment building by amending Policy 17.187.2 through the deletion of the words “maximum floor space index (FSI) permitted for all development will be 2.56 and the”, so that the Policy will read “Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum permitted height will be 20 storeys.”

LOCATION

The lands affected by this Amendment are located at 1315 Bough Beeches Boulevard. The subject lands are located in the Rathwood-Applewood Node, as identified in Mississauga Official Plan.

BASIS

The subject lands are located in the Rathwood-Applewood Growth Node and form part of the City of Mississauga Official Plan. The subject lands are designated Residential High Rise, which permits apartment dwellings. The subject lands are located in the Rathwood-Applewood Growth Node (Map 14.1). Growth Nodes are identified as *Strategic Growth Areas* (Policy 3.2.4). Development in Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres but greater than elsewhere in the city (Policy 3.3.1.1). Growth Nodes will also deliver a compact built forms and densities that allow people to meet many of their needs locally and within walking distance, while achieving a high quality urban environment, creating a vibrant public realm, and supporting transit ridership (Policy 14.1.1.2). In order to guide the form, massing and density of proposed buildings with the Rathwood-Applewood Growth Node, individual properties will generally be limited to a FSI maximum of 3.75 (Policy 14.2.9.3.4). Site-specific Official Plan (OPA 89) and Zoning By-law Amendment (By-law 0408-2008) applications for the subject lands in the year 2008 resulted in Special Site policies 17.187.1 and 17.187.2. Policy 17.187.2 requires a maximum FSI of 2.56 and a maximum building height of 20 storeys for the subject lands. This Amendment eliminates the maximum FSI language within Policy 17.187.2, leaving the subject lands to be regulated by the general Rathwood-Applewood Growth Node Policy 14.2.9.3.4 which provides that individual properties will generally be limited to a FSI of 3.75.

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

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

- i. The proposal for an additional apartment building is in keeping with the Official Plan policies that speak to intensification and infill development opportunities within Growth Nodes.
- ii. The proposal is compatible with the existing use of the subject lands and establishes an appropriate built form and scale when compared to the surrounding development. The massing, height and built form of the proposed building has been oriented to fit within the surrounding context;

- iii. The proposal is compatible with the existing site conditions and surroundings, and enhances the landscape quality and character of the subject lands and surrounding areas, with no unacceptable adverse anticipated impacts in terms of shadow, views, traffic and servicing;
- iv. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the additional apartment uses, and the proposed site-specific Official Plan Amendment meets the criteria for such amendments, as set out in the Official Plan.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. The Special Site policies (Chapter 17) are amended by revising Policy 17.187.2 to read:

17.187.2 Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum permitted height will be 20 storeys.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the 16 April 2025 Council-adopted Mississauga Official Plan, as modified by the Minister of Municipal Affairs and Housing on 24 March 2026, and which is now in-force and effect.

INTERPRETATION

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

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

Upon completion of this Amendment, the various Sections of the Rathwood-Applewood Growth Node (Map 14.1) will be amended in accordance with this Amendment, subject to technical revisions being permitted to this Amendment without official plan amendments including changing the numbering, cross-referencing and arrangement of text, tables, schedules and maps, altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance for this Amendment are in no way affected.

Appendix 6 - Consent Application Process

As per the DARC Submission Requirements Checklist (Appendix 3), dated 16 December 2025, a letter addressing how the proposed ZBA will be processed concurrently with the proposed severance application is required as part of the Official Plan and Zoning By-law Amendment applications. The comment reads as follows:

“A letter must be submitted addressing how the proposed ZBA will be processed concurrently with the proposed severance application. Provide process timelines and information on required future easements and how proposed shared infrastructure on site will be managed (i.e. shared access, parking and community infrastructure). The letter can form an appendix to the PJR.”

The following section serves to address this application requirement.

In order to facilitate the Proposed Development, a Consent application will be filed to the City of Mississauga Committee of Adjustment on the same day the current Official Plan and Zoning By-law Amendment applications are filed. A Consent application is required to recognize the Development Site and the Retained Lands (as illustrated in the Draft Zoning By-law Amendment – Appendix 4) as separate properties, as the existing 20-storey building on the Retained Lands and the Proposed Development will operate independently of each other. While the intention is for these two buildings to operate separately, the following Table 4 provides a summary of all site services and whether that will be shared or independent:

Table 4: Shared Services Between Retained Lands and Development Site

Site Service	Easement Required/Shared?
Site Access	Both of the existing driveway accesses on Bough Beeches Boulevard will be used by the residents of both buildings.
Pick-up and Drop-off Areas	The southernmost existing Bough Beeches Boulevard access will be used by residents of both buildings to gain access to an improved pick-up and drop-off area between the two buildings.
Loading Areas	Each building will have its own loading area. The northernmost existing Bough Beeches Boulevard access will be used by loading vehicles to access both the existing loading area to the north of the existing 20-storey building, and the proposed at-grade loading space internal to the proposed building.
Visitor Parking	Visitor parking spaces for both buildings will be provided on the surface of the Retained Lands, and will be secured through an off-site parking agreement.
Resident Parking (Underground)	The northernmost existing Bough Beeches Boulevard access will be used by residents of both buildings to access the ramp for the underground parking garage. Residents of the proposed building will briefly pass through the garage for the 20-storey building before reaching the new underground garage that will be dedicated for their use.

Resident Parking (Surface)	Additional resident parking for both buildings will be provided on the Retained Lands and will be secured through an off-site parking agreement to permit the use by the proposed building.
Amenities	Amenities for each building will generally be separate. Tenants of the existing building at 1315 Bough Beeches will only have access to the existing amenities, while new residents of the proposed 13-storey building will only have access to newly proposed amenities within the Proposed Development with the exception of the existing outdoor sport courts.
Servicing	The Retained Lands and Development Site will be serviced separately. An easement over the Development Site for a sanitary connection for the existing building will be required.

Easements to facilitate the above-noted activities have been identified on the Master Plan submitted along with the application.

As per the Draft Official Plan Amendment (Appendix 5), the scope of the Official Plan Amendment application will involve the entirety of the property at 1315 Bough Beeches Boulevard. In contrast, as per the Draft Zoning By-law Amendment (Appendix 4), the Zoning By-law Amendment application will focus on the Development Site only, while the Retained Lands will continue to be zoned RA5-39 including the holding provision as per By-law 0408-2008. As per the Zoning Compliance Table that was submitted along with the current Official Plan and Zoning By-law Amendment applications. The existing zoning is inclusive of a clause that would allow the Retained Lands to stay in compliance with Zoning By-law 0225-2007 regardless of a severance.