
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN
AMENDMENT & ZONING
BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR
1000293648 Ontario Inc.

2155 Leanne Boulevard
City of Mississauga
Regional Municipality of Peel

April 2026
GSAI File # 1033-012

LIST OF CONTENTS

1 / Introduction	1
1.1 / Official Plan Amendment	1
1.2 / Proposed Zoning By-law Amendment	2
2 / Process & Engagement	2
3 / Site & Context.....	3
3.1 / Site Context	3
3.2 / Area Context	3
3.3 / Surrounding Destinations.....	4
3.4 / Transit Context.....	5
3.5 / Surrounding Developments.....	8
4 / Proposal.....	9
4.1 / The Proposal	9
4.2 / Supporting Studies.....	11
5 / Policy Context.....	12
5.1 / Provincial Planning Statement, 2024	12
5.3 / Region of Peel Official Plan, 2022.....	18
5.4 / Mississauga Official Plan, 2025.....	26
.....	40
5.5 / Zoning.....	40
6 / Summary & Conclusion.....	41

LIST OF FIGURES

Figure 1 / Aerial Context
Figure 2 / Surrounding Destinations
Figure 3 / Transit Context
Figure 4 / Conceptual Site Plan
Figure 5 / Region of Peel Official Plan, Schedule E-1, Regional Structure
Figure 6 / Region of Peel Official Plan, Schedule E-2, Strategic Growth Areas
Figure 7 / Region of Peel Official Plan, Schedule E-5, Strategic Growth Areas
Figure 8 / Region of Peel Official Plan, Schedule F-1, Rapid Transit Corridors
Figure 9 / Mississauga Official Plan, Schedule 7 - Land Use Designations
Figure 10 / City of Mississauga Zoning By-law 0225 - 2007

APPENDICES

Appendix I / Draft Official Plan Amendment

Appendix II / Draft Zoning By-law Amendment /
Table

Appendix III / Retail Needs Study

Planning Justification Report
1000293648 Ontario Inc.
Official Plan Amendment & Zoning By-law Amendment
2155 Leanne Boulevard
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by 1000293648 Ontario Inc. (the 'Owner') to assist with planning approvals to permit redevelopment of the lands municipally known as 2155 Leanne Boulevard, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the east side of Leanne Boulevard, west of Erin Mills Parkway, south of Sheridan Park Drive, north of Queen Elizabeth Way and is legally described as:

BLK B, PT BLK C - M234 AND PT 1, 43R27355,
PT 2, 43R11386

An office building with ground floor commercial uses surrounded by surface parking currently occupies the Site. A long-term care facility and hotel are located directly south, and a gas station is located to the north at the intersection of Erin Mills Parkway and Leanne Boulevard.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, residential development that sensitively integrates with the surrounding context. The proposed OPA and ZBA have been prepared to implement contextually appropriate development, in an appropriate location.

This Report demonstrates that the proposal, corresponding OPA and ZBA serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to transit services, amenities, and services. This Report also demonstrates that the in-effect permissions provided by the City of Mississauga Official Plan ("MOP – 2051") and Zoning By-law 0225 – 2007 are outdated with respect to the Subject Lands. Finally, this Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the City of Mississauga Official Plan (MOP-2051) and Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework.

This Report should be read in conjunction with the associated plans, reports and studies included in the overall submission. Section 6 of this Report provides a summary of the key planning considerations.

1.1 / OFFICIAL PLAN AMENDMENT

The Subject Lands are currently designated 'Office' in the in-effect City of Mississauga Official Plan (the "MOP 2051"). This designation permits various office and accessory uses. The Subject Lands are also located within the Sheridan Growth Node. To facilitate the approval of the proposed development, an Official Plan Amendment ('OPA') is required.

An OPA is required to redesignate the Subject Lands from Office to ‘Residential Low Rise II’ and ‘Residential Mid-Rise.’

A draft Official Plan Amendment has been prepared, and a copy is provided in *Appendix I* of this Report.

As described throughout this Report, the Subject Lands have been planned and designed to implement a compact, refined residential development, which will support the creation of the Sheridan community as a vibrant, complete community.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2024), the Region of Peel Official Plan (2022), and the Mississauga Official Plan (2025).

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 (‘By-law 0225 – 2007’), as amended, and are currently zoned as ‘Office-One (O1) Exception 12 (O1 – 12)’. The current zoning reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment (‘ZBA’) is required.

The proposed ZBA seeks to re-zone the Subject Lands to a ‘Back To Back (RM10)’ and ‘Residential Apartment Two (‘RA2’) Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone a segment of the Site from ‘O1-12’ to ‘RM10-XX’;
- To rezone a segment of the Site from ‘O1-12’ to ‘RA2 – XX’; and,
- To permit site-specific building envelope standards.

A summary of the in-effect and requested RM10 zone provisions has been prepared. A copy of this summary, referred to as the ‘Zoning By-law Table’, has been prepared and a copy is provided in *Appendix II* of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2024), the Region of Peel Official Plan (2022), and the Mississauga Official Plan (2025).

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga’s Official Plan Amendment and Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with the City, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee (‘DARC’) meeting was held on November 18, 2025 to present a preliminary concept for the Subject Lands and to determine submission requirements. These submission requirements have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

We further note that a Community Meeting was held on March 9, 2026 with Ward 2 Councillor Alvin Tedjo. A Community Engagement Summary has been prepared and is provided under a separate cover.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Sheridan community.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1 Aerial Context** on the next page, the Subject Lands are located on the east side of Leanne Boulevard, west of Erin Mills Parkway, south of Sheridan Park Drive, north of Queen Elizabeth Way.

The Subject Lands have an area of approximately 2.30 hectares (5.68 acres), with a frontage of 193.5 metres (634.84 feet) along Leanne Boulevard, and a frontage of 110.8 (363.52 feet) metres along Erin Mills Parkway.

The Site has a flat topography and currently contains an office building with ground floor commercial uses. There are currently two access from Leanne Boulevard and one access from Erin Mills Parkway.

3.2 / AREA CONTEXT

Surrounding the Subject Lands are the following land uses:

NORTH

A gas station is located directly north at the southwest corner of Erin Mills Parkway and Leanne Boulevard. Further north are low density residential lands consisting of primarily single detached dwellings. North of Sheridan Park Drive are low rise apartment buildings, townhouse, and single detached dwellings.

SOUTH

A three (2) storey long term care facility, a five (5) hotel, and open are located directly south. Further south is a carpool parking lot and the Queen Elizabeth Way (QEW).

WEST

Detached and townhouse dwellings are immediately west of Leanne Boulevard. Three (3) hotels are located west of Leanne Boulevard north of the QEW. These hotels are three (3), five (5), and six (6) storeys. Further west are employment, office, and institutional uses. Sheridan Park is located west of the Subject Lands at the corner of Sheridan Park Drive and Speakman Drive.

EAST

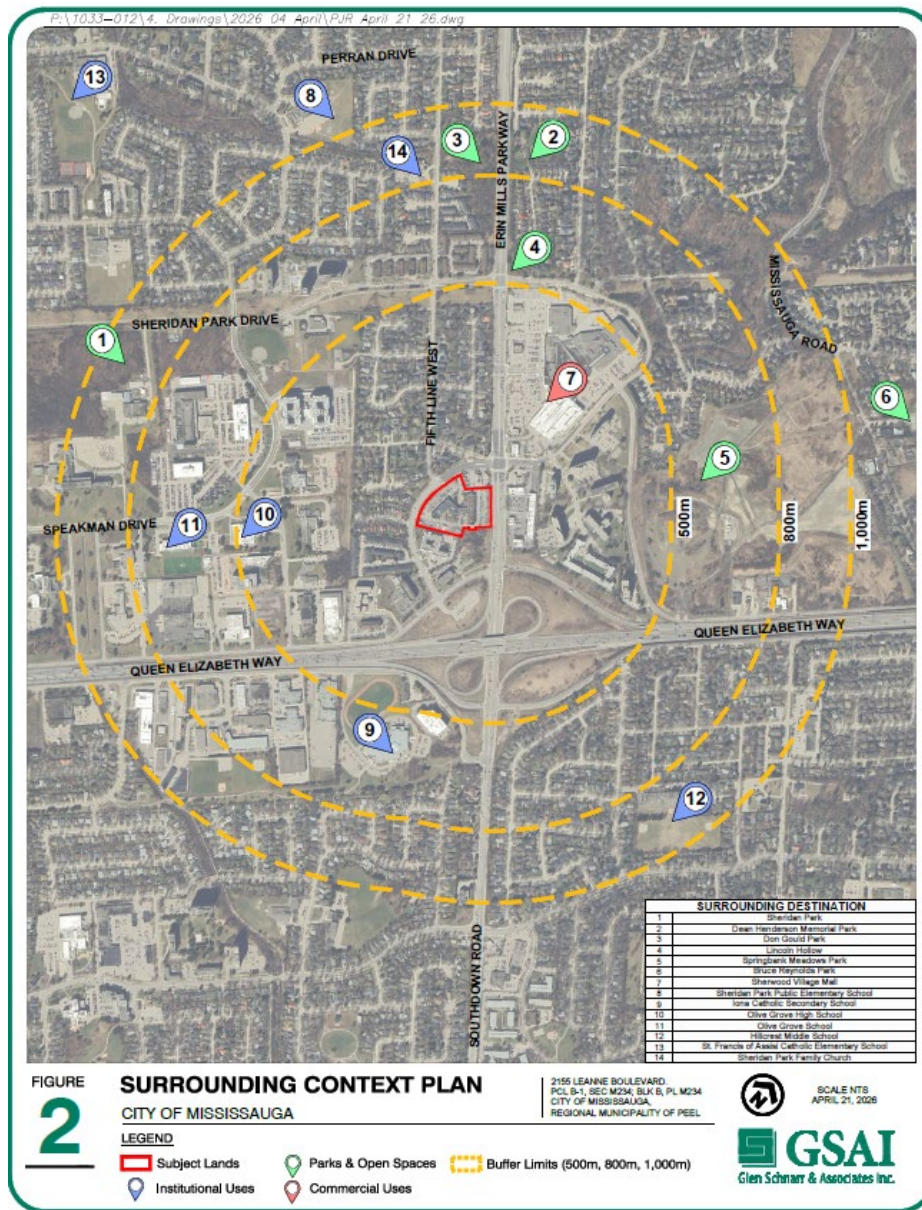
East of Erin Mills Parkway are low rise commercial plazas. Sheridan Mall / Sherwood Village is located at the southeast corner of Erin Mills Parkway and Lincoln Green Way and contain various retail uses including a grocery store. Further east and visible from the Subject Lands are several high-rise apartment buildings with the tallest being 14 storeys.



3.3 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2 Surrounding Destinations** on the next page, the Subject Lands are well-served by recreational and commercial amenities. There are several parks and greenspaces located within a comfortable walking distance of the Subject Lands, including Sheridan Park, Dean Henderson Memorial Park, Don Gould Park, Lincoln Hollow, Springbank

Meadows Park, and Bruce Reynolds Park. The Site is also located within a 500 metre radius of retail areas along Erin Mills Parkway. This retail area includes a diversity of uses which support the day-to-day needs of residents.



3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3 Transit Context** on page 7, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 45A) operated by Mississauga Transit ('MiWay').

Route 1 (Dundas) has an existing bus stop in front of the Subject Lands, near the intersection of North Sheridan Way and Leanne Boulevard. Route 45A has a service frequency of approximately 30 minutes and operates between Meadowvale Town Centre and Clarkson GO Station. Route 110 operated by Mississauga Transit ('MiWay') has a stop at the corner of Erin Mills Parkway and Leanne Boulevard with a service frequency of approximately 20 minutes and operates between City Centre Transit Terminal and Clarkson GO Station. Route 13 operated by Mississauga Transit ('MiWay') has a stop

directly in front of the Subject Lands on Erin Mills Parkway with a service frequency of approximately every 20 minutes and operates between Meadowvale Town Centre and Clarkson GO Station.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services.

As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands are approximately 1,500 metres south of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the Dundas BRT network will provide connectivity across Mississauga and beyond.

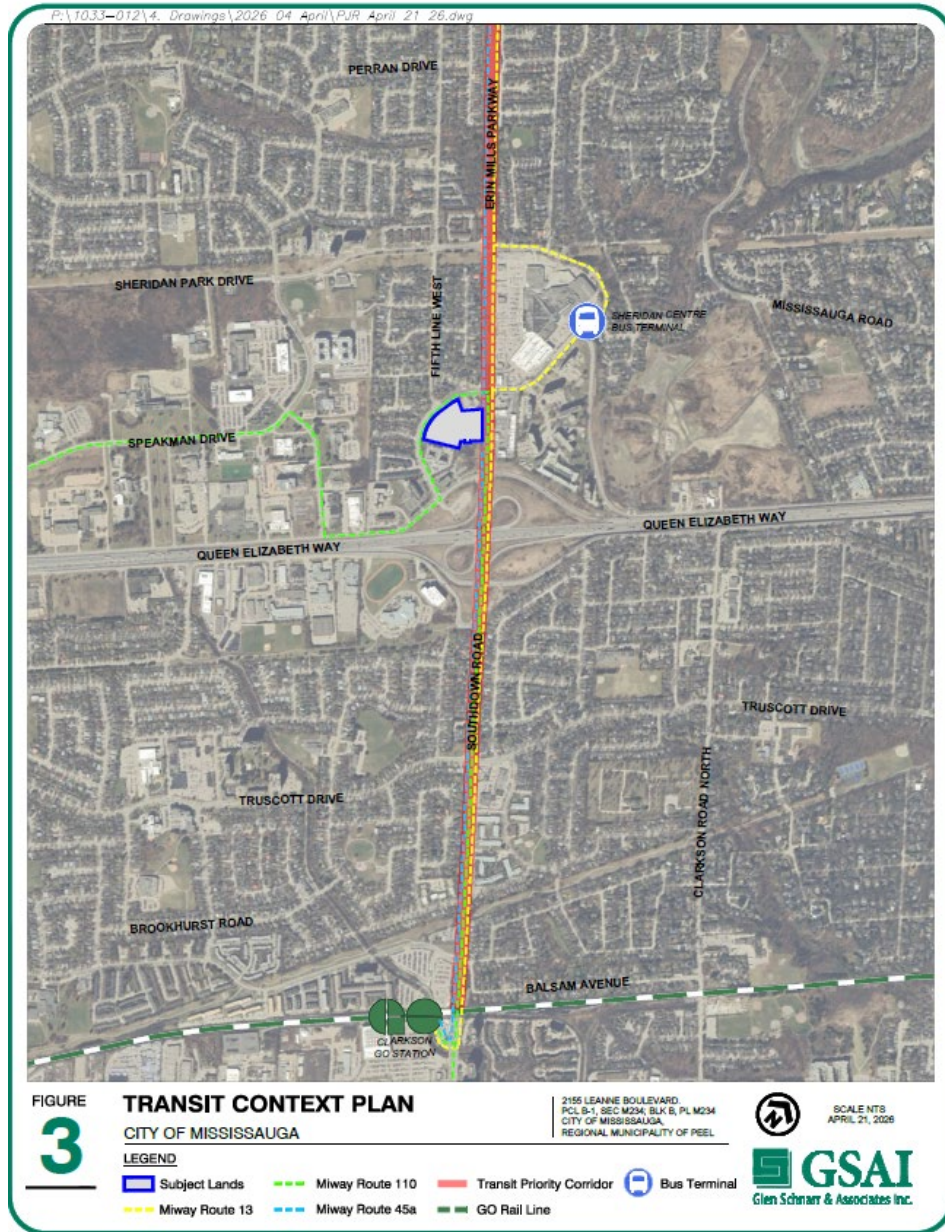
REGIONAL PUBLIC TRANSIT

The Clarkson GO Station, located approximately 2.4 kilometres south of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. Route 18, operated by Metrolinx, has a service frequency of approximately 20 minutes during the a.m. and p.m. peak periods, and a service frequency of approximately 60 minutes during the off-peak periods, daily. Based on the above, the Subject Lands are connected by existing regional transit networks.

ROAD NETWORK

Leanne Boulevard is classified as a 'Major Collector', with an ultimate Right-of-Way ('ROW') width of 26 metres. Erin Mills Parkway is classified as a 'Regional Arterial' north the QEW and an 'Arterial' south of the QEW. North of the QEW the ultimate ROW is 45 metres, while south of the QEW the ROW is 35 metres.

Additionally, Erin Mill Parkway is identified as a 'Corridor' and Dundas Street West is identified as an 'Intensification Corridor' and 'Higher Order Transit Corridor' by the in-effect MOP 2051. These classifications recognize that Erin Mills Parkway and Dundas Street West are to incorporate upcoming transit connections, including the planned Dundas BRT network.



3.5 / SURROUNDING DEVELOPMENTS

There are several active development applications that are supporting reinvestment and revitalization of the surrounding areas, **Table 2** below summarizes active development applications in the surrounding area.

Table 2 \ Surrounding Developments

<i>ADDRESS</i>	<i>APPLICANT OR OWNER</i>	<i>CITY FILE NO.</i>	<i>NO. OF UNITS</i>	<i>DENSITY</i>	<i>HEIGHT</i>	<i>NOTES</i>
3033 Dundas Street West	2504228 Ontario Inc. c/o Dr. Iram Zando	OZ/OPA 25-11 W8	156	1.52 FSI	12 storeys	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development seeks to permit a 12 storey mixed-use building with 156 apartment dwellings, restaurant, medical office and retail space with surface and underground parking and a new public north/south road on the west side of the property.
1970 and 1980 Fowler Drive	IMH 1970 & 1980 Fowler Drive Ltd	OZ/OPA 25-23 W8	285	4.2	24 storeys	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. This application seeks to permit a 24 storey apartment building with 285 dwelling units.

4 / PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, and the evolving physical landscape the surrounding community and City of Mississauga.

The proposed development contemplates redevelopment of the Subject Lands for a high-quality, compact residential development comprised of one hundred and sixty-four (164) back-to-back townhouse dwellings, spread over nine (9) development blocks, and organized around a private road network, along with an eight (8) storey midrise building with two hundred and three (203) units. A 0.146 hectare (0.36 acres) public park is also proposed along the northern limits of the Subject Lands fronting onto Leanne Boulevard.

The proposed Site Plan (see **Figure 4** on the next page) serves to implement the development vision for the Site. Overall, the proposed development will provide for contextually appropriate infill development to occur.

As shown the Site Plan the proposed eight (8) storey midrise building is situated along the Erin Mills Parkway frontage and the proposed back-to-back townhouse dwellings are situated on the western portion of the Subject Lands along Leanne Boulevard. A new private road network is proposed within the Site with access proposed to Leanne Boulevard and Erin Mills Parkway. Each back-to-back townhouse block will have an internal parking garage, and the midrise building will have an underground parking garage. Streetscape enhancements are to be provided in order to provide for a safe, comfortable and attractive public realm that

is complimentary to the surrounding context and neighbourhood character.

Each back-to-back townhouse dwelling will feature a high-quality, refined 4-storey built form. Each dwelling unit will have two parking space within the parking garage provided via an auto stacking system. Visitor parking is provided at grade. Landscaped open spaces and pedestrian walkways are also to be provided.

As further demonstrated on the proposed Site Plan, the proposed development is organized around landscaped open spaces, central walkway, and public realm enhancements. Landscaping and streetscape enhancements are also to be provided. This includes streetscape treatments along the Site's frontages and new fine-grain road network to allow for a high-quality, inviting, pedestrian environment. The proposed public park will be dedicated as part of the parkland dedication requirements and will serve as additional open green space for future residents and members of the surrounding community.

A network of public sidewalks and pedestrian pathways are to be provided in order to facilitate safe, comfortable and convenient access across the Site and beyond.

366 residential parking spaces are to be provided at a rate of 2 space per unit for the back-to-back townhouses and 0.9 spaces per unit for the mid-rise building. 38 visitor parking spaces are provided for the back-to-back townhouses, located across multiple surface parking areas, and 37 visitor parking spaces are provided within the parking garage of the midrise building. Access is to be provided via a new fine grain private road network.

P:\1033-012\4. Drawings\2026 04 April\PJR April 21 26.dwg

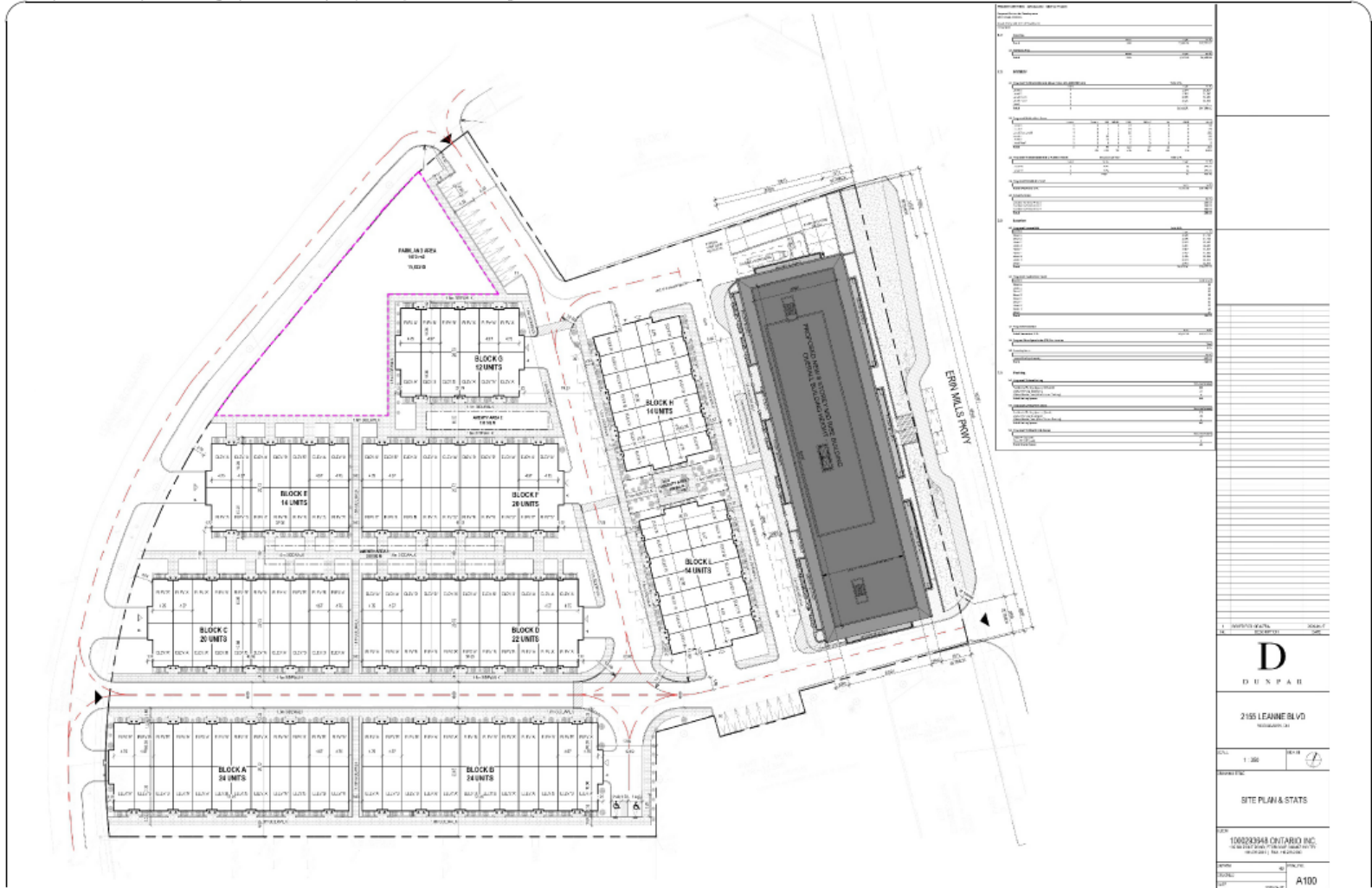


FIGURE 4
CONCEPTUAL SITE PLAN
DRAWN BY: DUNPAR

2155 LEANNE BOULEVARD,
PCL B-1, SEC M234; BLK B, PL M234
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

D
DUNPAR
2155 LEANNE BLVD
MISSISSAUGA, ON
SCALE NTS
APRIL 21, 2026



Overall, the proposed development has been designed to integrate with the planned evolution of the Subject Lands and with the surrounding community. This includes consideration being given to the existing and future uses both on the Subject Lands and in the surrounding community. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 3** and **Table 4** below.

Table 3 / Summary of Proposed Development Statistics

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
<i>Total Site Area</i>	2.298 hectares (5.68 acres)
<i>Public Park</i>	0.146 hectares (0.36 acres)

Table 4 / Unit Breakdown

<i>BUILDING</i>	<i>1 BR</i>	<i>1 BR +D</i>	<i>2 BR</i>	<i>2 BR + D</i>	<i>3 BR</i>	<i>TOTAL</i>
<i>TOWNHOUSE</i>	0	0	0	0	164	164
<i>MIDRISE</i>	49	9	116	17	12	203
<i>TOTAL</i>	49	9	116	17	176	367

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed and are provided under separate cover. These include the following:

- Architectural Drawings, prepared by Dunpar Homes, dated February 23, 2026;
 - Site Plan
 - Building Elevations
- An Archaeological Study, prepared by Irvin Heritage Inc; dated April 2026;
- An Arborist Report, prepared by Kuntz Forestry, dated April 10, 2026;
 - Tree Inventory / Tree Preservation Plan
- A Functional Servicing and Stormwater Management Report, prepared by Arcadis, dated April 2026;
- A Grading Plan and Servicing Plan, prepared by Arcadis, dated April 2026;
- A Noise Study, prepared by Thornton Tomasetti, dated April 17, 2026;
- A Pedestrian Wind Comfort Study, prepared by Gradient Wind, dated April 6, 2026;
- A Phase One Environmental Site Assessment, prepared by OHE, dated April 14, 2026;
- A Transportation Impact Assessment, prepared by WSP, dated April 17, 2026;
- A Waste Management Report, prepared by WSP, dated April 2026;
- A Retail Needs Assessment, prepared by GSAI, attached as *Appendix III*

5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (‘PPS 2024’), 2024 has been released under Section 3 of the Planning Act and has come into effect as of October 20th, 2024. The PPS 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS 2024 creates a single, province-wide land use planning instrument intended to provide planning authorities with overarching direction to deliver more housing. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. The PPS 2024 sets the provincial policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing quality of life.

The PPS 2024 provides municipalities with the tools and flexibility they need to build more housing. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province;
- align development with infrastructure to build a strong and competitive economy that is investment-ready;

- foster the long-term viability of rural areas; and,
- protect agricultural lands, the environment, public health and safety.

The PPS 2024 provides Provincial policy direction related to Building Homes, Sustaining Strong and Competitive Communities (Chapter 2), Infrastructure and Facilities (Chapter 3), Wise Use and Management of Resources (Chapter 4) and Protecting Public Health and Safety (Chapter 5). The PPS 2024 prioritizes compact and transit-supportive design, the redevelopment and intensification of underutilized commercial plazas and shopping malls while optimizing investments in infrastructure and public service facilities that can support convenient access to housing, quality employment, services and recreation.

An analysis of the applicable PPS 2024 policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with the PPS 2024 is provided below.

Chapter 2 / Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS 2024 establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need to accommodate for an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Furthermore, planning authorities are to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. The following policies apply to the redevelopment of the Subject Lands.

2.1 Planning for People and Homes

1. *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
2. *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
3. *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
4. *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a. *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b. *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide*
 - c. *at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
5. *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
6. *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 will create a complete community by introducing residential uses to the Subject Lands, currently lacking any residential use, in an area already containing a mix of land uses proximate to transportation options. The proposed development will make efficient use of land and existing infrastructure services through the redevelopment of the underutilized office and retail building and will contribute to the projected housing supply required by the PPS 2024 and in an identified growth node per the in-effect MOP 2051.

As shown on **Figure 2** and **Figure 3** (above), the Subject Lands are situated in an area that is well-suited to receive an added range of housing units and residential intensification given its proximity to a mix of land uses, such as the Sherwood Village mall, transportation options, employment opportunities, and public service facilities.

Further, the Subject Lands are ideally located in the vicinity of numerous institutional and recreational uses that are essential to the daily and long-term needs of current and future residents.

The proposed development will provide an interconnected system of walkways, outdoor amenity areas and a public park that will support active transportation such as walking and cycling in support of existing and planned transit services. Through the introduction of residential housing units on the Subject Lands, the proposed development will contribute to the creation of a complete community and is therefore consistent with Section 2.1 of the PPS 2024.

2.2 Housing

1. *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:*
 - i. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including*

- ii. *additional needs housing and needs arising from demographic changes and employment opportunities; and*
- iii. *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.*
- d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposed development will support Provincial housing objectives by introducing residential housing on a currently underutilized and underdeveloped commercial office and retail site. The proposed development is transit-supportive and supports existing investments in public transit while providing for active transportation opportunities in the form of accessible walkways, pathways, and linkages.

Therefore, the proposed development is consistent with Section 2.2 of the PPS 2024 as it provides for new types of transit-supportive, active transportation focused residential housing uses on a previously developed and underutilized site.

2.4.1 General Policies for Strategic Growth Areas

1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
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.*
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.*

Planning authorities are encouraged to identify and focus growth and development in strategic growth areas to support the achievement of complete communities and to provide for a range and mix of housing options. Designated growth areas are defined in the PPS 2024 as settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. The Subject Lands are located in the Sheridan Growth Node with the in-effect MOP 2051. Planning authorities are also required to prioritize the redevelopment of commercially designated and underutilized shopping malls and plazas. The proposed development will provide 367 new housing units of varying size in a compact built form to an underutilized site. The proposed development provides for the residential intensification of an underutilized office and commercial site and will integrate with the existing commercial, recreational, retail and public service uses existing nearby.

Therefore, the proposed development will support the creation of a complete community and is therefore consistent with Section 2.4.1 of the PPS 2024.

Chapter 3 / Infrastructure and Facilities

Chapter 3 of the PPS 2024 establishes the Provincial policy framework on how infrastructure and facilities are to be built, established, managed and maintained. Accordingly, the policies outline the need for efficient transportation systems, infrastructure corridors, land use compatibility, utilities, and public spaces. The following policies apply to the redevelopment of the Subject Lands.

3.2 Transportation Systems

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*
2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

As shown on **Figure 3**, and as discussed in section 3.4 *Transit Context* of this Report the Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. Furthermore, there is an existing network of sidewalks along the Subject Land's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. The Subject Lands and proposed development offer connectivity through various modes of transportation such as private vehicles, public transit, cycling, and pedestrian sidewalks and linkages. Therefore, the proposed development is consistent with Section 3.2 of the PPS 2024.

3.5 Land Use Compatibility

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

The proposed development will introduce a sensitive land use to an area largely dominated by existing office, commercial plazas, stores and shopping centres. A Noise Study was prepared by Thornton Tomasetti (April 2026) in support of this application. Noise emitted from surrounding commercial buildings rooftop mechanical units and surrounding road traffic noise have assessed and no mitigation is recommended. There are no major facilities nearby. As noise impacts to proposed residential units are deemed appropriate and no mitigation is required the proposed development is consistent with Section 3.5 of the PPS 2024.

3.6 Sewage, Water and Stormwater

1. *Planning for sewage and water services shall:*
 - a. *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b. *ensure that these services are provided in a manner that:*
 - 1) *can be sustained by the water resources upon which such services rely;*

- 2) *is feasible and financially viable over their life cycle;*
 - 3) *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4) *aligns with comprehensive municipal planning for these services, where applicable.*
 - c. *promote water and energy conservation and efficiency;*
 - d. *integrate servicing and land use considerations at all stages of the planning process;*
 - e. *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f. *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
2. *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

As demonstrated in the accompanying Functional Servicing and Stormwater Management Report prepared by Arcadis (April 2026), the proposed development will make better use of existing municipal infrastructure services by providing servicing solutions that connect to the existing municipal and Peel Region servicing infrastructure currently in place. Furthermore,

as indicated in the FSR and SWM Report (April 2026) the proposed development can be serviced by the existing municipal sewage and water systems, subject to necessary upgrades and confirmation of servicing capacity. Therefore, the proposed development is consistent with Section 3.6 of the PPS 2024.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

- 1) *Healthy, active, and inclusive communities should be promoted by:*
 - a. *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b. *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
 - c. *providing opportunities for public access to shorelines; and*
 - d. *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. Central to the proposed development, the provision of an urban square, outdoor open spaces, public parkland is accommodated. Accessible and interconnected walkway linages from sidewalks are provide through proposed development to surrounding retail, institutional uses, and public recreational facilities and public spaces. Therefore, the proposed development is consistent with Section 3.9 of the PPS 2024.

Chapter 6 / Implementation and Interpretation

Chapter 6 of the PPS 2024 establishes the Provincial policy framework meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS 2024 is to be applied in order to ensure that decisions affecting a planning matter are consistent with the PPS 2024. For consistency with the PPS 2024, Official plans are to be updated to establish permitted uses, minimum densities, heights and other development standards to specifically accommodate for increased residential growth and development.

The Mississauga Official Plan ('MOP 2051') outlines the land use designations and policies applicable to the Subject Lands. The residential redevelopment and density proposed accommodates current Provincial policy by providing for the redevelopment of an underutilized commercial plaza currently lacking a residential component. The proposed Amendments seek to implement the new Provincial guidance found in the PPS 2024 and aims to facilitate a high-quality, high-density, compact, transit-supportive residential redevelopment that will contribute to the creation of a complete community. Therefore, the proposed development is consistent with Section 6.1 of the PPS 2024.

SUMMARY / CONSISTENCY STATEMENT

As indicated above, the proposed development is consistent with the Provincial Planning Statement ('PPS 2024'), as it results in the efficient use of land and resources while providing for intensification through compact redevelopment in an appropriate, underutilized commercial plaza within an urban growth area. The proposed development contributes to the provision of providing for a range of housing to meet the needs of current and future residents. In addition, the proposed development is planned to be fully serviced by existing municipal infrastructure. The proposed net density of 1.7 FSI provides a compact development that promotes active transportation and

encourages transit usage given the Subject Lands proximity to cycling routes and existing and planned transit facilities. It will also support energy conservation and addressing impacts from a changing climate through implementation of transit-supportive development and green practices. As such, it is our opinion that the proposed Amendments are consistent with the policies of the PPS 2024.

5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (Town of Caledon, City of Brampton and City of Mississauga).

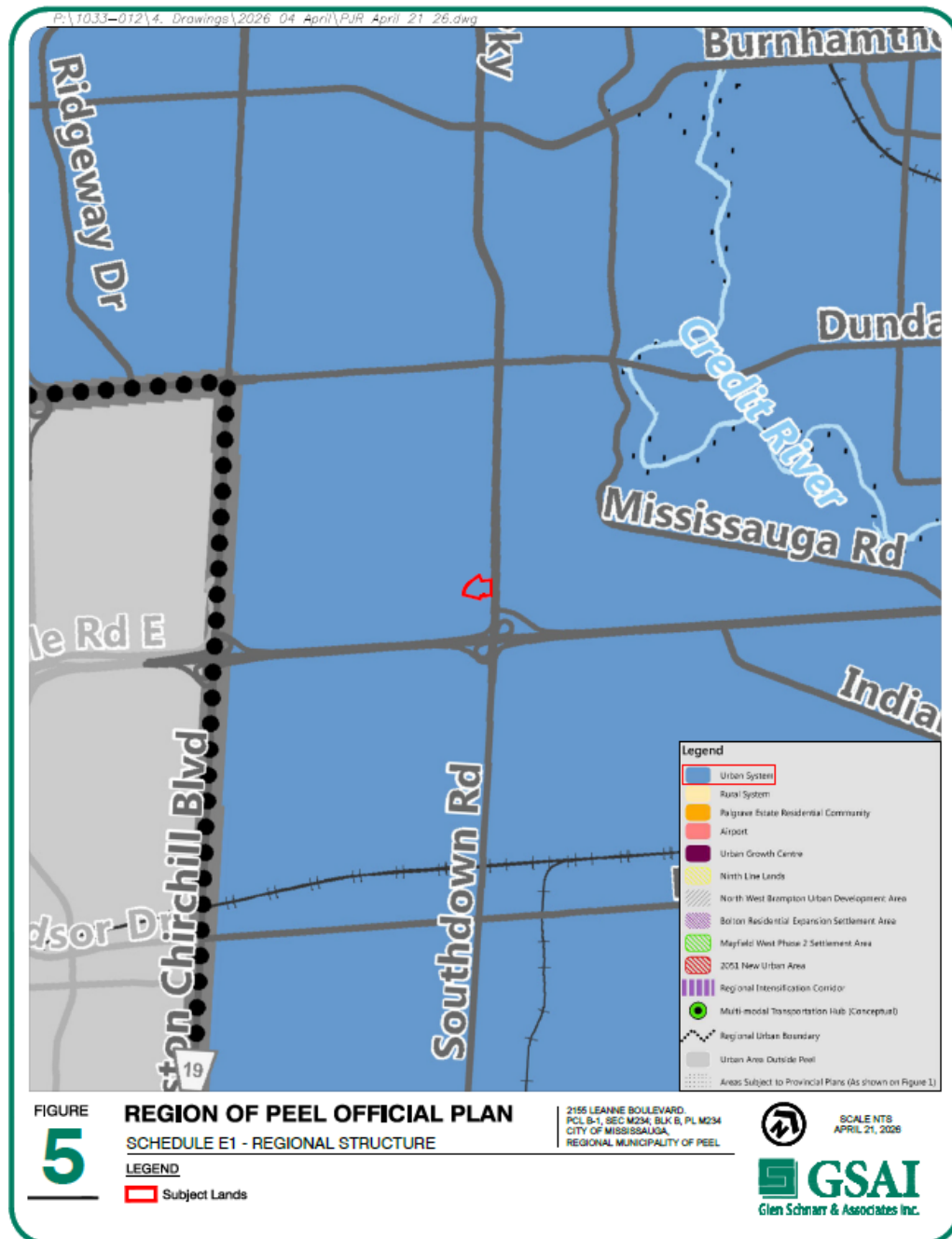
Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in this bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (ROP) has become a plan of the local municipalities, and they are required to implement and ensure that applications conform to the ROP. Where Peel Region was previously required to be the approval authority for certain Official Plan reviews and amendments under the Planning Act, the Province will now become the approval authority where required.

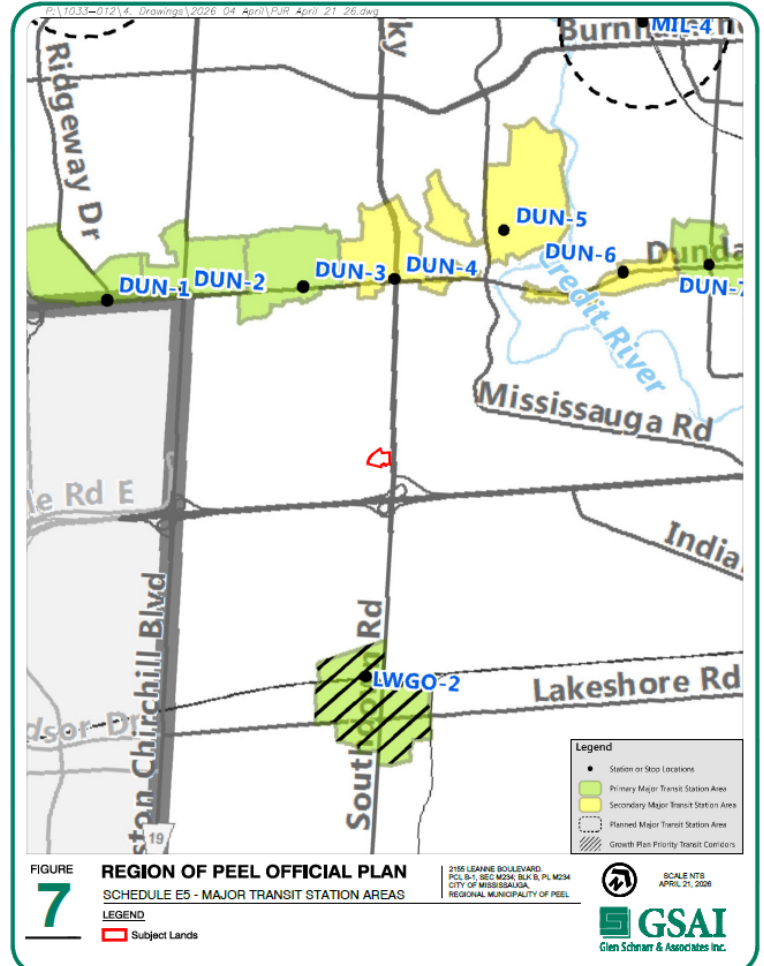
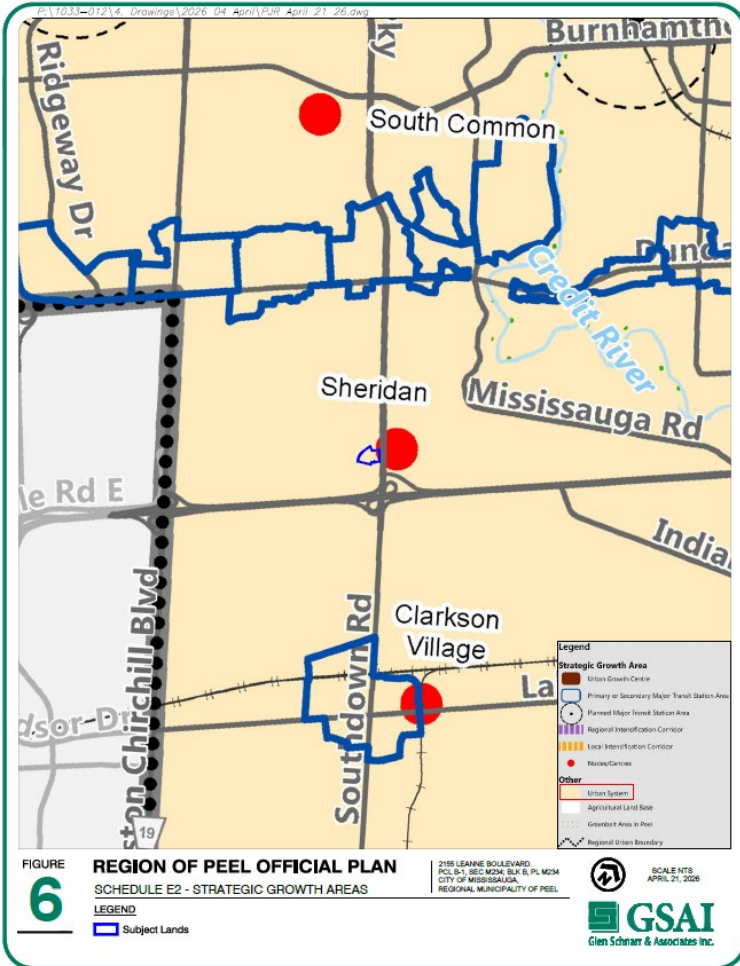
Due to the recent adoption of Bill 185, a review of the Region of Peel Official Plan policies was still conducted as the City of Mississauga, as the approval authority, will have regard for these policies until such a time that the City of Mississauga Official Plan is updated. Until such time that ROP is repealed upon MOP 2051 being approved by the Ministry of Municipal Affairs and Housing, the policies of ROP will continue to be assessed through the review of development applications.

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1. Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 5** below).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands are an appropriate and desirable location for

redevelopment which is reaffirmed by its location within a Strategic Growth Area - Nodes/Centres (Schedule E-2) (see **Figure 6** on the next page), and proximate to a Major Transit Station Area (Schedule E-5) (see **Figure 7** on the next page) and Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor) (see **Figure 8** on the next page 20).







For the purpose of this Report, the November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Draft Plan and Zoning By-law Amendment work to implement the ROP.

4.3 Population and Employment Growth Forecasts

The ROP provides objectives and policy direction as to how the Region is to grow to 2051 with respect to population and employment forecasts. This growth should be planned and anticipated so that finances and services are provided in an efficient and effective

manner. Therefore, the following apply to the proposed development:

It is the Region's objectives to:

- 4.3.3 To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.
- 4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

The proposed development assists in achieving balanced growth within the City of Mississauga and Region of Peel by providing additional residential townhome and apartment units that will contribute to the achievement of the population and household forecasts shown in Table 3 to 2051.

5.4 Growth Management

The ROP directs that development, and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area, the following apply.

It is Regional objectives to:

- 5.4.1** *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification corridors and Major Transit Station Areas.*
- 5.4.2** *To establish minimum intensification, employment density, and greenfield density targets.*
- 5.4.3** *To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*
- 5.4.5** *To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*
- 5.4.6** *To optimize the use of the existing and planned infrastructure and services.*

With respect to matters of intensification, the ROP provides the following objectives, as they pertain to the Subject Lands:

- 5.4.18.1** *To achieve efficient and compact built forms.*
- 5.4.18.2** *To optimize the use of existing infrastructure and services.*
- 5.4.18.3** *To revitalize and/or enhance developed areas.*
- 5.4.18.4** *To intensify development on underutilized lands.*
- 5.4.18.6** *To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.*
- 5.4.18.8** *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

It is the policy of Regional Council to:

- 5.4.10** *Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.*
- 5.4.11** *Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.*
- 5.4.18.10** *Facilitate and promote intensification.*
- 5.4.18.11** *Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region’s Delineated Built-Up Area and in proximity to a Bus Rapid Transit (“BRT”) Corridor and Major Transit Station Area (“MTSA”).

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, high-quality development in proximity to transit services. The proposal will contribute to the creation of a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes, facilities and services to meet daily needs.

5.6 The Urban System

As demonstrated in **Figure 5**, the Subject Lands are located within the ‘Urban System’ component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

The Regional objectives are:

- 5.6.2** *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.3** *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.6.4** *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

- 5.6.7** *To provide for the needs of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age.*

It is the policy of Regional Council to:

- 5.6.10** *Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ‘Strategic Growth Areas’*
- 5.6.11** *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.’*
- 5.6.12** *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.’*

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for new dwelling units in a compact form that supports the creation of a complete community.

As demonstrated in the FSR prepared by Arcadis (April 2026), the proposed development will utilize existing infrastructure such as Regional water and wastewater infrastructure. The proposed development provides for the better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density within the Urban System and Strategic Growth Area and within a municipal Node.

5.6.17. Strategic Growth Areas

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors planned for supporting growth in a compact urban form and with a range and mix of housing options and densities. As shown on **Figure 6**, the Subject Lands are located within the Nodes/Centre designation, identified as the Sheridan Node in the Mississauga Official Plan, and as such, are located within a Strategic Growth Area. Therefore, the following ROP objectives and policies apply to the subject lands:

It is Regional objectives to:

- 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.*
- 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.*
- 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*
- 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and mix of residential, office, institutional and commercial development.*
- 5.6.17.5 To provide a diverse and compatible mix of and uses, including residential and employment uses, to support vibrant neighbourhoods.*

It is the policy of Regional Council to:

- 5.6.17.7 Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.*
- 5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.*

The proposed development, being within a Strategic Growth Area and with existing excellent transit facilities and connections, will provide additional transit ridership within the Strategic Growth Area and Node, contribute to residential growth within the Node, while providing increased residential housing and a compact built form on underutilized lands. The proposed development will provide multi-modal access to nearby jobs and amenities while also providing connections to major trip generators and other Strategic Growth Areas in Mississauga.

5.9 Housing

The ROP provides direction for the consideration and development of housing location, form, tenure, and affordability to ensure that new housing development aligns with growth trends and contributes to the creation of healthy, mixed-use, transit-supportive, and complete communities. The following ROP objectives and policies have been included that apply to the proposed development:

- 5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.

5.9.12 Monitor and evaluate activities undertaken in support of the Regional Housing Strategy and Peel Housing and Homelessness Plan, in conjunction with future Region of Peel Official Plan reviews, to revise and set new priorities and implementation plans on an ongoing basis as housing needs change.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more-bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

The proposed development will provide for compact, high density residential development. Over 50% of units are two or more bedrooms in various internal configurations.

Complete Communities and Residential Intensification

The ROP provides policy direction with respect to collaboration on residential intensification to promote compact built form and development that contributes to the creation of complete communities. The following policies apply to the proposed development:

5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

- a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and
- b) where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.

5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

5.9.28 Seek opportunities to educate the public about the need for and benefits of compact built forms of housing development and residential intensification.

The proposed development contributes to the Region's goal of accommodating residential growth for a minimum of 15 years through the residential intensification of the Subject Lands. The Subject Lands can contribute to a complete community through the addition of residential uses to an underutilized office and commercial building.

5.10 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. The following apply.

5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'

5.10.34.4 Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.'

The proposed development supports the above-noted policy objectives by directing residential intensification on lands in proximity to a rapid transit corridor and at an appropriate density to support transit services. As stated above, the Subject Lands are well-served by existing and planned transit services as well as by active transportation networks. The proposed development, serve to realize the development potential of the Site by facilitating a compact development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential units will complement and enhance the ability for community residents to access a range of services and destinations within a comfortable walking distance. The proposal, corresponding Draft Plan and corresponding Amendment affirm the Subject Lands are an appropriate and desirable location for gentle residential intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development,

conforms to the policies and objectives of the ROP by providing for a high-quality, compact, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Sheridan community as outlined by the Growth Management, Urban System and Transportation System policies. In our opinion, the proposed development, is in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2025

The Mississauga Official Plan ('MOP 2051'), was adopted by City Council on April 16, 2025 and approved by the Ministry of Municipal Affairs and Housing on March 24, 2026.

The in-effect MOP 2051 (2026) identifies where and how the City of Mississauga is to grow up to the year 2051. The Subject Lands are located within a Growth Node ('GN') (Schedule 1, City Structure).

The following is an analysis of the applicable in-effect MOP 2051 policies, and an evaluation of how the proposed development, corresponding Official Plan Amendment and corresponding Zoning By-law Amendment serve to implement these policies.

Chapter 2 / Vision

Chapter 2 of the MOP 2051 establishes the policy framework for how the goals, objectives and policies of Mississauga Official Plan 2051 align with the Provincial Planning Statement (PPS 2024). It focuses on planning for inclusive, vibrant, resilient communities, a healthy environment and a versatile, competitive economy. Furthermore, the Plan aligns with the City's Strategic Plan and emphasizes appropriate long term land use, growth and development policies. Mississauga Official

Plan 2051 will guide the physical evolution of the city through the management of growth and land development to 2051. This latest Plan seeks to provide greater certainty in policy direction, removes redundant and obsolete policies and integrates best practices and policy innovation in an effort to optimize planning outcomes.

The proposed development introduces a range of housing options to the Subject Lands and Sheridan community, currently containing mainly commercial, service uses, while enhancing the character of the community through introduction of public and open spaces. Thoughtful architectural and landscaping designs will contribute to the creation a complete community that promotes social inclusion, diversity, wellbeing, and active lifestyle. As such, the following guiding principles apply:

2.4 Guiding Principles

- *Mississauga will promote social inclusion and value diversity. We will make land use and development decisions that are free from racial bias and that do not negatively impact Indigenous Peoples and equity deserving groups. Mississauga will ensure decisions accommodate the needs of communities by recognizing their socio-economic diversity;*
- *Mississauga will support the creation of distinct, vibrant and complete communities by building healthy, walkable, beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression, well-being and inclusiveness;*
- *Mississauga will plan for a wide range of housing options, jobs and community infrastructure resources that address systemic inequities, unaffordability and meet the daily needs of the community through all stages of life;*
- *Mississauga will prioritize pedestrians. We will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*

- *Mississauga will take climate change seriously. We will support sustainable and climate resilient actions, including green building and design practices to help adapt to climate risks and reduce greenhouse emissions, especially within vulnerable communities;*
- *Mississauga will promote development decisions that support the preservation, enhancement and restoration of our Natural Heritage System and Water Resource System and enhance the quality of life for our present and future generations;*
- *Mississauga will identify, protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;*
- *Mississauga will enhance the cultural heritage and livability of our communities; and*
- *Mississauga will be a place where people want to invest. We will promote a strong diversified economy that provides a range of connections to global markets and equitable employment opportunities for residents and attracts lasting investment to secure financial stability.*

Chapter 3 / Directing New Development

Chapter 3 of the MOP 2051 describes the City Structure that will be used as the framework for determining where population and employment growth will be directed towards and, conversely, those areas of the city where change will be more gradual and limited. As such, this chapter also indicates at a high level where major infrastructure investments will be located. The City Structure hierarchy directs most planned growth towards the City's Strategic Growth Areas.

3.3.1 Strategic Growth Areas

The Strategic Growth Areas are the City's priority areas targeted to accommodate most of its future growth and development to make efficient use of land and infrastructure. More than threequarters of the city's growth in population and employment to 2051 will be accommodated in Strategic Growth Areas where considerable development capacity exists.

Strategic Growth Areas will be attractive mixed-use areas and will be developed at densities that are high enough to support frequent transit service as well as physical and social infrastructure. Development in Strategic Growth Areas will support the achievement of complete communities and the provision of a range of housing options, including affordable housing, to serve all sizes, incomes, and ages of households. It is expected that more efficient use of land within Strategic Growth Areas will occur as single storey buildings and surface parking lots are replaced with multi-storey developments and structured parking facilities.

3.3.1.1 Strategic Growth Areas in Mississauga comprise the following areas as shown in Map 3-1 and Schedule 1: City Structure:

- *The Urban Growth Centre, as defined in the Places to Grow, Growth Plan 2020 (Growth Plan), includes the Downtown Core, Fairview, Cooksville and Hospital Character Areas. The Downtown Core Character Area will contain the highest densities, tallest buildings and greatest mix of uses. The Fairview, Cooksville and Hospital Character Areas will provide for a diverse mix of uses, but with lesser densities and heights than the Downtown Core.*
- *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. These areas are identified on Schedule 8 and defined in Chapter 11. Additional policies for the Dundas Street Corridor, which is entirely bounded by Major Transit Station Areas, are also included in Chapter 11.*
- *Major Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Urban Growth Centre, but greater than elsewhere in the city. Major Nodes include the Central Erin Mills, Lakeview Waterfront and Uptown Character Areas.*

The Subject Lands are situated in the Sheridan Growth Node, which is designated as an area to accommodate

growth in the MOP 2051. The proposed development will accommodate for greater densities and introduce new housing types on a under utilized site.

Chapter 5: Housing Choices and Affordable Homes

Chapter 5 of the MOP 2051 establishes 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.

5.3.1 Support Complete Communities

- 5.3.1.1** *Mississauga will direct the development of new housing in a manner that maximizes the use of community infrastructure and public services, while meeting the housing needs of Mississauga's current and future residents.*
- 5.3.1.2** *Mississauga will provide opportunities for:*
 - a. *the development of a range of housing choices in terms of type, arrangements, tenure and price;*
 - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
 - c. *the production of housing for those with specific needs, people with disabilities, and older adults, such housing may include universally accessible and supportive housing and shelters.*
- 5.3.1.3** *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial housing policies and plans.*
- 5.3.1.4** *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*
- 5.3.1.5** *The applicant/developer will address Provincial housing requirements.*
- 5.3.1.6** *Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the*

use of those programs that meet the City's housing objectives.

- 5.3.1.7** *The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Urban Growth Centre, Major Nodes, Community Nodes and within Major Transit Station Areas.*
- 5.3.1.8** *The City will explore opportunities to provide additional affordable housing, with a focus on rental housing units.*
- 5.3.1.9** *Mississauga will ensure housing created within complete communities is designed in a manner that supports a healthy living style, which includes access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services.*

The proposed development introduces residential built forms, unit types, and sizes that will accommodate for different population groups and contribute to support population growth in the Sheridan Growth Node area. The amenities proposed, along with its proximity to existing commercial and community facilities, creates an ideal built environment for people at all stages of life and ability. Access to private transportation and a comprehensive walkway and pathway network provides access to parks and open spaces, nearby community services and transportation.

Chapter 7: Getting Around Our Communities

Chapter 7 of the MOP 2051 establishes policies that address how to support transportation goals as outlined in the City's Transportation Master Plan, which include: safety, connectivity, inclusion, health, integration, and resilience. The City has a vision for everything to travel safely, easily, and efficiently to anywhere at anytime. The following policies apply:

7.2 Inclusive Multi-Modal Transportation System

- 7.2.1** *Mississauga will provide an inclusive, well connected, efficient, safe, and accessible multi-modal transportation system.*
- 7.2.2** *The multi-modal transportation system will reduce dependence on non-renewable*

resources by prioritizing infrastructure investments that support sustainable transportation modes, particularly to provide connections to and within Strategic Growth Areas.

- 7.2.3** *Mississauga will explore and promote opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of people to jobs or travel, and of goods to key markets.*
- 7.2.4** *Mississauga will coordinate and partner with other transportation jurisdictions to provide an interconnected multi-modal transportation system, including the Federal Government, the Province, Metrolinx, the Region, adjacent municipalities, the Greater Toronto Airports Authority (GTAA), and private agencies, such as the Canadian National Railway and the Canadian Pacific Railway.*
- 7.2.5** *Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.*
- 7.2.6** *The policies of this Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support the policies of this Plan through their transportation infrastructure policy and investment decisions.*

The proposed development will rely on the existing transportation system that accommodates pedestrians, transit users, cyclists, and car drivers. There are public transit bus routes operating along Erin Mills Parkway, that provide reliable and efficient public transportation for resident to travel within Mississauga and beyond. Parking is provided via interior and underground parking garages to allow future residents and visitors to park their private vehicles. Based on the above, the proposed development is consistent with Section 7.2 of the draft MOP 2051.

7.3.1 Complete Streets Approach

7.3.1.1 Mississauga will use a complete streets approach in the planning, design, rehabilitation and maintenance of new and existing streets based on the city's street classification system. This approach will consider and appropriately accommodate the needs and safety of all street users.

7.3.1.2 Mississauga will create a complete street network that:

- a. is efficient, safe, and barrier-free for all users;
- b. prioritizes the safety of vulnerable street users
- c. when designing and operating streets, in
- d. accordance with the Vision Zero Action Plan;
- e. prioritizes transit, pedestrian and cycling access and routes;
- f. provides connectivity among transportation modes for moving people and for moving goods; and
- g. provides for the safe and efficient movement of goods along primary truck routes.

The proposed development proposes an interior road and walkway network that has been designed to ensure pedestrian safety. This walkway network will encourage active transportation (walking and cycling).

Chapter 8: Well Designed Healthy Communities

Chapter 8 of the 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. The following policies apply:

8.2 Urban Form

8.2.1 Mississauga will develop an urban form based on and informed by the City Structure as identified in Chapter 3 of this Plan.

8.2.2 Within Strategic Growth Areas, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation modes will be required.

8.2.3 Infill and redevelopment within Neighbourhoods will respect the local planning context.

8.2.4 Development within Employment Areas will promote good urban design that respects the function of the area.

8.2.5 The urban form of the city will ensure that the Green System, including the Natural Heritage System and the Water Resource System, is protected, enhanced, restored, and contributes to a high quality urban environment and quality of life.

8.2.6 Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate.

8.2.7 Mississauga will promote a built environment that protects and conserves heritage resources.

8.2.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

8.2.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

8.2.10 The city vision will be supported by site development that:

- a. respects the hierarchy established by the City Structure;
- b. utilizes sustainability best practices;
- c. demonstrates context sensitivity and transition, including to the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence in accordance with the policies of this Plan.

- 8.2.11** *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 8.2.12** *An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.*
- 8.2.13** *Development will have restorative net ecological benefits on a site through the practice of sustainable building and site design.*

The proposed development reflects the Sheridan Growth Node's urban design policies to provide for a range of building types and heights. The back-to-back townhouse dwellings are proposed to be 4 storeys and offer 3 bedrooms while the 8-storey midrise building will offer a range of unit sizes. By referring to the Conceptual Site Plan (see **Figure 4**), the design of the building is consistent with Section 8.2 of the draft MOP 2051.

8.4.5 Open Spaces and Amenity Areas

- 8.4.5.1** *Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.*
- 8.4.5.2** *Privately owned publicly accessible spaces will be designed in accordance with the city's standards for public open spaces.*
- 8.4.5.3** *Open space will contribute to community aesthetics and enhance the Green System.*
- 8.4.5.4** *Natural features, parks and open spaces will contribute to a desirable urban form by:*
- a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule 2: Natural System;*
 - b. connecting to the city's system of trails and pathways;*
 - c. connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;*

- d. ensuring that all new parks and open spaces address the street, providing clear visibility, access and safety;*
- e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and*
- f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social and cultural events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.*

8.4.5.5 *Open spaces will be designed as places where people can socialize, recreate and appreciate the environment. Design considerations will include the needs of equity deserving groups.*

8.4.5.6 *Private open space and/or amenity areas will be required for all development.*

8.4.5.7 *Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.*

8.4.5.8 *Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Strategic Growth Areas, alternatives to at grade amenities may be considered.*

8.4.5.9 *Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.*

8.4.5.10 *The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.*

8.4.5.11 *Mississauga encourages the use of innovative green infrastructure, technologies and Low Impact Development measures and approaches such as bioswales in open spaces where possible to support the city's efforts in preparing for the changing climate.*

A comprehensive public open space system is proposed. Well, marked pedestrian walkways between the back-to-back townhouse blocks that connect to the interior amenity areas and Leanne Boulevard and Erin Mills Parkway are provided. A public park and outdoor amenity area is proposed adjacent to Leanne Boulevard away from Erin Mills Parkway, offering a quiet and safe area for future residents. The public park and outdoor amenity area are safely accessed via walkways, and sidewalks, away from busy roads. Ultimately, the proposed development revitalizes the Subject Lands and provides public parkland, and open spaces in an area primarily occupied by an underutilized office building surrounded by with surface parking.

Chapter 10 / Land Use Designations

Chapter 10 of the MOP 2051 contains policies for all land use designations. Land use designations are a high-level planning tool that describe the use and form of development permitted on a parcel of land. Land use designations can be permissive in allowing development of the land in accordance with policies and requirements that govern the intensity and compatibility of uses.

The Subject Lands are designated ‘Office’ within the MOP 2051 (see **Figure 9** on the next page). Notwithstanding the current Office designation on the Subject Lands, the proposed development is contemplated as a high-quality compact residential development to complement the surrounding residential and non-residential land uses. On this basis, in our opinion, the proposed Official Plan Amendment to redesignate the Subject Lands to ‘Residential Low Rise II’ and ‘Residential Mid-Rise’ and to introduce a new Special Site Policy to allow for modified development standards are appropriate

10.2.5 Residential

10.2.5.1 *Residential consists of four designations:*

- a. *Residential Low-Rise I;*
- b. *Residential Low-Rise II;*
- c. *Residential Mid-Rise; and*
- d. *Residential High-Rise.*

10.2.5.7 *Lands designated Residential Low-Rise II will permit all types of townhouse dwellings up to four storeys and apartment buildings up to four storeys.*

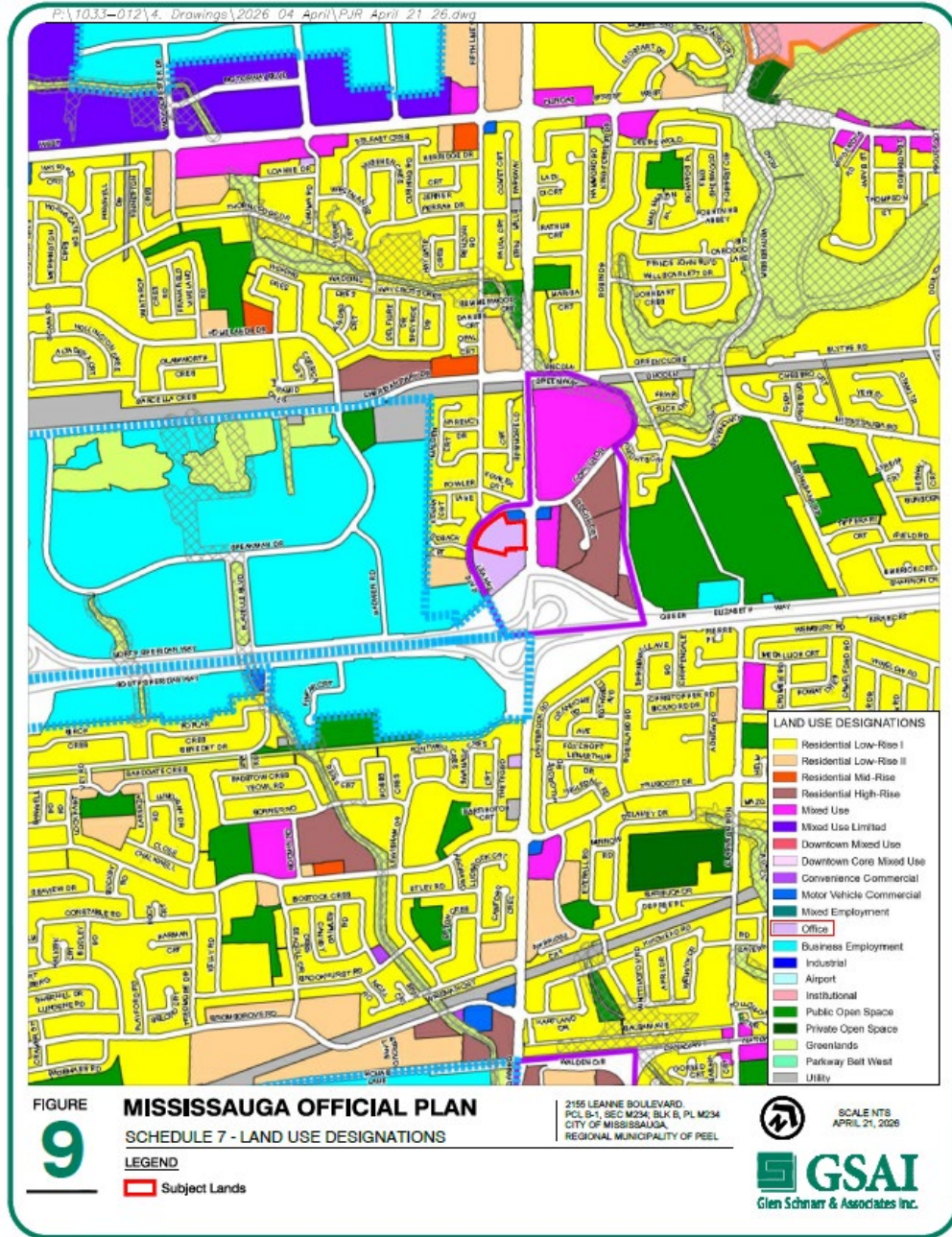
10.2.5.8 *Lands designated Residential Mid-Rise will permit dwelling units in buildings with heights that are:*

- a. *at least 5 storeys; up to a maximum of 8 storeys, unless otherwise set by area-specific height limits; and*
- b. *subject to Character Area and Special Site policies.*

The proposed development will provide for both residential back-to-back townhouse and apartment dwellings along with a 0.14-hectare public park and amenity areas that will contribute to open space and recreational opportunities for current and future residents. This will in turn contribute to Mississauga’s apartment housing stock in an intensification area that is appropriate for compact, transit-supportive development. The proposed land uses provide for a range housing options in area primarily occupied by non-residential uses and surface parking. Overall, the proposed development represents an appropriate and desirable compact, transit-supportive and pedestrian-oriented residential development that advances the City’s residential policy objectives.

Chapter 14: Growth Nodes

Chapter 14 of the MOP 2051 contains policies for Growth Nodes. Growth Nodes are a key component of Mississauga’s Strategic Growth Areas. They are intended to accommodate future growth and development while making efficient use of land and infrastructure. Mississauga’s Nodes will be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit and a variety of services and amenities. Development in the Nodes will support the achievement of complete communities with the provision of diverse employment opportunities, ample community infrastructure, amenities, and a range of housing options are permitted by the policies of this Plan. The Subject Lands are located within the Sheridan Growth Node.



The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Growth Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. These Growth Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial, community and transit uses serving the existing and planned residential and employment community within

the Growth Node and surrounding residential neighborhoods, is to remain.

The following policies apply:

14.1.1 General

14.1.1.1 *Character Area, Local Area Plan, Special Site and Major Transit Station Area policies will establish how growth, development and mix of uses will be achieved within Growth Nodes.*

14.1.1.2 Development in Growth Nodes will support the achievement of healthy, sustainable, complete communities that:

- a. provide a wide range of uses, including residential, office, community infrastructure, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;
- b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of housing options and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;
- c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership;
- d. have access to a range of transportation options, including higher order transit and a safe and convenient active transportation network;
- e. maximize the use of existing and planned infrastructure and contribute to the provision of community infrastructure and other services necessary to support residents and/or workers;
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyles;
- g. support local food options, including access to urban agriculture and farmers markets; and
- h. integrate green building design, green infrastructure and appropriate low impact development.

14.1.1.3 Development applications within Growth Nodes proposing a change to the designated land use, which results in a significant reduction in the number of jobs that could be accommodated on the site, will not be supported.

14.1.1.4 Proponents of development applications within a Growth Node may be required to demonstrate how new development contributes to the achievement of the resident and job density targets and provides for a concentration and mix of jobs as a key component of transit-supportive development.

14.1.1.5 A mix of mid-rise and high-rise housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged in all Growth Nodes. However, not all of these uses will be permitted in all areas.

14.1.1.6 Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be generally discouraged.

14.1.1.7 Major office development and Secondary office development will be encouraged to locate within certain Growth Nodes.

14.1.1.8 Investments in community infrastructure, as well as commercial, recreational, educational, arts, cultural, and entertainment uses, will be encouraged in all Growth Nodes.

14.1.1.9 Development will be required to contribute to the provision of community infrastructure, transportation infrastructure, and other services necessary to support residents and or workers, as applicable.

14.1.1.13 Active transportation movement, access to and from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in all Growth Nodes.

14.1.1.14 Growth Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to

destinations within the city and, where applicable, to neighbouring municipalities.

The proposed development incorporates design elements to meet the needs of existing and future residents in the Sheridan Growth Node. Public and private spaces in the form of the parkland, and landscaped open spaces serve to create a sense of place that is accessible, age friendly, comfortable, and welcoming. The parkland and landscaped open space areas are designed to provide gathering spaces and provides access to community spaces in the surrounding neighbourhood. Transit infrastructure and service operated by MiWay are located in close proximity to the Subject Lands.

14.1.2 Land Use – Residential

14.1.2.1 *The Residential Low-Rise I designation will not be permitted, except for lands designated Residential Low-Rise I at the time this Plan comes into effect.*

14.1.2.2 *Lands within the Growth Nodes that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified by the Character Area policies, in Major Transit Station Area Schedule 8 or Special Site policies. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.*

‘Residential Low Rise II’ and ‘Residential Mid-Rise’ designations are being sought for the Subject Lands in accordance with the above noted residential policies.

14.1.3 Urban Design

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.*

14.1.3.3 *Community infrastructure is encouraged to adopt a compact form and be integrated within buildings with other permitted uses.*

14.1.3.5 *Underground parking and/or integrated above-grade structured parking are preferred in Growth Nodes..*

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.*

14.1.3.8 *Parks should be designed and located to create a central focus for the Growth Nodes. Parks may also provide gathering spaces and linear connections throughout the Growth Nodes, to existing open spaces, commercial*

areas and community infrastructure, and to surrounding neighbourhoods.

The proposed development has been designed to comply with the Urban Design policies for growth nodes. The higher density apartment building has been located adjacent to Erin Mills Parkway, and the lower density back-to-back townhouse dwellings have been located behind to provide an appropriate transition to the existing lower density residential uses west of Leanne Boulevard. Parking is proposed underground, and within the back-to-back townhouse blocks, with limited surface parking reserved for visitors. The outdoor public park and amenity areas have been placed away from Erin Mills Parkway to ensure it is comfortable and safe. The internal walkways have been designed to encourage active transportation, pedestrian safety, and connectivity.

14.2.10 Sheridan

14.2.10.1 Introduction

The Sheridan Growth Node will evolve into healthy sustainable complete community with:

- a. the role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm;*
- b. the planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained;*
- c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;*
- d. active transportation modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods;*
- e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;*
- f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;*
- g. attractive and well connected built environments that promote physically active lifestyles; and*
- h. environmentally resilient development that includes the use of stormwater best management practices and green infrastructure.*

14.2.10.2 General

14.2.10.2.1 *Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.*

14.2.10.2.2 *Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for the Node.*

14.2.10.2.3 *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.*

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

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

14.2.10.2.6 *Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.*

14.2.10.2.7 *Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.*

14.2.10.2.8 *A grocery store should be maintained within the Node.*

14.2.10.2.9 *The requirements of these policies, including the retention and enhancement of community infrastructure, the design and redesign of new and existing streets, and the*

enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

The proposed development will assist the Sheridan Growth Node to develop into a healthy and sustainable community and offer housing options to serve a diverse range of people. The proposed development provides a thoughtfully designed and located public park for future and existing residents. The internal road and walkway network has been designed to ensure pedestrian safety while offering connectivity to the surrounding community as well as to existing transit service. A grocery store is located within Sherwood Village Mall, a short walking distance from the Subject Lands.

14.2.10.3 Height and Density

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

14.2.10.3.2 *A maximum building height of 18 storeys will apply.*

14.2.10.3.4 *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.*

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

14.2.10.3.6 *A combination of residential and commercial uses are encouraged.*

The proposed development proposes 164 four (4) storey back-to-back townhouse units and an eight (8) mid rise building with 192 units with a combined unit count of 367. The proposed development proposed a combined FSI of 1.7 and 160 units per hectare (uph).

14.2.10.4 Urban Design

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

14.2.10.4.2 *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 streets to promote landscape boulevards that enhance the pedestrian experience; and*
- f. 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.*

The proposed development has been designed to comply with the Urban Design policies for the Sheridan growth node. The higher density apartment building has been located adjacent to Erin Mills Parkway, and the lower density back-to-back townhouse dwellings have been located behind to provide an appropriate transition to the existing lower density residential uses west of Leanne Boulevard. Parking is proposed underground, and within the back-to-back townhouse blocks, with limited surface parking reserved for visitors. The proposed public park and outdoor amenity areas have been placed away from Erin Mills Parkway to ensure it is comfortable and safe. The internal walkways have been designed to encourage active transportation, pedestrian safety, and connectivity.

14.2.10.5 Residential Uses

14.2.10.5.1 *Residential development permitted by any land use designation will include:*

- a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Sheridan Growth Node. This will*

- be comprised of units targeted for a range of middle income households; and*
- b. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:*
- i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution*
 - ii. below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income*
 - iii. below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income*

The proposed development provides a compact residential development with a range of unit sizes to house a wide range of people, from singles, to families, to seniors. The compact and efficient layout will provide for more affordable housing options than the predominantly single detached and townhouse dwellings that surround the Subject Lands. We believe the proposed development will assist the City of Mississauga in meeting its housing goals.

The Subject Lands are located within a Growth Node, outside of a MTSA. Inclusionary Zoning and affordable housing targets can only be required within a MTSA. While we are confident the proposed development will provide for more affordable housing options than currently available, the proposed dwellings are planned to be market rate housing.

14.2.10.9 Transportation

- 14.2.10.9.1** *A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.*
- 14.2.10.9.2** *Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.*
- 14.2.10.9.3** *Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:*
 - a. public easements will be required;*
 - b. required right-of-way widths will be provided; and*
 - c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.*
- 14.2.10.9.4** *New streets will connect and align with existing roads in surrounding neighbourhoods.*
- 14.2.10.9.5** *New streets will be designed as complete streets. Existing arterial and collector roads within and surrounding the Node will be redesigned as complete streets, as appropriate.*
- 14.2.10.9.6** *Landscaping, street furniture and building setbacks will be used to animate streets and create a positive pedestrian, cycling and transit oriented experience.*
- 14.2.10.9.7** *Vehicular access from streets will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.*
- 14.2.10.9.8** *Pedestrian and cycling connections to transit facilities will be prioritized.*
- 14.2.10.9.9** *Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be*

incorporated into redevelopment plans adhering to MiWay standards.

14.2.10.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

14.2.10.9.11 On-street parking will be provided as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation and the public realm elements that share the right-of-way.

14.2.10.9.12 Surface parking areas will be replaced by structured parking on a phased basis as Redevelopment proceeds. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pickup/drop-off point delivery services.

14.2.10.9.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

14.2.10.9.14 Underground parking structures are preferred, however, where above-grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

The internal road and walkway network has been designed to ensure pedestrian safety while offering connectivity to the surrounding community as well as to existing transit service. Interior and underground parking is proposed with limited surface parking for visitors.

14.2.10.10 Implementation

14.2.10.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.

14.2.10.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

The Retail Needs Assessment provided in *Appendix III* of this Report provides an analysis of the retail uses within and surrounding the Subject Lands. This assessment concludes that the removal of the minimal retail uses on the Subject Lands will not negatively impact the Sheridan Community. Lastly, it is determined that the retail services east of Erin Mills Parkway are sufficient to service existing and future residents.

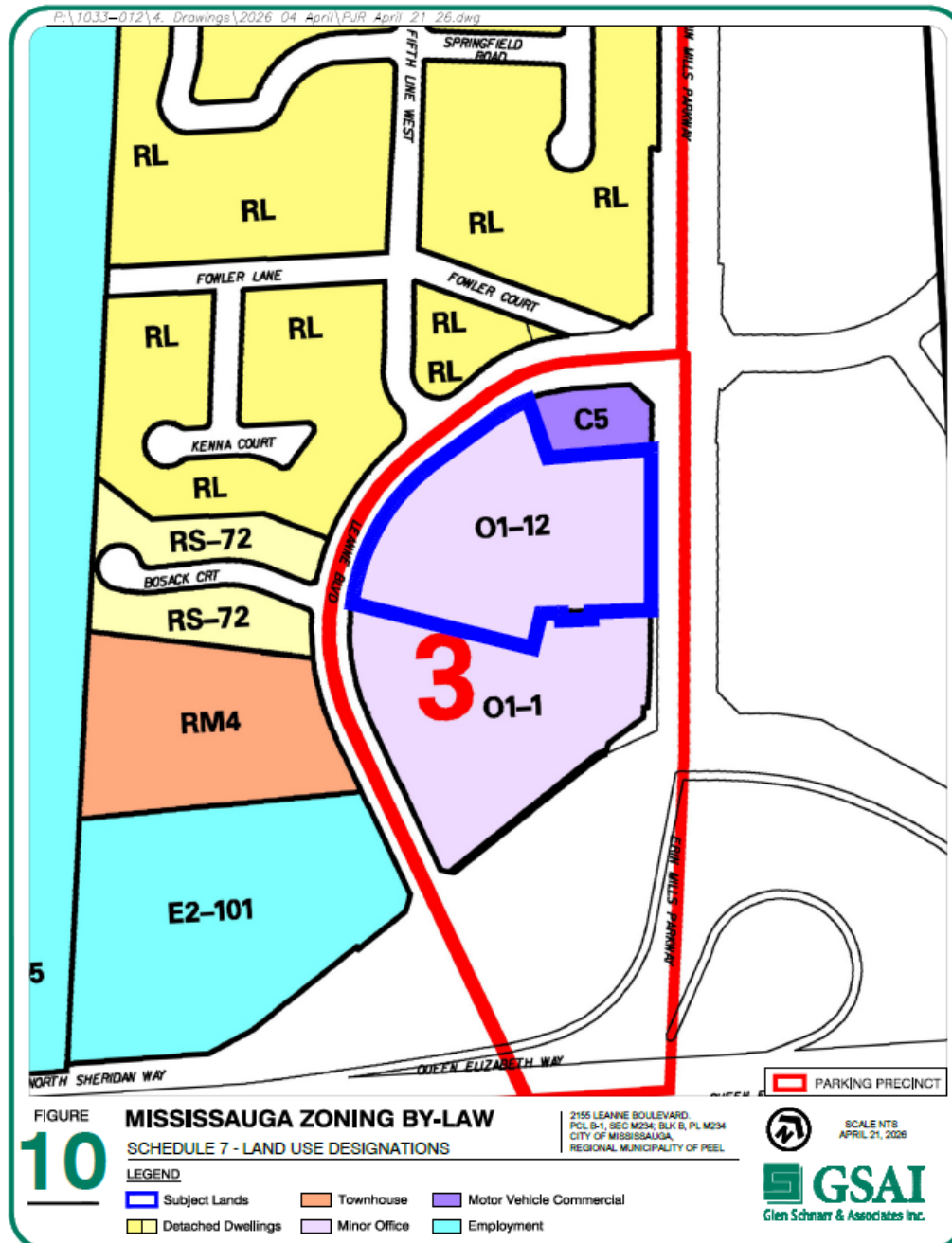
SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan 2051 ('MOP-2051'), guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP 2051, by providing for a high-quality, compact, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of back-to-back townhouses and a midrise apartment building at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Sheridan as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned

evolution of the surrounding community. Therefore, the proposed development and corresponding Official Plan and Zoning By-law Amendments serve to better implement the applicable policies and objectives for lands designated ‘Residential Low Rise II’ and ‘Residential Rid-Rise’ and within the Sheridan Community.

5.5 / ZONING

The City of Mississauga Zoning By-law 0225 – 2007 (‘By-law 0225 – 2007’) currently zones the Subject Lands as ‘Office, Exception 12 (O – 12)’ (see **Figure 10** on the next page). The current zoning permits the current conditions, but not the proposal.



A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to permit the proposed development.

The proposed ZBA seeks to re-zone the Subject Lands to a 'Back To Back (RM10)' and 'Residential Apartment Two (RA2)' Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone a segment of the Site from 'O1-12' to 'RM10-XX';
- To rezone a segment of the Site from 'O1-12' to 'RA2 - XX' ; and,
- To permit site-specific building envelope standards.

A summary of the in-effect and requested RM10 and RA2 zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in *Appendix II* of this Report.

6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment Plan and associated Zoning By-law Amendment, represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan (2025). Furthermore, based on the existing physical context and surrounding Sheridan community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site, planned evolution of the Subject Lands and surrounding context;

2. The proposal provides an appropriately designed and compatible development for the Sheridan community that will contribute to the provision of new housing options and the achievement of a complete community;
3. The proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement, 2024;
4. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
5. The proposal conforms to the policy directions of the Mississauga Official Plan, 2025;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create adverse impacts to existing uses or the surrounding area;
8. The proposal is in keeping with the character and planned context of the Sheridan community, and it provides an opportunity for contextually appropriate gentle density and infill residential development within the City's Built-Up Area; and,
9. The proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan (2026).

Accordingly, we conclude that the proposed Draft Plan and Amendment are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner



Ethan Bohnert, MCIP, RPP
Associate

APPENDIX I / Draft Official Plan Amendment

Amendment No. #
to
Mississauga Official Plan

2155 Leanne Boulevard

By-law No. _____

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

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding the development of nine back-to-back townhouse blocks and an eight storey midrise residential building at 2155 Leanne Boulevard in the Sheridan Growth Node which requires an Official Plan Amendment to redesignate the lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'

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

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2026.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

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

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XXX, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to permit the development of nine (9), four (4) storey back-to-back townhouse blocks and an eight (8) storey midrise residential building buildings on the subject lands, and to redesignate the lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'

LOCATION

The lands affected by this Amendment are located on the east side of Leanne Boulevard, west of Erin Mills Parkway, south of Sheridan Park Drive, north of Queen Elizabeth Way. The subject lands are located in the Sheridan Growth Node, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan ('MOP 2051'), was adopted by City Council on April 16, 2026 and approved by the Ministry of Municipal Affairs and Housing on March 24, 2026, save and except for the outstanding appeals which remain under appeal at the to the Ontario Land Tribunal.

The subject lands are designated 'Office' which permits for office and certain commercial and retail uses. An Official Plan Amendment is required to redesignate the subject lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'

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

1. The proposal is consistent with various Provincial planning frameworks, including the Provincial Planning Statement, the Region of Peel Official Plan (April 2022) as approved with Provincial modifications maintained through Bill 150 and Bill 162 and housekeeping revisions as incorporated into the City of Mississauga Official Plan, and the City of Mississauga Official Plan (2026). The proposal is aligned with and contributes towards the implementation of Provincial and City housing objectives and targets.
2. The proposal meets the intent, goals, and objectives of Mississauga Official Plan 2051.
3. The lands are suitable for the proposed uses and are compatible with existing and potential future uses.
4. The site is adequately served and provides connections to a variety of public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The proposed development can utilize existing servicing in an efficient manner.
5. The proposal seeks to further diversify the Sheridan Growth Node housing stock by introducing new dwellings through infill development which this area of the City is lacking. Furthermore, unit sizes will range in size to appeal to different household sizes and income levels.

6. The proposal has regard for the surrounding neighbourhoods and context by including appropriate buffers, setbacks, building and site layout, building massing, and streetscape considerations.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended as follows:

Mapping Amendments

1. Schedule 7 – Land Use Designations from the Official Plan 2051 is to be revised to redesignate the subject lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'

Text Amendments

N/A

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 Office Consolidation of Mississauga Official Plan dated November 7, 2025.

INTERPRETATION

The provisions of Mississauga Official Plan 2051, adopted by City Council on April 16, 2025 and approved by the Ministry of Municipal Affairs and Housing on March 24, 2026, regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan 2051.

Map "A"

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX in connection with this proposed Amendment.

At the Public Meeting, comments were received by area residents regarding various matters including xxx.

APPENDIX II

City Planning and Development Committee Report – Dated XXX, 2026

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

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding the development of nine back-to-back townhouse blocks and an eight storey midrise residential building at 2155 Leanne Boulevard in the Sheridan Growth Node which requires an Official Plan Amendment to redesignate the lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'

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

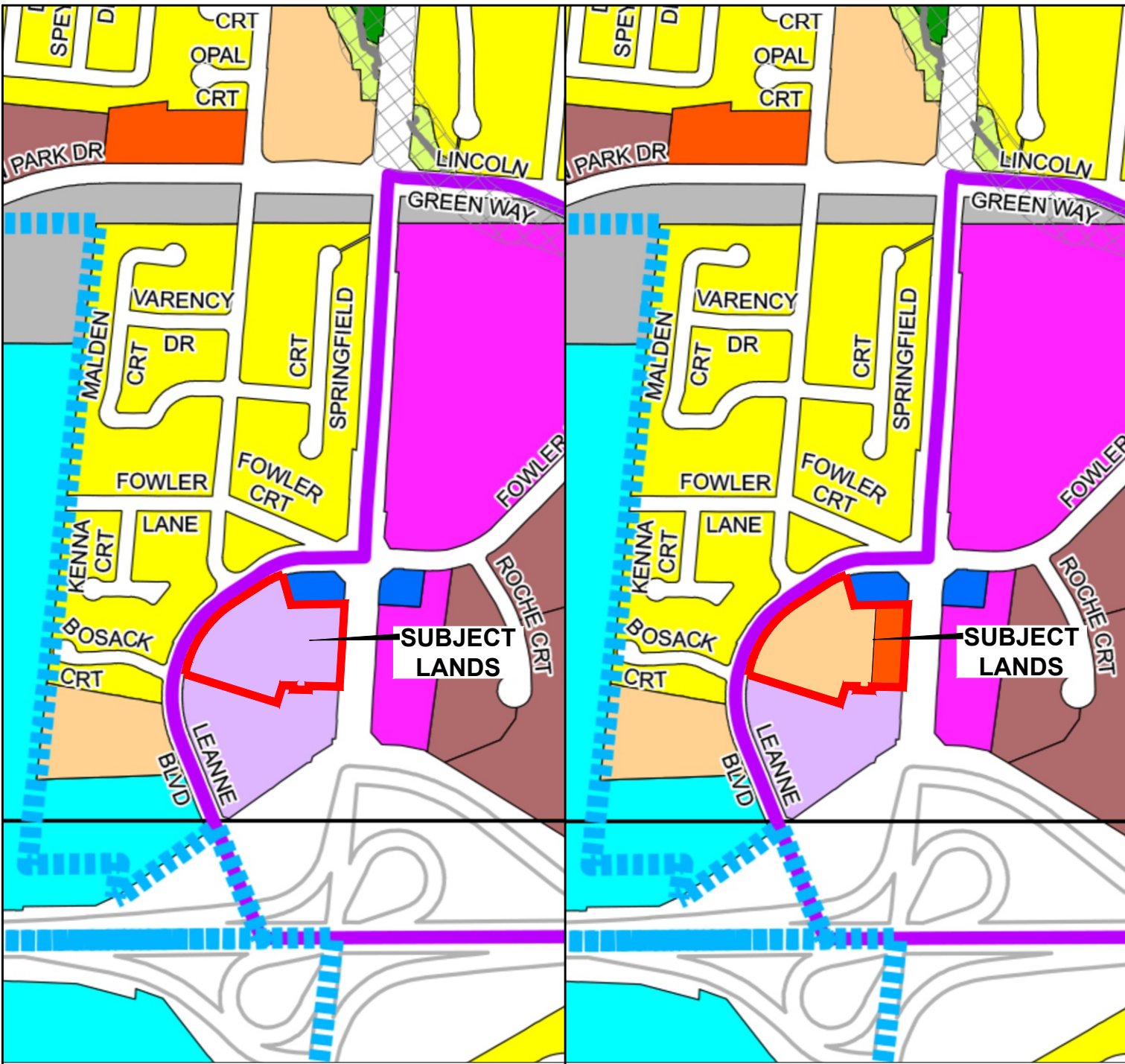
1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2026.

MAYOR

CLERK

MAP 'A' - PART OF Schedule 7 Land Use Designations



LAND USE DESIGNATIONS

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

STRATEGIC GROWTH AREAS

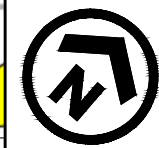
Downtown Core	Employment Area
Growth Centre	Lakeview Innovation Corridor Employment Area
Growth Node	Special Policy Area
	Special Purpose Area

BASE MAP INFORMATION

Heritage Conservation District	Area Exception from LBPIA Operating Area
1996 NEP/2000 NEF Composite Noise Contours	Natural Hazards
LBPIA Operating Area Boundary See Aircraft Noise Policies	

EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS



SCALE 1:10,000
APRIL 20, 2026



*APPENDIX II / Draft Zoning By-law Amendment
/Table*

2155 Leanne Boulevard, Mississauga
City File: DARC 25-215
Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

Table 1.0: RM10 Zone – Back-to-Back Townhouses

BY-LAW SECTION	REGULATION	REQUIRED (RM10) STANDARD	REQUESTED (RM10-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – <i>Centreline Setbacks Line 16.0 [26 m ROW – 13.0 m + required yard / setback (16.0 m + required yard within 90.0 m of the intersecting centreline of a major intersection)]</i>	Delete provision – setbacks shall be in accordance with those specified in this By-law
3.1.1.12	Electric Vehicle Ready Parking Spaces	20% of the total required parking spaces or 1.0 space, whichever is greater	Delete provision – 0.0 EV parking spaces per unit is requested
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<u>Precinct 3</u> Back to Back and Stacked Townhouse without exclusive use garage and driveway <u>Residential</u> - 1.3 spaces / unit <u>Visitor</u> - 0.25 spaces / unit	Delete Provision – a residential parking rate of 1.0 space per unit and a visitor parking rate of 0.23 spaces per unit is requested Required: <i>Residential – 214 spaces</i> <i>Visitor – 41</i> Provided: <i>Residential – 164 (1.0 space / unit)</i> <i>Visitor – 38 (0.23 space per unit)</i>
3.1.3.1.B	Required Number of Accessible Parking Spaces	Accessible parking spaces for residential uses shall only apply to the total number of visitor parking spaces required and shall be provided in compliance with Table 3.1.3.1 - Accessible Parking Regulations. <u>Visitor</u> 13-100 spaces = 4% of the total (41 spaces)	Provision Met Required: <i>Visitor – 2 spaces</i> Provided: <i>Visitor – 2 spaces</i>
3.1.1.5	Aisles	The minimum aisle width shall be 7.0 m.	Delete Provision – A minimum drive aisle width of 6.0 m is requested
4.1.5.4	Awning Encroachment	An awning may encroach a maximum of 0.61 m into a required front yard and/or exterior side yard; a maximum of 5.0 m into a required rear yard provided that the awning shall have a minimum setback of 1.5 m to a lot line; and a maximum of 0.61 m into a required interior side yard provided that the interior side yard is a minimum of 1.2 m.	Delete Provision - An awning may encroach a maximum of 1.0 m into a required front yard and/or exterior side yard; a maximum of 5.0 m into a required rear yard provided that the awning shall have a minimum setback of 1.5 m to a lot line; and a maximum of 1.0 m into a required interior side yard provided that the interior side yard is a minimum of 1.2 m.
4.1.5.9	Building Projection	A building projection, with windows that cover a minimum of 50% of the total projection, may encroach a maximum of 0.61 m into a required front, exterior and/or rear yard, provided that the building projection is not more than 3.0 m wide	Provision met
4.14.1	R10 – Permitted Uses	Back-to-Back Townhouses	Provision met
4.14.1	R10 – Zone Regulations	Minimum Dwelling Unit Width – 4.5 m	Provision met
4.14.1	R10 – Zone Regulations	Maximum Height – Flat Roof – 11.0 m and 3 storeys	Delete provision – a maximum height of 14.0 m and 4 storeys is requested
4.14.1	R10 – Zone Regulations	<i>Insert Frontage Definition – For the purpose of this by-law Leanne Boulevard shall be considered the frontage</i>	
4.14.1	R10 – Zone Regulations	Maximum Height – 3.0 m	Delete provision – a maximum height of 4.0 m is requested
4.14.1	R10 – Zone Regulations	Maximum Floor Area – 20.0 sq.m	Delete provision – a maximum floor area of 30.0 sq.m is requested

4.14.1	R10 – Zone Regulations	Minimum Setback from the Exterior Edge of the Building – 3.0 m	Delete provision – a minimum setback from the exterior edge of the building of 1.0 m is requested
4.14.1	R10 – Zone Regulations	Minimum Front Yard – 7.5 m (2)	Delete provision – a minimum front yard of 0.50 m is requested
4.14.1	R10 – Zone Regulations	Minimum Exterior Side Yard – 7.5 m (2)	Delete provision – a minimum exterior side lot line of 1.0 m is requested
4.14.1	R10 – Zone Regulations	Minimum Interior Side Yard – 4.5 m (2)	Delete provision – a minimum interior side lot line of 1.0 m is requested
4.14.1	R10 – Zone Regulations	Where the front wall of a building abuts the interior side lot line – 9.0 m (2)	Delete provision – a minimum interior side lot line of 1.0 m is requested where the front wall of a building abuts the interior side lot line
4.14.1	R10 – Zone Regulations	Minimum Rear Yard – 7.5 m (2)	Delete provision – a minimum rear yard of 1.0 m is requested
4.14.1	R10 – Zone Regulations	Where the front wall of the building abuts the rear lot line – 9.0 (2)	Delete provision – a minimum rear yard of 3.0 m is requested where the front wall of a building abuts the rear lot line
4.14.1	R10 – Zone Regulations	<i>Projections</i>	
4.14.1	R10 – Zone Regulations	Maximum projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building – 2.0 m	Provision met
4.14.1	R10 – Zone Regulations	<i>Minimum Internal Setbacks</i>	
4.14.1	R10 – Zone Regulations	From a garage face to a condominium road or sidewalk – 6.0 m	Delete provision – a minimum setback from a garage face to a condominium road or sidewalk of 0.5 m is requested
4.14.1	R10 – Zone Regulations	From the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway – 4.5 m	Delete provision – A minimum setback from the front wall of a building to a condominium road, sidewalk, walkway or parking space of 1.0 m is requested
4.14.1	R10 – Zone Regulations	From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space – 2.5 m	Delete provision – A minimum setback from a porch to a condominium road, sidewalk, walkway or parking space of 1.0 m is requested
4.14.1	R10 – Zone Regulations	From a side wall of a building to a side wall of another building on the same lot – 3.0 m	Provision Met
4.14.1	R10 – Zone Regulations	From a side wall of any building to a walkway – 1.5 m	Delete provision – A minimum setback from a side wall of any building to a walkway of 0.0 m is requested.
4.14.1	R10 – Zone Regulations	From a side wall of a building to a condominium road, sidewalk, or parking space – 3.0 m	Delete provision – A minimum setback from a side wall of a building to a condominium road, sidewalk, or parking space of 0.5 m is requested
4.14.1	R10 – Zone Regulations	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys – 12.0 m	Delete provision – A minimum setback from a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to four storeys of 11.0 m is requested
4.14.1	R10 – Zone Regulations	The area created by the minimum separation distance between buildings may not include the required amenity area	Delete provision – The area between buildings shall be included as amenity area
4.14.1	R10 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.14.1	R10 – Zone Regulations	Minimum parking spaces – (6)(7)	Delete Provision – a residential parking rate of 1.0 space per unit and a visitor parking rate of 0.23 spaces per unit is requested Required: Residential – 214 spaces Visitor – 41 Provided: Residential – 164 (1.0 space / unit) Visitor – 0.38 (0.23 space per unit)
4.14.1	R10 – Zone Regulations	Minimum visitor parking spaces (5)(6)	Delete Provision – a residential parking rate of 1.0 space per unit and a visitor parking rate of 0.23 spaces per unit is requested

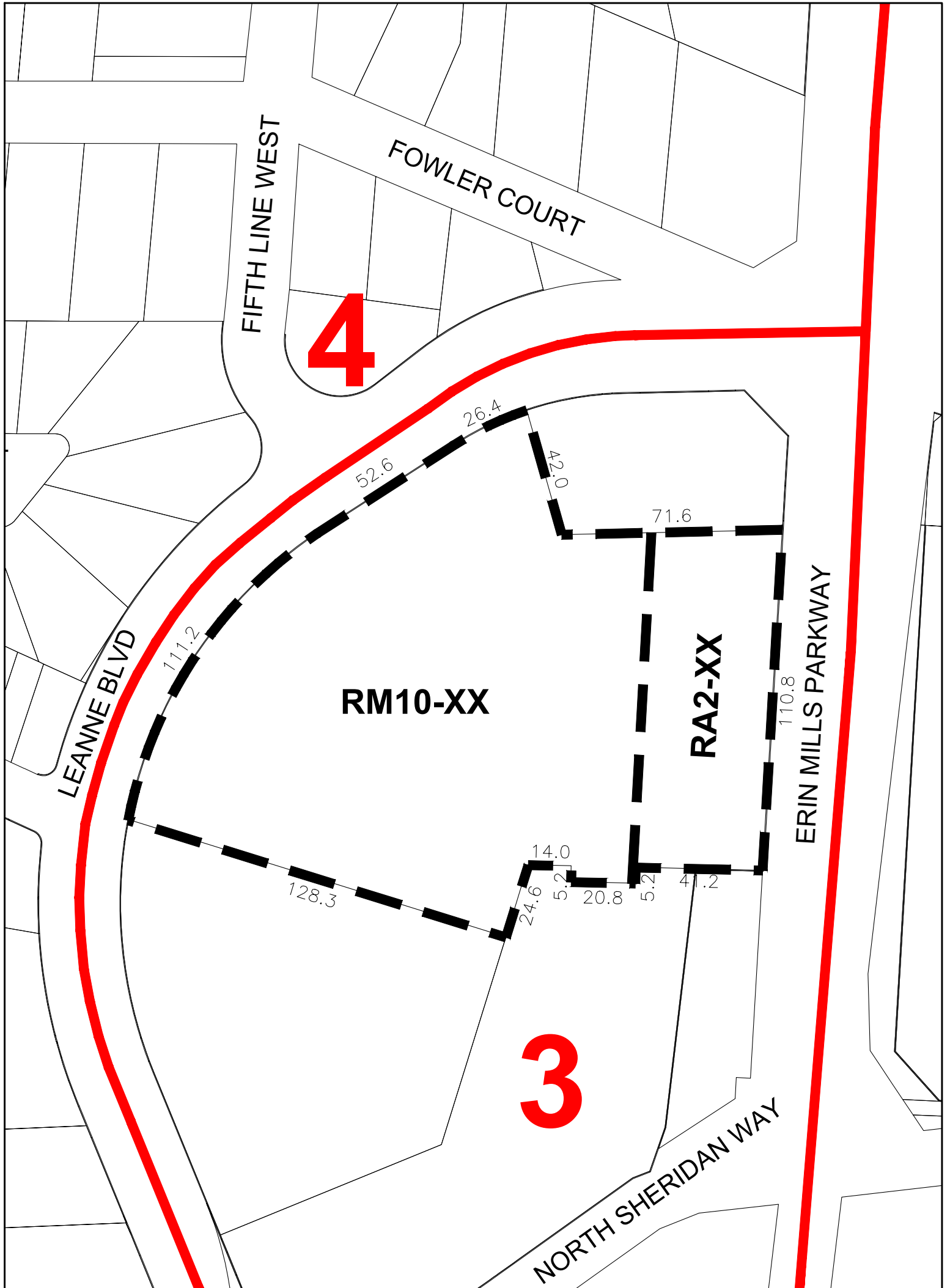
			<p>Required: Residential – 214 spaces Visitor – 41</p> <p>Provided: Residential – 164 (1.0 space / unit) Visitor – 38 (0.23 space per unit)</p>
4.14.1	R10 – Zone Regulations	Maximum driveway width – 2.6 m (7)	Delete provision – Individual driveways are being implemented, a maximum parking garage driveway width of 6.0 m is requested
4.14.1	R10 – Zone Regulations	<i>Parking Areas and Parking Structure Setbacks</i>	
4.14.1	R10 – Zone Regulations	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line – 6.0 m	Delete provision – A minimum setback of a parking structure constructed above or partially above finished grade to any lot line of 1.0 m is requested
4.14.1	R10 – Zone Regulations	<i>Condominium Roads, Sidewalks and Walkways</i>	
4.14.1	R10 – Zone Regulations	Minimum width of a condominium road – 7.0 m	Delete provision – A minimum width of a condominium road of 6.0 m is requested
4.14.1	R10 – Zone Regulations	Minimum width of a sidewalk traversed by a driveway – 2.0 m	Delete provision – A minimum width of a sidewalk traversed by a driveway of 1.5 m is requested
4.14.1	R10 – Zone Regulations	Minimum width of a sidewalk not traversed by a driveway – 1.5 m	Provision Met
4.14.1	R10 – Zone Regulations	<i>Minimum Amenity Area and Landscaped Area</i>	
4.14.1	R10 – Zone Regulations	Minimum landscaped area – 40% of lot area	Delete provision a minimum landscape area of 10% is requested
4.14.1	R10 – Zone Regulations	Minimum required landscaped soft area – 50% of landscaped area	Delete provision a minimum landscape soft area of 35% is requested
4.14.1	R10 – Zone Regulations	Minimum landscaped buffer abutting any side and rear lot line – 3.0 m	Delete Provision – a minimum landscaped buffer abutting any side and rear lot line of 0.0 m is requested
4.14.1	R10 – Zone Regulations	Minimum contiguous amenity area, excluding private outdoor space - The greater of 2.8 m ² per dwelling unit or 5% of the lot area	Delete Provision – 465 sq.m of non contiguous outdoor amenity area is provided utilizing the mews and walkways between blocks
4.14.1	R10 – Zone Regulations	Minimum setback from an amenity area to a building and to any type of road – 3.0 m	Delete Provision – a minimum setback from an amenity area to a building and to any type of road of 0.0 is requested
4.14.1	R10 – Zone Regulations	Minimum contiguous private outdoor space per unit – 6.0 sq.m	Provision Met
		Minimum setback of a rooftop amenity space from all exterior edges of a building adjacent to low density residential development – 1.0 m	Delete Provision – a minimum setback of a rooftop amenity space from all exterior edges of a building of 0.0 m is requested

Table 2.0: RA2 Zone - Residential Apartment Two

BY-LAW SECTION	REGULATION	REQUIRED (RA2) STANDARD	REQUESTED (RA2-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - 22.5 m + required yard/setback	Delete provision – setbacks shall be in accordance with those specified in this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure.	Delete provision – a rooftop balcony setback from all exterior edges of a building or structure of 0.0 m is requested
3.1.1.12	Electric Vehicle Ready Parking Spaces	<u>Residential</u> 20% of the total required parking spaces or 1.0 space, whichever is greater <u>Visitor</u> 10% of the total required parking spaces or 1.0 space, whichever is greater	Delete provision – 0.0 EV parking spaces per unit is requested
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<u>Precinct 3</u> Condominium Apartment <u>Residential</u> - 1.0 spaces / unit, <u>Visitor</u> – 0.20 spaces / unit	Delete Provision – a residential parking rate of 0.9 spaces per unit and a visitor parking rate of 0.18 spaces per unit is requested Required: <i>Residential – 203 (1 space / unit)</i> <i>Visitor – 41 (0.20 spaces / unit)</i> Provided: <i>Residential – 183 (0.90 spaces / unit)</i> <i>Visitor – 37 (0.18 spaces / unit)</i>
3.1.3.1.B	Required Number of Accessible Parking Spaces	Accessible parking spaces for residential uses shall only apply to the total number of visitor parking spaces required and shall be provided in compliance with Table 3.1.3.1 - Accessible Parking Regulations. <u>Visitor</u> 13-100 spaces = 4% of the total (37 spaces)	Provision Met Required: <i>Visitor – 2 spaces</i> Provided: <i>Visitor – 2 spaces</i>
3.1.6.5.1	Required Number of Bicycle Parking Spcaes for Residential Uses	<u>Class A</u> 0.6 spaces per unit <u>Class B</u> The greater of 0.05 spaces per unit or 6.0 spaces	Delete provisions - 0.2 long term spaces and 0.02 short term spaces will be provided
4.15.1	RA2 – Permitted Uses	Residential – Apartment, Long-Term Care Building, Retirement Building (1)	Provision Met
4.15.1	RA2 – Zone Regulations	Minimum Lot Frontage – 30.0 m	Delete provision – minimum lot frontage of 6.0 m is requested (to Erin Mills Parkway)
4.15.1	RA2 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met
4.15.1	RA2 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Provision met
4.15.1	RA2 – Zone Regulations	Maximum Height – 26.0 m (2) and 8 Storeys	Delete provision – A maximum height of 33.0 m and 8 storeys is requested
4.14.1	R10 – Zone Regulations	<i>Insert Frontage Definition – For the purpose of this by-law Erin Mills Parkway shall be considered the frontage</i>	
4.15.1	RA2 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m (8)	Delete provision – a minimum front and yard of 5.5 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m (8)	Delete provision – a minimum front and yard of 5.5 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m (8)	Delete provision – a minimum front and yard of 5.5 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 (8)	Delete provision – a minimum front and yard of 5.5 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m (8)	Delete provision – a minimum interior side yard of 7.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m (8)	Delete provision – a minimum interior side yard of 7.0 m is requested for the entire building

4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m (8)	Delete provision – a minimum interior side yard of 7.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m (8)	Delete provision – a minimum interior side yard of 7.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof – 4.5 m (8)	N/A
4.15.1	RA2 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached - 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m ⁽³⁾	N/A
4.15.1	RA2 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m (8)	Delete provision – a minimum rear yard of 0.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m (8)	Delete provision – a minimum rear yard of 0.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m (8)	Delete provision – a minimum rear yard of 0.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m (8)	Delete provision – a minimum rear yard of 0.0 m is requested for the entire building
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof – 4.5 m (8)	N/A
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached - 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m ⁽³⁾	N/A
4.15.1	RA2 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA2 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Delete provision – A maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard of 2.5 m is requested
4.15.1	RA2 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m – 1.8 m	Delete provision – A maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m of 3.5 m is requested
4.15.1	RA2 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision – A maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects of 2.5 m is requested
4.15.1	RA2 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Delete provision – A minimum above grade separation to a building in a RM10-XX Zone of 11.0 m is requested for the entire building height
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	Delete provision – A minimum above grade separation to a building in a RM10-XX Zone of 11.0 m is requested for the entire building height
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	Delete provision – A minimum above grade separation to a building in a RM10-XX Zone of 11.0 m is requested for the entire building height
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	Delete provision – A minimum above grade separation to a building in a RM10-XX Zone of 11.0 m is requested for the entire building height
4.15.1	RA2 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	

4.15.1	RA2 – Zone Regulations	Minimum parking spaces – (4)	Delete Provision – a residential parking rate of 0.9 spaces per unit and a visitor parking rate of 0.18 spaces per unit is requested Required: <i>Residential – 203 (1 space / unit)</i> <i>Visitor – 41 (0.20 spaces / unit)</i> Provided: <i>Residential – 183 (0.80 spaces / unit)</i> <i>Visitor – 37 (0.18 spaces / unit)</i>
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	N/A
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	N/A
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	N/A
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – A minimum setback from a parking structure completely below finished grade to any lot line of 0.0 m is requested
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure/loading area to a street line – 10.0 m	Delete provision – A minimum setback from a waste enclosure/loading area to a street line of 3.0 m is requested
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure/loading area to a zone permitting detached dwelling and/or semi-detached – 10.0 m	N/A
4.15.1	RA2 – Zone Regulations	Condominium Roads and Aisles	
4.15.1	RA2 – Zone Regulations	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back and stacked townhouses, townhouses or apartments, or any combination thereof	Provision met
4.15.1	RA2 – Zone Regulations	Minimum Landscaped Area, Landscaped Buffer and Amenity Area	
4.15.1	RA2 – Zone Regulations	Minimum landscaped area – 40% of lot area	Delete provision – A minimum landscaped area of 5% is requested
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone – 4.5 m (8)	Delete provision – A minimum depth of a landscape buffer abutting a lot line that is a street line of 0.0 m is requested
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m (5)(6)	Delete provision – A minimum depth of a landscape buffer along any other lot line of 0.0 m is requested
4.15.1	RA2 – Zone Regulations	Minimum amenity area - The greater of 5.6 m ² per dwelling unit or 10% of the site area	Delete provision – A minimum amenity area of 2.3 sq.m per unit is requested
4.15.1	RA2 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Delete provision – A minimum of 15% of amenity area to be provided in one contiguous area is requested
4.15.1	RA2 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 sq.m	Delete provision – A minimum of 0.0 sq.m of amenity area to be provided outside at grade is requested



DRAFT

1,2,3,4

PARKING PRECINCT



PARKING PRECINCT BOUNDARY

THIS IS NOT A PLAN OF SURVEY.

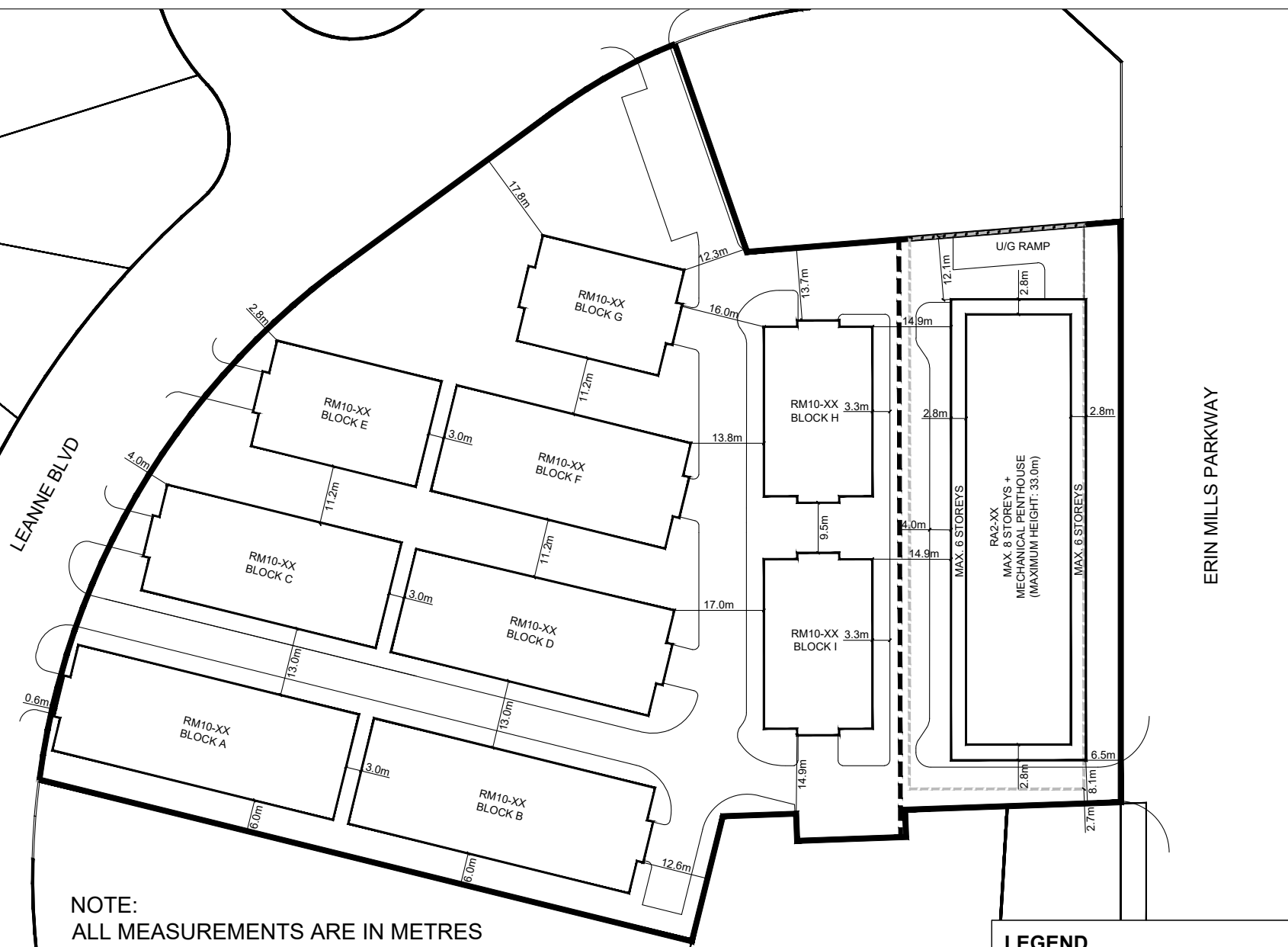
CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO

BY-LAW _____

LEANNE BLVD

ERIN MILLS PARKWAY



NOTE:
 ALL MEASUREMENTS ARE IN METRES
 AND ARE MINIMUM SETBACKS,
 UNLESS OTHERWISE NOTED.

THIS IS NOT A PLAN OF SURVEY.



LEGEND

 BUILDABLE AREA

 LIMIT OF PARKING STRUCTURE

**SCHEDULE 'RM10-XX' & 'RA2-XX'
 MAP XX**

APPENDIX III / Retail Needs Assessment

Retail Needs Assessment

IN SUPPORT OF

OFFICIAL PLAN
AMENDMENT & ZONING
BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR
1000293648 Ontario Inc.

2155 Leanne Boulevard
City of Mississauga
Regional Municipality of Peel

April 2026
GSAI File # 1033-012

1 TABLE OF CONTENTS

1	/ Introduction.....	3
1.1	/ Proposed Development.....	3
1.2	/ Official Plan Amendment.....	3
1.3	/ Proposed Zoning By-law Amendment.....	3
2	/ Current Retail Services	3
3	/ Growth Node Retail Services	4
4	/ Official Plan Context	5
5	/ Summary & Conclusion	7

LIST OF FIGURES

Figure 1 / Proposed Site Plan

Figure 2 / Surrounding Destinations

Retail Needs Assessment
1000293648 Ontario Inc.
Official Plan Amendment & Zoning By-law Amendment
2155 Leanne Boulevard
City of Mississauga

1 / INTRODUCTION

1000293648 Ontario Inc. (the 'Owner') is proposing to develop their office and retail site at 2155 Leanne Boulevard, in the City of Mississauga (the 'Subject Lands' or 'Site') for residential uses. The Site is currently occupied by an office building with retail uses at grade surrounded by surface parking. A long-term care facility and hotel are located directly south, and a gas station is located to the north at the intersection of Erin Mills Parkway and Leanne Boulevard.

This Retail Needs Assessment (the "Assessment") has been prepared in support of the Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') applications to facilitate redevelopment of the Subject Lands.

1.1 / PROPOSED DEVELOPMENT

The proposed development contemplates redevelopment of the Subject Lands for a high-quality, compact residential development comprised of one hundred and sixty-four (164) back-to-back townhouse dwellings, spread over nine (9) development blocks, and organized around a private road network, along with an eight (8) storey midrise building with two hundred and three (203) units.

The proposed Site Plan (see **Figure 1** on the next page) serves to implement the development vision for the Site. As shown the Site Plan the proposed eight (8) storey midrise building is situated along the Erin Mills Parkway frontage and the proposed back-to-back townhouse dwellings are situated on the western portion of the Subject Lands along Leanne Boulevard.

1.2 / OFFICIAL PLAN AMENDMENT

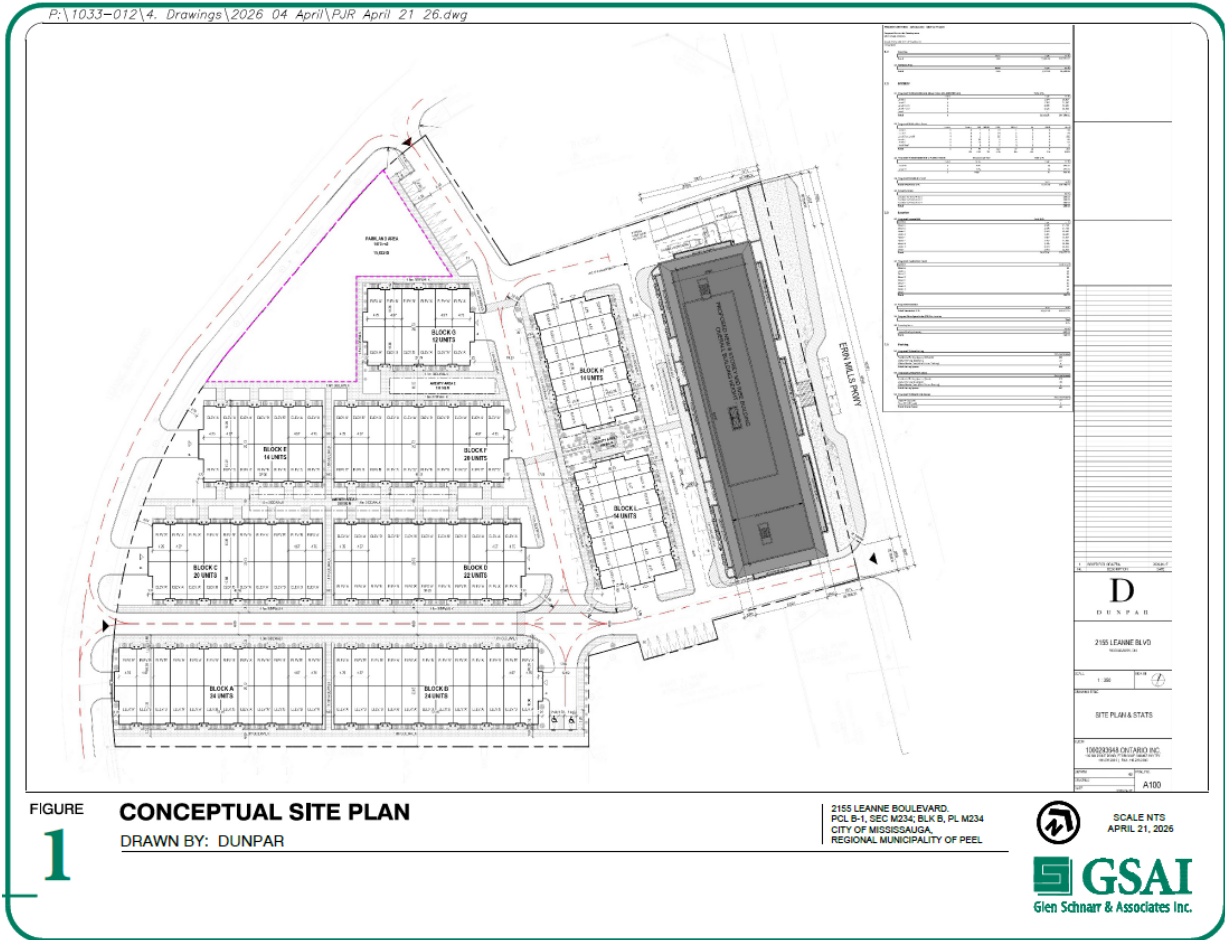
The Subject Lands are currently designated 'Office' in the in-effect City of Mississauga Official Plan (the "MOP 2051"). This designation permits various office and accessory uses such as retail uses. The Subject Lands are located within the Sheridan Growth Node. To facilitate the approval of the proposed development, an Official Plan Amendment ('OPA') is required. An OPA is required to redesignate the Subject Lands from 'Office' to 'Residential Low Rise II' and 'Residential Mid-Rise'.

1.3 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, and are currently zoned as 'Office-One (O1) Exception 12 (O1 – 12)'. A site-specific Zoning By-law Amendment ('ZBA') is required to permit the proposed development. The proposed ZBA seeks to re-zone the Subject Lands to a 'Back To Back Townhouse (RM10)' and "Residential Apartment Two ('RA2')' Zone category and implement modified site-specific permissions.

2 / CURRENT RETAIL SERVICES

The Subject Lands currently contain a low-rise office building with accessory retail uses at grade. The current building is surrounded by surface parking and was designed to be accessed primarily by car. The current Official Plan designation and Zoning By-law zoning are intended to permit the primary office use. The retail uses have always been accessory to the office use.



At this time the retail uses consist of:

- A dine in restaurant
- A takeout restaurant
- A gift shop
- A clothing store and tailor
- An upholstery store
- A travel agent

There are also some small-scale instructional uses:

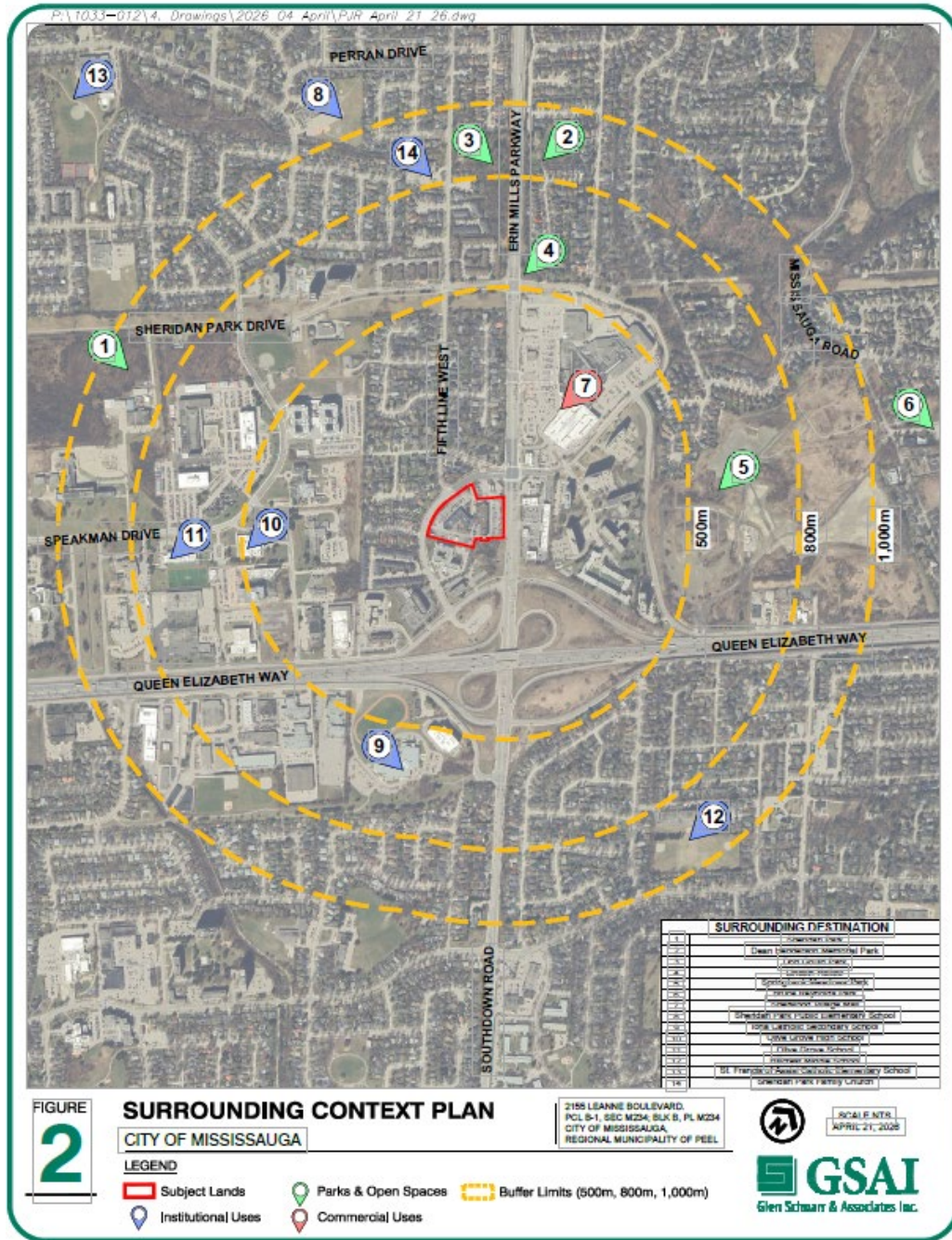
- Children's music school
- A private college offering in-person and virtual training

The current retail uses are within relatively small commercial spaces with low GFA. In our opinion these retail uses are not significant community services such as a Grocery Store and do not contribute significantly to main concentration of retail services east of Erin Mills Parkway.

3 / GROWTH NODE RETAIL SERVICES

The Sheridan Growth Node is anchored by the Sherwood Village Shopping Mall located east of Erin Mills Parkway north of Fowler Drive. **Figure 2** on the next page shows the Subject Lands relative to Sherwood Village Mall and other retail services within the Growth Node. Sherwood Village Mall offers a variety of retail services including a Grocery Store to service the community. Future residents of the proposed development will be within walking distance to these services.

Directly east of the Subject Lands on the east side of Erin Mills Parkway is another retail plaza with additional services including takeout and dine in restaurants, a coffee shop, salon, dentist, gas station, and bank. These services will be accessible for future residents.



The main concentration of retail services in the Sheridan Growth Node is located on the east side of Erin Mills Parkway. The retail services on the Subject Lands are minimal in the broader context of the Growth Node. The proposed development will provide for greater residential densities and has been designed to encourage active transportation in the form of walking and biking. The additional residential density and

population will contribute to the health and viability of the retail services within the Growth Node.

4 / OFFICIAL PLAN CONTEXT

This Assessment has been prepared in the context of the relevant policies in the City of Mississauga Official Plan 2051 ('MOP 2051'). The following section provides an overview of the planning policies that are applicable to the Subject Lands.

The Mississauga Official Plan ('MOP 2051'), was adopted by City Council on April 16, 2025 and approved by the Ministry of Municipal Affairs and Housing on March 24, 2026.

2.4 Guiding Principles

- *Mississauga will support the creation of distinct, vibrant and complete communities by building healthy, walkable, beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression, well-being and inclusiveness;*
- *Mississauga will plan for a wide range of housing options, jobs and community infrastructure resources that address systemic inequities, unaffordability and meet the daily needs of the community through all stages of life;*

5.3.1 Support Complete Communities

5.3.1.1 *Mississauga will direct the development of new housing in a manner that maximizes the use of community infrastructure and public services, while meeting the housing needs of Mississauga's current and future residents.*

5.3.1.2 *Mississauga will provide opportunities for:*
a. *the development of a range of housing choices in terms of type, arrangements, tenure and price;*

5.3.1.5 *The applicant/developer will address Provincial housing requirements.*

The proposed development fulfills the overall vision and guiding principles of the MOP 2051 to support complete communities. The proposed development introduces residential built forms, unit types, and sizes that will accommodate for different population groups and contribute to population growth in the Sheridan Growth Node area.

Chapter 14: Growth Nodes

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Growth Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. These Growth Nodes are expected

to evolve and change as they intensify, however, their planned function as the focal point of commercial, community and transit uses serving the existing and planned residential and employment community within the Growth Node and surrounding residential neighborhoods, is to remain.

14.1.1 General

14.1.1.2 *Development in Growth Nodes will support the achievement of healthy, sustainable, complete communities that:*

- provide a wide range of uses, including residential, office, community infrastructure, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;*
- supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of housing options and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;*
- deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership;*
- have access to a range of transportation options, including higher order transit and a safe and convenient active transportation network;*
- maximize the use of existing and planned infrastructure and contribute to the provision of community infrastructure and other services necessary to support residents and/or workers;*

14.1.1.5 *A mix of mid-rise and high-rise housing, community infrastructure, employment, and*

commercial uses, including mixed use residential/commercial buildings and offices will be encouraged in all Growth Nodes. However, not all of these uses will be permitted in all areas.

14.1.1.6 Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be generally discouraged.

The Sheridan Growth Node is anchored by the Sherwood Village Shopping Mall. The Subject Lands are located on the west side of Erin Mills Parkway while the main concentration of retail services is located within, and surrounding, Sherwood Village Mall, and within the retail plaza south of Sherwood Village Mall directly east of the Subject Lands. The proposed development introduces additional housing forms at increased densities in close proximity to the retail services within the Growth Node.

14.2.10 Sheridan

The Sheridan Growth Node will evolve into healthy sustainable complete community with:

- a. the role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm;*
- b. the planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained;*
- c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;*
- d. active transportation modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods;*
- e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;*
- f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;*

14.2.10.2 General

14.2.10.2.1 Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.

14.2.10.2.8 A grocery store should be maintained within the Node.

The proposed development will assist the Sheridan Growth Node to develop into a healthy complete community and offer housing options to serve a diverse range of people. The proposed internal road and walkway network has been designed to ensure pedestrian safety while offering connectivity to the surrounding community as well as to existing transit service. A grocery store is located within Sherwood Village Mall, a short walking distance from the Subject Lands. The proposed development does not contemplate any changes to the main concentration of retail services within the Sheridan Growth Node. The increased density and population being proposed a short walking distance to these retail services will contribute to their economic health and viability. It is our opinion that the retail uses currently on the Subject Lands are minor in comparison to the services in the broader Growth Node. The main concentration of retail services is located east of Erin Mills Parkway while the west side is predominantly residential. The proposed development remains consistent with the current community structure.

5 / SUMMARY & CONCLUSION

Based on this Assessment we believe the removal of the limited retail uses on the Subject Lands is appropriate for the following reasons:

- The reduction in retail to permit the proposed higher density residential uses is consistent with the Official Plan, which promotes increasing density and diversity of housing forms.

- The reduction in retail uses will not result in a significant change in the retail function of the Sheridan Growth Node.
- The main retail services within and surrounding Sherwood Village Mall will remain. The Metro grocery store will also remain and continue to service the community.
- The reduction in retail uses on the Subject Lands will not be disruptive to the primary retail services within the Sheridan Growth Node.

Overall, we are of the opinion that the proposed residential intensification of the Site with a corresponding decrease in retail uses is appropriate.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.


Ethan Bohnert, MCIP, RPP
Associate