
PLANNING JUSTIFICATION REPORT

APPLICATIONS FOR

**OFFICIAL PLAN AMENDMENT &
ZONING BY-LAW AMENDMENT**

4100 Ponytrail Drive and 1850 Rathburn Road East
City of Mississauga

Chelsea on the Green I Limited Partnership

May 2026

GSAI File No. 893-001H

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Planning Justification Report

Official Plan Amendment and Zoning By-law Amendment

1.0 Introduction

Glen Schnarr & Associates Inc. have been retained by Chelsea on the Green I Limited Partnership (herein referred to as the “Property Owners” or “Owner”) to assist in obtaining the necessary planning approvals to permit the development of the lands municipally addressed as 4100 Ponytrail Drive and 1850 Rathburn Road East, Mississauga (herein referred to as the “Subject Lands”). The Subject Lands are located on the south side of Rathburn Road East and Ponytrail Drive, north of Maple Ridge Drive. The Subject Lands are currently occupied by two apartment buildings containing 385 rental units. The Subject Lands are legally known as:

BLOCK EE, REGISTERED PLAN M-58, CITY OF MISSISSAUGA

This Planning Justification Report (the “Report”) is prepared in support of applications for an Official Plan and Zoning By-law Amendment (referred to as the “Proposed Amendments”). These applications seek approval of a residential development generally consisting of three residential buildings with a total of 695 units (herein referred to as the “Proposed Development”). The Proposed Development described herein will also encapsulate the previously approved Building B3 from the Committee of Adjustment through file “A” 98/25 and currently active site plan application City file SP 25-64 W3.

The Proposed Development builds upon and integrates with the existing conditions previously approved on the Subject Lands. The intent is to implement a cohesive, comprehensive land use and design vision that ensures continuity across the Subject Lands.

This Report presents an analysis of the Proposed Amendments and evaluates and supports the Proposed Development in consideration of the policies of the Provincial Planning Statement (2024), the Region of Peel Official Plan (April 2022), and the City of Mississauga Official Plan 2051 (MOP 2051) (2026). While originally contemplated and reviewed under the previous Official Plan regime, the Proposed Development also reflects the City’s evolved policy framework for development in this area, as expressed in the recently Province-approved MOP 2051. The Proposed Development and Amendments are also reviewed in the context of the City of Mississauga Zoning By-law 0225-2007. This Report will provide a professional planning opinion related to and in support of the Proposed Amendments.

2.0 Site Context (Subject Lands)

The Subject Lands are located on the south side of Rathburn Road East and Ponytrail Drive, north of Maple Ridge Drive (*See Figure 1: Aerial Context Map*). The Subject Lands have an area of 3.75 hectares (9.26 acres) with a frontage of 176.2 m (578.08 ft) on Rathburn Road and Ponytrail Drive. The Subject Lands are currently occupied by two 18-storey apartment buildings with 385 units.

2.1 Surrounding Area

The Subject Lands are surrounded by predominantly townhouse dwellings and some detached residential, and a commercial plaza across Rathburn Road East, north-east of the Subject Lands. Several parks and walking trails are located either proximately, or others are within walking distance to the Subject Lands.

A summary of immediate surrounding land uses is provided below:

North: Across Rathburn Road East is a commercial plaza with a Grocery Store (Longo's) anchor, Pharmacy (Shoppers Drug Mart), Financial Services, and other retail uses. Further north are townhouse and detached residential dwellings. Wood Creek Park and Centennial Park are located beyond the residential area.

South: Directly south is Shavers Trail (City parkland) and Chechalk Trail along with a hydro corridor. These trails connect the surrounding residential neighbourhoods and are connections to other proximate open spaces and parkland. Further south are townhouse and detached residential dwellings adjacent to these trails.

East: Across Ponytrail Drive and Rathburn Road East are detached dwellings. Further east is Garnetwood Park, Fleetwood Park, and Markland Wood Golf Club. Beyond the parkland are commercial uses and higher density apartment buildings.

West: Chechalk Trail is directly adjacent in an existing hydro corridor, and beyond are townhouse and detached residential dwellings. Further west are commercial and industrial uses.

3.0 The Proposal

The Proposed Development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial and local policy for managing and directing growth. The Proposed Development also considers the existing and planned area context and proposes intensification through infill development of the Subject Lands.

The Subject Lands currently have two existing 18-storey apartment buildings (Buildings A & B). A 25-storey apartment building (Building B3) with 283 units is also approved on the Subject Lands and is currently going through site plan approval under City application number SP 25-64 W3. The technical materials in support of Building B3 have been provided through the concurrent site plan file. It should be noted that Building B3 is an evolution of a previously approved rezoning and Official Plan Amendment application which permitted a 12 and 15-storey building on the Subject Lands, in addition to the two existing buildings (Buildings A & B). Minor Variance application "A" 98/25 requested a revised building footprint, setbacks, and height into the existing footprint of one building adjacent to Rathburn Road East as depicted in the current RA4-46 zoning for the lands. This building footprint was part of the previous approval referenced above.

This application will facilitate the construction of three new apartment buildings (B4-B6) with 695 units. If the Proposed Development is approved and constructed, the Subject Lands will have a total of 1,365 units, as divided between the existing Building A & B, Building B3, and the three proposed buildings B4-B6. It is noted that the current zoning permits the two existing apartment buildings, and two new proposed apartment buildings and thus the Proposed Development is requesting two additional buildings from what is approved as-of-right on the site. The draft implementing zoning by-law has been prepared to consider both the development of B4-B6 as well as the previous approval for B3.

As shown on *Figure 2 - Conceptual Site Plan* the three new buildings, B4-B6, are proposed in the south-east corner of the Subject Lands adjacent to the hydro corridor and parkland open space. While the specific tenure of buildings B4-B6 has not yet been determined, the proposed apartment built form is intended to accommodate a range of permissions, including opportunities for senior-oriented housing and mixed commercial uses. The ultimate mix of use and tenure will be informed by market conditions as the application moves toward final approvals.

Parking is proposed predominantly underground with some at-grade parking intended for visitor parking. As shown on the included Architectural Drawings and Parking Plan prepared by 4Architecture (December 2025), a single underground parking garage is proposed. The existing parking garage of Buildings A & B will be extended and connected to include parking for Buildings B3 and B4-B6. A resident parking rate of 1 space per unit and a visitor parking rate of 0.15 spaces per unit is proposed site-wide. The visitor parking rate is in compliance with the Committee of Adjustment's approval of Minor Variance "A" 164/19. Further justification of the parking rates is provided in the Traffic Impact Study (TIS) prepared by TYlin (December 2025) submitted in support of these amendments.

As shown on the included Architectural Drawings prepared by 4Architecture (December 2025) interior and exterior amenity space is shown at a rate of 4.0 m² per dwelling unit. Outdoor amenity space is provided adjacent to Buildings B4-B6. Conceptual outdoor amenity space details are shown on the included Landscape Plans prepared by Baker Turner Inc. (December 2025). These outdoor amenity areas can be used for children's play areas, outdoor recreation, or sitting areas. Indoor amenity areas are also proposed and could include gyms, lounges, party rooms, or co-working spaces. The proposed amenity areas consist of interior spaces and programmed exterior landscaped areas that are intended for the exclusive use of future residents. It is also noted that the City, through their 'Apartment & Urban Apartment Zone Amendments' initiative is considering either lowering the amenity requirement to between 3.0 – 4.0 m² amenity area per unit or alternatively to apply no standard. With this in mind, and to align with an even lower base standard applicable in a 'C4' zone, the application will be to permit an amenity area of 3.5 m² per dwelling unit. The City's initiative will be monitored as this application moves forward with amendments made to the requested regulation accordingly. Additional landscape improvements are proposed that will improve connectivity and pedestrian movements. These landscape improvements will benefit both existing and future on-site residents who wish to walk through the Subject Lands to access the surrounding parkland, trails, or commercial services as well as existing community residents who will benefit from an improved streetscape or experience when walking along the periphery of the site. As discussed in Section 2.0 of this Report there are significant parkland, trails, and outdoor recreational activities either directly adjacent or a short walk from the Subject Lands. In particular, Garnetwood Park has many outdoor recreational opportunities east of the Subject Lands and the Burnhamthorpe Community Centre and Chic Murray Arena are just over 1.5 kilometres through active transportation linkages. When considering the additional landscape improvements proposed on the Subject Lands and the proximity to public parkland, trails, facilities, and outdoor recreational opportunities, we believe a 3.5 m² per dwelling unit amenity rate is acceptable for the Proposed Development.

The following tables provide details on general proposed building characteristics. Detailed development statistics were prepared by 4Architecture (December 2025) in support of these applications.

Table 1.0 – Proposed Building Height and GFA

Building	# of Storeys	GFA sq.m
B4	20	15,492.70
B5	20	15,492.70
B6	20	15,289.63
Total		46,298.83

Table 2.0 – Proposed Unit Breakdown

Building	Studio	1-BR	1-BR + D	2-BR	2-BR + D	3-BR	3-BR + D	Total
B4	0	68	18	92	21	3	18	220
B5	0	68	18	92	21	3	18	220
B6	0	97	118	18	9	13	0	225
Total	0	233	154	202	51	19	36	695
Percentage	<i>0%</i>	<i>34%</i>	<i>22%</i>	<i>29%</i>	<i>7%</i>	<i>3%</i>	<i>5%</i>	<i>100%</i>

The proposed location of Buildings B4-B6 will allow for optimal building separation and ensure appropriate open space between each building. A 30-meter separation is proposed between Buildings B4-B6, a 24-meter separation is proposed between existing Building A and B6, and a 46-meter separation is proposed between existing Building B and B4. Building B3 that is subject to the separate site plan application, is separated 27 meters to existing Building B and 31 meters to existing Building A. We note that the previously approved development for the Subject Lands permitted a 23.5 metre separation between existing Building B and the Proposed Building D (now approved as Building B3). The draft implementing zoning chart reflects the approved/proposed separations to allow for the best site/building layout as the development progresses through the next stages of development.

Five-storey podiums are proposed at this time. Floorplates for the tower portion of B4-B6 are proposed to be between 588 m² and 750 m². There are no specific Urban Design Guidelines for the Rathwood community where the Subject Lands are located. However, other area-specific Mississauga Urban Design Guidelines which City staff rely upon, generally recommend buildings with 30 storeys or less have floorplates of 750 m² or less. Podium and floorplate massing will be evaluated based on building positioning and location, optimizing efficiency for building and land use, as well as in consideration of City staff commentary.

Each building has individual waste collection areas which have been placed to ensure appropriate waste management vehicle movement and to ensure pedestrian safety. A Waste Management Plan has been prepared by Cinilittle (December 2025) in support of this application which further explains how the site plan complies with City and Regional waste standards.

Overall, the Proposed Development has been designed to integrate with the surrounding community. This includes consideration being given to the existing and proposed build form in the surrounding area based on distance separations as well as the development vision established by the City of Mississauga Official Plan 2051 (2026) for this neighbourhood location. The proposal provides an appropriate interface and transition from the existing Building A & B and the approved Building B3 to the surrounding neighbourhood.

3.1 Proposed Official Plan Amendment

The Subject Lands are located within the Rathwood Neighbourhood and designated ‘Residential – High Rise’ in the Mississauga Official Plan (*See Figure 4: Mississauga Official Plan - Schedule 1 - City Structure, and Figure 5: Mississauga Official Plan - Schedule 7 - Land Use Designations*). The ‘Residential – High Rise’ designation permits, amongst other uses, apartment buildings above eight storeys, with a maximum height as specified in the Special Site policies or equal to the tallest existing building on a property. In addition, under the Rathwood Neighbourhood Character Area, the Subject Lands are within Special Site 130. Special Site Policies for Site 130 permit two apartment dwellings with a maximum height of 12 and 15 storeys in addition to the two existing 18 storey apartment buildings. For context, it is noted that lands across Rathburn Road East are designated “Residential Low Rise I” which generally permits low rise and low-density ground related housing. The commercial plaza lands (across Rathburn Road East) are designated “Mixed Use” which permits a variety of retail, service and other uses to support surrounding residents and businesses. Residential uses are permitted in medium to higher density mixed-use buildings. Detached and semi-detached dwellings are not permitted in a mixed-use designation. Lands to the south and west, beyond the open space lands are designated “Residential Low Rise II” which permits all forms of townhouse dwellings up to four storeys and apartment buildings up to four storeys.

An Official Plan Amendment is proposed to maintain the designation on the Subject Lands as ‘Residential – High Rise’ with updated Rathwood Neighbourhood Character Area policies for Special Site Policy Area 130. The updated Site 130 Area policies will permit the three additional 20 storey buildings (Building B4-B6) in addition to Building B3 currently subject to site plan approval, along with the existing buildings (Building A & B). It is noted that the current Special Site Policy permits two existing buildings and two proposed buildings thus meaning the Proposed Amendment is adding two additional buildings. No amendment is required for the proposed commercial uses as they are permitted through the ‘Residential – High Rise’ land use designation which allows certain uses permitted under policy 10.2.13(Convenience Commercial). However, policy 10.2.5.11 b) will be revised in the Official Plan Amendment to address commercial location restrictions.

No other revisions to schedules, or additional policies are proposed in the Official Plan Amendment. The Official Plan Amendment is included as Appendix 1.0.

3.2 Proposed Zoning By-law Amendment

The Subject Lands are currently zoned ‘Residential Apartment Four – Exemption’ (RA4-46). The RA4-46 zone permits Apartment, Long-Term Care Buildings, and Retirement Buildings. Special Exemption 46 includes site specific regulations such as a maximum floor space index of 1.6, and a minimum driveway width of 7.0 meters. Schedule RA4-46 outlines the permitted buildable areas of the Subject Lands.

While not applicable to the Subject Lands, it is worth noting that for some of the surrounding lands, the City has also passed omnibus amendments to the ‘Residential Large Lot - RL’ zone, along with other zones in the City, to address Additional Residential Units (ARU) and Fourplexes. To this end, on October 23, 2023, the City’s Planning and Development Committee (PDC) approved the recommendations for the new regulations in the By-law (and Official Plan) to allow up to three residential units on one lot. On November 29, 2023, the City also moved forward with new By-law regulations in regard to fourplex permissions on one lot. Therefore, ARU’s and Fourplexes are also permitted as-of-right in ‘RL’ zones near the Subject Lands.

As the Proposed Development is to include three additional buildings (B4-B6) and change to the buildable areas as currently defined, and capture the approval for Building B3, a Zoning By-Law Amendment is required. The Amendment seeks to rezone the Subject Lands with an appropriate base zone along with regulations suited to the Proposed Development. The proposed zone is RESIDENTIAL APARTMENT - SPECIAL SECTION (RA5-AAA). The 'RA5' base zone was selected as it has the requirements and regulations most suitable for the Proposed Development. Specific provisions tailored to the project attributes or compliance with base zones are included in the zoning by-law amendment request included as Appendix 2.0 and discussed further in Section 10.2 of this Report.

4.0 Public Engagement

Public engagement and consultation are important components of the planning process. The purpose of a Public Consultation Strategy is to ensure that the planning process is open and transparent and provides opportunities for all stakeholders to be actively engaged in any consultation process involving the proposed Official Plan and Zoning By-law Amendments applications. The applicant and the project team are committed to working cooperatively with City staff and the community in accordance with statutory or City-directed requirements.

A Pre-Consultation DARC meeting was held with City of Mississauga Staff on May 7, 2025 (DARC 25-62) to present a preliminary concept of the Proposed Development. This meeting provided the applicant with an opportunity to present a preliminary concept plan for the Subject Lands and to obtain feedback from City, Region, and external agency staff to assist in making a complete and comprehensive application. Staff subsequently issued a Pre-consultation Checklist and a Pre-consultation Consolidated Comments Report outlining the reports and studies required to satisfy a complete application and the requirements for the proposal to demonstrate the appropriateness of amendments to the Official Plan and Zoning By-law to permit the Proposed Development. Further discussions between the City and GSAI have occurred since then to reassess and confirm submission requirements in support of this project.

The proposed strategy for consulting with the public will follow the requirements of the Planning Act for a statutory meeting as well as the requirements for an Official Plan Amendment and Zoning By-law Amendment.

The applicant will employ the strategies outlined below as part of supporting public engagement.

- Based on feedback received to date from the Councillor's office, a Councillor-led Community Meeting will be scheduled in the future where GSAI would present the development concept and hear input from the area residents and staff;
- Following the submissions of the Official Plan and Zoning Bylaw Amendment Applications, and once the application has been deemed complete by City staff, a Notice of Complete Application will be posted publicly. The Notice will advise residents that the applications have been submitted and that public input is requested;
- "Public Notice" signage will be posted on the Subject Lands frontage. The sign(s) will advise that an Official Plan Amendment and a Zoning By-law Amendment application has been submitted. The wording and information for the sign is subject to confirmation with City staff and will include all required statements as per the applicable regulations;
- Residents and stakeholders will have the ability to access and review the submission materials, online via the City's Web Site for active development applications;
- A statutory Public Meeting will be held at the City's Planning and Development Committee at City Hall, or a location designated at the discretion of the City, or virtually to consider the applications

and City Staff's Public Meeting Report. City Staff will notify all residents within 120 m (400 feet), or within an area to be determined, of the statutory meeting at least 20 days prior to the meeting date. At the meeting, any person will be provided the opportunity to provide comments or ask questions regarding the applications at the Public Meeting. Please note the scheduling of a Public Meeting is held at the discretion of City Staff; and,

- Efforts will be made to ensure residents of the two existing apartment buildings are engaged and informed of the Proposed Development and proper notification is provided prior to any site works.

5.0 Nearby Active or Recently Approved Development Applications

The following table has been prepared to gather information on locations and levels of development activity in proximity to the Subject Lands.

Table 3.0 Development Applications

Address	Application Number	Proposal	Official Plan Designation	Status
1315 Silver Spear Road	OZ 18-5 W3	Two 8 storey residential buildings with a total of 252 units and parking rate of 1.02	Residential High Density	Approved
1785 Bloor Street	OZ/OPA 22-14 W3	Two residential buildings with 10 and 14 storeys, with a total of 234 units and parking rate of 0.92	Residential High Density	Under Review
4094 Tomken Road and 924 Rathburn Road East	OZ/OPA 22-28 W3	Two 12 storey apartment buildings with a total of 250 units (existing buildings to remain), and a parking rate of 1.0.	Residential High Density	Under Review
1840-1850 Bloor Street	OZ/OPA 20-3 W3	Two, 18 storey residential buildings, with a total of 433 units (existing buildings to remain) and maintaining existing parking rates.	Residential High Density	Under Review
3403-3445 Fieldgate Drive	OZ/OPA 25-1 W3	3 residential buildings with 13, 18, and 22 storeys, with a total of 592 units and parking rate of 1.01	Mixed Use	Under Review
3480 Havenwood Drive & 1485 Williamsport Drive	OZ/OPA 18-14 W3	A 10 storey residential building with 154 units, and a parking rate of 0.87	Residential High Density	Under Review
1470 Williamsport Drive	OZ/OPA 25-7 W3	Two 12 storey residential apartment buildings, and a parking rate of 0.95	Residential High Density	Under Review
4100 Ponytrail Drive and 1850 Rathburn Road East (Building B3)	"A" 98/25	A 25 storey residential building with 285 units, and a parking rate of 1.0	Residential High Density	Approved

6.0 Site Context (Neighbourhood)

The following section provides a high-level overview of the broader community. This overview provides a level of analysis on various data matters, state of various community services, and analysis of available transit networks.

6.1 Community Services – City Facilities/Parks

The Subject Lands form part of Service Area F in the City's 2024 Future Directions Plans. These plans present existing conditions and future considerations for various City Services. This provides a partial understanding of the availability of components of the neighbourhood which contribute to a complete

community and to demand on various aspects of City services. The Future Directions plan notes that Area F has a population of 74,840 and is projected to remain relatively unchanged, increasing 700 persons between 2021 and 2031 (see below).

*Table 4.0: Projected Population Growth
Forecasted Population Growth by Service Area Boundaries, 2021-2051*

Service Area	2021 Population Estimate	2031 Population Estimate	2051 Population Estimate	10 Year Growth Rate (2021-2031)	30 Year Growth Rate (2021-2051)
A	187,410	195,280	209,320	4.2% (7,870 persons)	11.7% (21,910 persons)
B	159,570	161,210	167,950	1.0% (1,640 persons)	5.3% (8,380 persons)
C	39,430	39,060	40,900	-0.9% (-370 persons)	3.7% (1,470 persons)
D	102,440	101,990	107,730	-0.4% (-450 persons)	5.2% (5,290 persons)
E	140,000	172,490	226,750	23.2% (32,490 persons)	62.0% (86,750 persons)
F	74,840	75,540	91,410	0.9% (700 persons)	22.1% (16,570 persons)
G	47,640	53,480	66,450	12.3% (5,840 persons)	39.5% (18,810 persons)
H	43,710	53,010	84,530	21.3% (9,300 persons)	93.4% (40,820 persons)
Total	795,040	852,060	995,040	7.2% (57,000 persons)	25.2% (200,000 persons)

The City's Library Plan notes the importance of the library as a community hub. The closest library to the site is at the corner of Dixie Road and Burnhamthorpe Road East.

With regards to Parks/Forestry & Environment, the City notes that it is challenged with the historical per capita provision standard where certain areas cannot match parkland to standard levels of service with population growth. This challenge was evident in the 2019 Future Directions Plan where part of former area Service Area 5 (which is now partially Service Area F) is "deficient" in virtually all park facilities. However, this per capita provision only results in areas with exceptionally high population growth and density in the City's Urban Growth Centre (UGC). In contrast, the Subject Lands are in an area of low growth and with an abundance of open space and recreation opportunities in close proximity. While Area F has recommendations for upgrades of construction for specific facilities, the area is adequately served and does not require but includes an indoor aquatic facility, outdoor pool, fitness centre/ gymnasium, two spray pads and wading pools, two Indoor Arenas, and two community centres. It should be noted that the splash pad in Garnetwood Park resulted from the City approval and subsequent payment of section 37 contributions from the previous approved development towards this facility (among other contributions).

6.2 Rockwood Village Neighbourhood City Open Data Statistics

The following information was prepared to explore the current data from City sources for the broader area.

*Table 5.0: Population by Age
2016 Population by Age Groups- Mississauga & Rockwood Village Neighbourhood Comparison- 100% Data*

Age Range	Percent of population- Mississauga (2016)	Percent of population- Rockwood Village (2016)
0 to 14 years	16.8	13.4
15 to 64	69.1	63.5
65+	14.1	23.0
85+	1.7	3.8
Average Age	39.6	45.5

2021 Population by Age Groups- Mississauga & Rockwood Village Neighbourhood Comparison- 100% Data

Age Range	Percent of population- Mississauga (2021)	Percent of population- Rockwood Village (2021)
0 to 14 years	15.2	13.2
15 to 64	68.1	61.0
65+	16.6	25.9
85+	2.0	3.9
Average Age	41.1	46.4

Population 2011-2021

2011-2021 Population Change- Mississauga & Rockwood Village Neighbourhood Comparison

Year	Population- Mississauga	Population- Rockwood Village
2011	713,443	11,230
2016	721,599	11,036
2021	717,599	10,519
2016-2021 change	-0.55	-4.7

It is worth noting that this broader neighbourhood is:

1. Consistently older than the City average;
2. While in the under 65 age cohorts the comparisons are close, there is a distinction from 65+ with the Rockwood area being significantly higher;
3. Losing population nearly eight times faster than the City rate. This decline in population is also seen in other area Character Areas which are Neighbourhoods.

The City notes in the Futures Recreation plan that the Area F community has one of the highest 55+ age proportions in the City.

Table 6.0: Population by Household Type

2016-2021 Rockwood Village Population by Household Type Comparison - 100% sample Data

Housing Type	Single Detached	Semi detached house	Row House	Apartment in duplex	Apartment less than 5 storeys	Apartment 5+ storeys	Other single attached	Moveable dwelling
2021								
Count	1725	95	805	95	80	1060	0	0
Percent	44.7	2.5	20.9	2.5	2.1	27.5	0	0
2016								
Count	1725	100	800	90	85	1085	0	0
Percent	44.3	2.6	20.6	2.3	2.2	27.9	0	0
2016-2021 Change	+0.4	-0.1	+0.3	+0.2	-0.1	-0.4	-	-

2016-2021 Mississauga Population by Household Type Comparison
100% Sample Date

Housing Type	Single Detached	Semi detached house	Row House	Apartment in duplex	Apartment less than 5 storeys	Apartment 5+ storeys	Other single attached	Moveable dwelling
2021								
Count	90,660	26,855	34,455	7,895	17,545	66,830	80	255
Percent	37.1%	11%	14.1%	3.2%	7.2%	27.3%	0%	0.1%
2016								
Count	90,780	26,730	34,115	8,120	17,630	63,130	80	330
Percent	37.7%	11.1%	14.2%	3.4%	7.3%	26.2%	0%	0.1%
2016-2021 Change	-2.0%	-0.3%	0.0%	0.0%	+0.1%	+2.2%	0.0%	0.0%

When evaluating household types, the following is noted:

1. Rockwood is maintaining the lower density housing stock while not increasing apartment stock (as shown with a slight reduction). This, especially in comparison to the City-wide numbers, is likely due to little apartment development activity in this broader area;
2. Rockwood has a higher percentage of lower/medium density built form housing stock at 67.5% than the City at 63%;
3. The City's proportion of apartments is the most significant change for all built forms likely resulting from many City-wide development applications for higher density built form. In contrast, Rockwood is declining in this built form.

Therefore:

1. It is important to introduce newer apartment housing stock in this community consistent with other areas of City. It is also especially important to have new housing stock, and to have it distributed in the City, which provides equity in availability, the local community does not have to leave 'home' to be in a new building, all of which is part of fulfilling a complete community;
2. New residents could be added to the neighbourhood without significant impact as shown by the declining population. While this report summarizes impacts resulting from the development (none of which are negative), it is likely that adding population would have no perceivable impact.

Schools

Declining population can also be seen in the local schools. For example, the DPCDSB has noted the following in preliminary comments:

This application is located in the elementary catchment area of Sts. Martha and Mary CES, which has a capacity of 430 pupil places with a current enrolment of 344 students, and 0 portables/temporary classrooms on site. This application is located in the secondary catchment area of Philip Pocock CSS, which has a capacity of 1257 pupil places with a current enrolment of 1231 students, and 5 portables/temporary classrooms on site.

Based on preliminary estimates, the Board has noted that the project will yield 51 Junior Kindergarten to Grade 8 Students; and 22 Grade 9 to Grade 12 Students. Based on current enrolment numbers, each school could accommodate pupil yield from the Proposed Development at complete build out.

The Peel District School Board (PDSB) did not provide any details of schools that would serve the Subject Lands nor enrolment numbers or other student yield information. To ascertain some of this information for the PDSB schools, GSAI has prepared the following summary based on available published information (Annual Planning Document 2025/25) on the PDSB website.

Table 7.0: Peel District School Board Area Schools

School	Grades	Portables Occupied	Ministry Rated Capacity	Sept 2024 Enrollment	2034 Enrollment Projection	Distance to Subject Lands
Forest Glen PS	K-5	0	539	449	473	0.98 km
Brian W. Fleming PS	K-5	0	813	353	307	1.94 km
Burnhamthorpe PS	Fr. Imm.: 1-5 Eng: K-5	1	504	477	457	2.0 km
Glenhaven Sr. PS	6-8	0	369	332	323	1.35 km
Tomken Road Senior PS	Fr. Imm.: 6-8 Eng: 6-8	1	947	916	773	3.46 km
Glenforest SS	Regular VOC Regional (IB)	3	1,326	1,108	984	0.86km
Applewood Heights SS	Fr. Imm. Regular	0	1,284	1,094	972	3.11 km

GSAI organized this table locating the two or three closest schools to the Subject Lands and presumed they all form part of the ‘Glenforest’ family of schools, schools that provided a complete programme opportunity (i.e. French Immersion or Regional Programmes), and for all grades served by PDSB. Based on the table created, the following is noted:

1. Based on latest enrolment information available, all the local schools are operating below Ministry capacity;
2. Based on the 10-year enrolment projections, all the local schools will be operating below the Ministry capacity;
3. One elementary school is operating at 42% capacity with projected enrolment falling further in the 10-year timeframe;
4. The area is well served with opportunities for students to attend French Immersion, VOC, or Regional Programmed schools;

While student yields for this project are unknown at this time, it is anticipated that there will be sufficient capacity for student enrolment resulting from development of the Subject Lands. This will be determined with PDSB providing comments on the formal application.

As the City is aware, this relatively new phenomenon of urban shrinkage as referenced in academic circles, has been observed in other established City neighbourhoods but not a surprise considering declining population. It is therefore appropriate to locate development in a neighbourhood where local schools can benefit from increased enrolment.

7.0 Transit and Connectivity

7.1 Local Public Transit

The Subject Lands are serviced by a ‘front door’ Mississauga Transit route (#20) along Rathburn Road East / Ponytrail Drive as shown in Table 4.0 below. This route has an eastbound stop on the west side of Rathburn Road and a westbound stop on the north side of Rathburn Road. These stops are directly in front of the

Subject Lands. As a result of having stops within a short walking distance of the Proposed Development, it offers future residents convenient transit options within the City of Mississauga and beyond. In particular, Route 20 terminates at a TTC bus terminal offering various surface route connections but also to the Line 2 subway offering excellent service levels east in to the City of Toronto.

Table 8.0 Local Public Transit Routes

Route # / Name	Route	Closest Stop	Schedule
20 Rathburn	City Centre Transit Terminal to Kipling Terminal (TTC)	Rathburn Rd at Ponytrail Dr	5:00am – 1:00am (next day) with 20-38 minute headways (averaging approx.. 22 minutes)
126 Burnhamthorpe Express	University of Toronto Mississauga to Kipling Terminal (TTC)	Burnhamthorpe Rd at Ponytrail Dr	7:00am – 7:00pm with 15-30 minute headways
26 Burnhamthorpe	South Common Centre Bus Terminal to Kipling Terminal (TTC)	Burnhamthorpe Rd East Of Ponytrail Dr	4:00am – 1:00am (next day) with 15-30 minute headways

7.2 Regional Transit

Regional Transit is available via GO Bus at the Dixie Transitway Station located at Dixie Road and Eastgate Pkwy. Dixie Transitway Station is 20 minutes from the Subject Lands via Mississauga Transit route 20. This station is also a 5-minute drive, or 30-minute walk from the Subject Lands.

Table 9.0 Regional GO Bus Routes

Route # / Name	Route	Closest Stop	Schedule
GO Bus Route 29	Guelph Central GO Bus to Kipling Terminal (TTC)	Dixie Transitway Station	5:00am to 10:00pm every 1 hour during peak hours and every 2 hours during off peak hours
GO Bus Route 94	Square One to Pickering GO via Pearson Airport	Dixie Transitway Station	24 hours with a 1-hour headway
GO Bus Route 19	Square One to York Mills Bus Terminal	Dixie Transitway Station	5:00am to 12:00pm every 30 minutes during peak hours and every 1 hour during off peak hours
GO Bus Route 40	Hamilton GO to Richmond Hill Central	Dixie Transitway Station	24 hours every 30 minutes during peak hours and every 1 hour during off peak hours

7.3 Planned Transit

The City of Mississauga Transportation Master Plan (TMP) identifies a number of future transit service enhancements along major corridors, including Burnhamthorpe Road and Rathburn Road, which are located within the study area. These improvements are intended to provide increased service frequency, improved connectivity to regional transit (including Kipling Bus Terminal and future higher-order transit connections). Starting in January 2026, Route 26 Burnhamthorpe service is intended to improve to offer 15-minute headways. With regards to Route 20 service, City transit staff have noted that there are no plans to remove Route 20 service along this segment in front of the Subject Lands based on the current routing resulting from other services cancelled, freeing up space at the new Kipling Bus Terminal. They have also noted some changes to the path for Route 20 in Toronto could occur due to advances in Fare and Service Integration with the TTC, however there are no plans in place and even with changes it would not impact service on the Rathburn Road East/Ponytrail Drive section of the route in Mississauga. It was also noted that the City does review service frequencies throughout the year and any change is based on the ridership demand, capacity of the route, and available resources. Staff concluded that based on current demand, no increase is warranted at this time but demand will be monitored and service adjusted accordingly.

7.4 Road Network

The Subject Lands are located within a short drive to Highway 401, 403, and 427 providing access to the GTA and beyond. Further, Burnhamthorpe Road East is designated as an arterial road and Dixie Road is designated a regional arterial road. Rathburn Road East and Ponytrail Drive are designated major collectors in the Mississauga Official Plan (See *Figure 6: Mississauga Official Plan Long Term Street Network Schedule 3*).

7.5 Active Transportation

As shown on *Figure 7 - Mississauga Official Plan - Long Term Cycling Routes – Schedule 5*, there are existing bike lanes/pathway provided along Burnhamthorpe Road East, forming part of an east–west cycling corridor. Multi-use paths (MUPs) are currently provided along both sides of Ponytrail Drive and Rathburn Road East, offering continuous connections to Burnhamthorpe Road East and Dixie Road. In addition, there is an Off-Road Cycling route running north south along the East Hydro One Corridor Trail. The City’s Cycling Master Plan is also contemplating further improvements to the Off-Road Cycling route running north south along the East Hydro One Corridor Trail.

The City of Mississauga Transportation Master Plan (TMP) outlines ongoing and future improvements to the active transportation network, including the expansion of cycling and pedestrian facilities. The Rathburn and Ponytrail Integrated Road Project identifies potential opportunities for future accessibility and safety enhancements along these corridors, such as intersection upgrades, improved crossings, and potential cycle track additions to complement the existing MUP network.

8.0 Supporting Studies

8.1 Functional Servicing Report/Stormwater Management Report (FSR/SWM), prepared by Husson, dated, January 2026

The Site Servicing and Stormwater Management Report indicates that appropriate water service is available and will be provided by a proposed 300 mm diameter watermain located on Ponytrail Drive. A Hydrant Flow test was completed, and sufficient water capacity was identified for fire-fighting purposes. Sufficient sanitary service is available via a 1200 mm diameter sanitary sewer on Ponytrail Drive. Stormwater quality control will be met, and all site drainage will be self-contained. Retention of runoff from a 5 mm design storm on-site is required. Roof drainage from Buildings B4, B5 and B6 will be directed to an internal cistern in the P1 level. The retained storage will be used on-site for irrigation. The cistern will have an overflow to the storm sewer system for infrequent storm events. Peak flows for storms up to the 100-year event will be controlled on site to meet the 10-year predevelopment targets via two peak flow facilities. The proposed development will not have an adverse impact on the existing proximate parkland or storm sewer system downstream of the site.

8.2 Arborist Report, prepared by Baker Turner Inc. dated, November 2025

A Tree Inventory and Arborist Report was prepared by Baker Turner Inc. This report inventoried the trees onsite and provides a breakdown of the trees that will be removed to allow for the Proposed Development, along with the trees that will be retained. Tree preservation recommendations are also provided to ensure trees subject for retention are not injured during construction. Compensation for the removal of healthy trees from the Subject Lands is based on a ratio of one new tree for every tree removed adjusted for the size of the trunk. For each 15cm of DBH, one replacement tree is required. In total, 61 replacement trees are required.

8.3 Traffic Impact Study, prepared by TYlin dated December 2025

The Traffic Impact Study prepared by TYlin confirms that the Proposed Development will have no significant impact on the future capacity of the study intersections and new traffic generated can be accommodated on the existing road network. The TIS confirms when applying a unified rate of 1.15 spaces per unit across the entire Subject Lands, there is a parking surplus for the existing and Proposed Development. This existing surplus will be applied towards the parking requirement for the Proposed Development. The TIS confirms that the consolidated parking supply is adequate to support both current and future phases without additional parking infrastructure. Therefore, upon completion there will be a site wide parking rate of 1.15 space per unit. Lastly, site access, internal circulation, vehicle maneuvering, and pedestrian connections conform to City of Mississauga and Region of Peel design standards, based on swept-path analyses for all required design vehicles.

8.4 Pedestrian Wind Comfort and Safety Study, prepared by Gradient Wind Engineers dated January 2026

The Pedestrian Level Wind Study was completed by Gradient Wind Engineers. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the Subject Lands. Grade-level areas investigated include sidewalks, walkways, laneways, transit stops, parking areas, outdoor amenity areas, landscaped spaces, and building access points. Based on wind tunnel test results, meteorological data analysis, the future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the Subject Lands will be acceptable for the intended uses on a seasonal basis. This study confirms that the proposed building configuration is appropriate. Recommendations were provided to improve conditions which mostly included architectural elements that can be finalized during the site plan stage.

8.5 Noise and Vibration Study, prepared by Thornton Thomasetti dated January 6, 2026

The Noise and Vibration Feasibility Study prepared by Thornton Thomasetti analyzed the noise and vibration impacts on the Proposed Development. Transportation noise impacts on Building B4, B5 and B6 are expected to meet all applicable MECF noise limits without the inclusion of upgraded façade construction/acoustic barriers and with the inclusion of air conditioning/warning clauses (B6 only). Surrounding stationary noise impacts were assessed for the significant stationary noise sources identified in the surrounding area. The applicable guideline limits are expected to be met without additional noise controls. The applicable stationary noise guideline limits are expected to be met with the appropriate selection of equipment, locating equipment to minimize noise impacts, and including noise controls in the design (barriers, low noise units, silencers/louvres). An assessment of transportation vibration impacts was not completed, as the closest railway is located outside of the minimum separation distance and no significant industrial vibration sources were identified within the surrounding area.

8.6 Archaeological Assessment, prepared by Irvine Heritage Inc. dated, July 28, 2025

A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc. The Stage 1 Archaeological Assessment report indicated that a small portion of the Subject Lands were captured in a Class EA and that all portions of the Subject Lands captured within that study were of low archaeological potential. A review of the air photo history of the Subject Lands indicates extensive disturbance throughout the Subject Lands. This determination was supported by the findings of the completed Stage 1 Archaeological Site Inspection. Given the results of the completed Stage 1 Analysis it was determined the Subject Lands retain no further archaeological potential and as such no further assessment is required.

8.7 Phase Two Environmental Site Assessment, prepared by G2S Consulting Inc. dated October 2025

A Phase One Environmental Site Assessment (ESA) completed by G2S in September 2025 identified one area of potential environmental concern (APEC) on the Subject Lands, fill materials of unknown quality were located on the south-east portion of the Subject Lands. Fill materials were also identified in the borehole logs included in a hydrogeological report prepared for the Subject Lands. The purpose of this Phase Two ESA was to satisfy O. Reg. 153/04 (as amended) requirements, to investigate potential contamination within the soil on Subject Lands. Since there is no change in property use planned, a Record of Site Condition (RSC) is not required. The field work for this investigation included advancement of eight boreholes. Soil samples were submitted for laboratory analysis. The concentrations of the tested parameters in the submitted samples were below the Ministry of Environment, Conservation, and Parks (MECP) Table 3 Site Condition Standards (SCS) for Residential/Parkland/Institutional (RPI) Property Use.

8.8 Geotechnical Engineering Report, prepared by Soil Engineers, dated August 2025

The Geotechnical Engineering Report analyzed groundwater, ground conditions, and soil conditions. The report indicates that the Proposed Development is appropriate for the Subject Lands subject to several recommendations. The excavation of the 2 and 3-level underground parking garage is estimated to be 6 to 7 m and 9 to 10 m below the existing grade, where very dense glacial till stratum, weather shale or sound bedrock is anticipated, which are suitable for the construction of conventional footings. If higher bearing pressures are required, the foundation should be extended onto the sound shale bedrock. Where safe sloped excavation is not feasible, a braced shoring system is necessary for the excavation and construction of the underground parking and building foundation. Damp-proofing and perimeter drainage at the foundation level are necessary for the underground structure, connecting into the sump pit where water can be removed into the municipal sewer system.

8.9 Hydrogeological Report, prepared by Soil Engineers, dated December 2025

A hydrogeological assessment was completed by Soil Engineers Ltd. Groundwater depths were monitored. The highest and lowest groundwater levels were found to be 132.5 m and 129.7 m, respectively. Groundwater was found to flow in a northeasterly direction. Water quality tests were completed, and the results were compared to the limits in the Mississauga and Region of Peel Sewer Use By-Laws. It was determined that all parameters conform for discharge to the sanitary sewer system. There were exceedances of TSS compared to the limits for discharge to the storm sewer. The discharge of groundwater to the storm sewer system during or post construction would require pre-treatment. The hydrogeological assessment provided an estimated daily groundwater volume, during the construction. Based on the anticipated dewatering rate, registration with the Environmental Activity and Sector Registry (EASR) will not be required for the site. The hydrogeological investigation provided estimated long-term dewatering. Since connection to the existing parking garage is proposed, it would be difficult to separate the foundation drainage from the existing and proposed structures. As well, discharge by infiltration would not be feasible based on the relatively high groundwater table. Therefore, it is assumed that discharge will be treated for quality and discharge to the municipal storm sewer system.

8.10 Other

The following commentary has been prepared regarding the Greater Toronto Airports Authority (GTAA). No formal materials accompany the submission materials specific to the GTAA as they did not provide comments on the Rezoning/Official Plan Amendment development application through the pre-consultation process with the City nor did they provide comments on the Committee of Adjustment application for Building 'B3'. The GTAA did however provide comments for Building 'B3' from the initial

circulation of the currently active site development plan application. It has been noted that the proposed 'B3' development falls within the GTAA's 1B Review (ICAO Type A restrictions) zone. As a result, GSAI with the assistance of the architect has provided the appropriate information required under the Compliance Review Application Process for the GTAA's 1B review. It should be noted that in reviewing the GTAA's Land Use Review Type 1 mapping, while Building 'B3' falls within the 1B Review zone, the other proposed buildings likely all fall within the 1A Review area and are subject to less restrictive requirements. The most restrictive requirements for the Proposed Development (for both pre/during construction) will be associated with the approval of 'B3' as it is the highest proposed building. The Subject Site does not fall under the highlighted area on the Noise Sensitive Review map by GTAA and thus, is not subject to additional aircraft noise criteria. The development team, including the owner, will work with the GTAA to allow the Proposed Development to proceed.

9.0 Planning Policy

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.

9.1 Provincial Planning Statement (2024)

On August 20, 2024, the Province of Ontario released the final version of the Provincial Planning Statement, 2024 (PPS, 2024) which took effect on October 20, 2024.

The PPS, 2024 replaces A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 by integrating them into a single planning document which applies province-wide. The PPS, 2024 introduces some entirely new policies and definitions and, in some cases, modifies policies and definitions from the PPS, 2020 and Growth Plan.

The PPS, 2024 is considered a policy statement for the purpose of section 3 of the Planning Act. The PPS, 2024 applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. All municipal decisions, as well as comments, submissions or advice affecting planning matters, will be required to be consistent with the PPS, 2024 pursuant to subsections 3(5) and 3(6) of the Planning Act. Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government shall be consistent with the PPS. The PPS, 2024 contains certain policies that only apply to large and fast-growing municipalities, which are those with the greatest need for housing. Mississauga is listed as one of these 29 municipalities. The PPS, 2024 builds on policies from the PPS 2020 and Growth Plan as they related to intensification, infill, redevelopment of underutilized lands in close proximity to transit. The PPS, 2024 provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.

The PPS, 2024 is to be read in its entirety and in conjunction with other Provincial plans.

Chapter 2 of the PPS, 2024 provides policy direction related to "Building Homes, Sustaining Strong and Competitive Communities" and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of housing options to meet Provincial growth forecasts, as well as the achievement of complete communities.

Planning for People and Homes

Section 2.1.1 and 2.2.2 of the PPS, 2024 direct planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Peel Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. More specifically, the suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2.1 million people between 2022 – 2046. Peel (62.6%), Halton (59.5%) and Durham (43.8%) are projected to grow faster than the average for Ontario.

Section 2.1.6 provides that “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, longterm 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 PPS, 2024 defines “Complete Communities” as “*places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations*”.

The Proposed Development will promote efficient development patterns by providing for new housing stock that is dense and a compact built form. The proposed built form is not common in the Rathwood Neighbourhood, and the proposal will provide a variety of dwelling types in close proximity to local transit. As illustrated above, the apartment built form type proportion is declining in the Rathwood Character Area. The Subject Lands are currently underutilized and will further increase the number of housing units available in the City of Mississauga, improving the overall housing supply. The Proposed Development could also potentially include a retirement home with ancillary commercial space/uses which also would contribute to the area’s housing diversity and needs. The Proposed Development will introduce new residential units in an area well served by surrounding employment, institutional, commercial, recreation, parks, and open space uses.

Housing

Section 2.2 of the 2024, PPS states that “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for*

housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The Proposed Development represents a form of residential intensification as it provides for a compact built form on lands that are currently underutilized. It further contributes to both area and broader City initiatives to provide greater amounts of housing including to meet the Provincial housing target set for the City.

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

The Proposed Development utilizes existing infrastructure, including municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities. These densities respect existing residential development patterns with separation on all sides by either a roadway, or open space and parkland. The Proposed Development provides an increase in apartments which improves the overall area and neighbourhood housing mix to support complete communities.

Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

 - a. efficiently use land and resources;*
 - b. optimize existing and planned infrastructure and public service facilities;*
 - c. support active transportation;*
 - d. are transit-supportive, as appropriate;**
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

As previously noted, the Subject Lands are located within a Settlement Area. The Proposed Development facilitates the intensification of an underutilized site within a Settlement Area. The Proposed Development represents an efficient use of land and resources or infrastructure. Upon full build out, the Subject Lands will contain 1,365 units to which the Proposed Development will contribute 695 units. This will provide an overall density of 364 units per hectare. This will contribute towards the Rathwood community, meeting the 50 residents and jobs per gross hectare target.

Sewage, Water and Stormwater

Chapter 3 of the PPS, 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the Subject Lands. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS, 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS, 2024 existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. As such, the Proposed Development is planned to use existing municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Functional Servicing Report submitted in support of this application, prepared by Husson (December 2025) the Proposed Development can be appropriately serviced using existing infrastructure. The Subject Lands were previously reviewed and approved for additional development of two buildings meaning the net additional units and impact on existing services is not a new impact per se. Thus, existing services do not require upgrades to be developed based on existing capacity and infrastructure, and therefore is consistent with all policies of PPS, 2024 relating to same.

The above analysis of the applicable policies of the PPS, 2024 demonstrates that the Proposed Development is consistent with the PPS, 2024 by allowing for development, at an appropriate density, in an area served by existing infrastructure, and in support of the goals of the PPS, 2024. Section 9.0 of this report outlines the reports and studies completed in support of this application. These reports provide justification on how the Proposed Development is consistent with the PPS 2024.

As such, the Proposed Development and corresponding Proposed Amendments are consistent with the policies of the PPS, 2024.

9.2 Peel Region Official Plan (April 2022)

The Region of Peel Official Plan (ROP) serves as a comprehensive and forward-looking guiding document that shapes land use planning and growth management across the three member municipalities: The City of Mississauga, the City of Brampton, and the Town of Caledon. The plan, extending its vision up to the year 2051, delineates strategies for managing growth and development within the Peel region, providing a framework for sustainable and organized urban development.

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.

The Proposed Amendments are designed to align with and better implement the ROP. These amendments serve as tools to bring the development in line with regional policies, ensuring that it contributes effectively to the overall growth strategy and vision outlined in the ROP.

General objectives of the ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. The Proposed Development conforms to the Region of Peel Official Plan, which directs growth to occur within designated settlement areas in a compact, efficient form. As outlined in Section 2.2.2.2, Mississauga is identified as a regional urban growth centre and is intended to accommodate the majority of Peel's population and employment growth. The Subject Lands are located within a Settlement Area, consistent with the direction in Section 5.3.5.2, which encourages intensification in areas well-served by existing infrastructure and transit. The Proposed Development supports the objectives of Section 5.3.5.3 by contributing to the development of a complete community through a compact built form that delivers new housing options and expands the range of unit types available. As the proposal is primarily residential in use, its location in close proximity to the Rathwood–Applewood Community Node ensures residents benefit from the Node's existing mix of public service facilities, housing, and commercial uses, thereby supporting the broader goal of accommodating growth within a complete, transit-supportive community. In addition, a commercial plaza that contains a variety of commercial and service uses such as but not limited to a Grocery Store, Pharmacy, and Financial service uses exists proximate to the Subject Lands which provides for retail/service needs of existing and proposed residents.

The ROP provides policies and strategies to support growth. Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure. The Subject Lands are designated Urban System within the ROP see *Figure 3 - Regional Structure – Schedule E-1*.

The 'Urban System' is a high-level designation intended to accommodate growth in a manner that supports the ROP's Urban System goals as contained in section 5.3 of the ROP. A summary of the Regional policies applicable to the Proposed Development and how they have been addressed is provided below.

Section 5.3 of the ROP notes that the "Urban System" is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The ROP directs that most of the development and redevelopment is to occur on lands within the Urban System. The following apply to redevelopment of the Subject Lands.

The Region has general objectives for lands in the "Urban System", which include the following:

5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.3.1.4 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.

5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.

5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.

5.3.1.8 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.”

The goal of the defined ROP land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities will be served and connected by a transportation system that supports the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region. The Proposed Development supports the objectives noted above by bringing an appropriate amount of density to an established neighbourhood which is well serviced by existing and planned facilities. The Proposed Amendments are supported by technical documents that rationalize the feasibility of the development. We believe the proposal will utilize the Subject Lands more effectively than is presently envisioned under the existing Official Plan permission, thereby more accurately supporting and ultimately, implementing the goals under the ROP.

Policy 5.3.1.8 speaks to aging in place. Through the provision of a range of housing types with access to existing services and infrastructure, residents will have the ability to occupy a different, underrepresented built form within the Rathwood neighbourhood. The proposed housing type can be generally seen as more affordable than detached, semi-detached, or townhouse dwellings, making the Proposed Development more financially accessible. The proposed housing type also provides increased options for existing residents to downsize which is usually accompanied with greater financial security (from down-sizing) in older age, and remain in their community which includes physical, recreation and open spaces, commercial, and other attributes they enjoy. The application also includes provisions which consider the possibility of a part of the Subject Lands being developed for seniors/retirement living which would accommodate additional uses geared towards the senior community.

Section 5.4, Growth Management makes specific reference to complete communities by providing a guiding principle to the Plan. It is a goal of the plan to manage resources and infrastructure investments by encouraging compact, vibrant, and complete communities. Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel. These policies are noted under policy 5.4.1, 5.4.6, and 5.4.18.1 to 5.4.18.6 and have been addressed above generally in response to Regional policies 5.3.1.3 to 5.3.1.8. Policies 5.6.3, 5.6.4 and 5.6.7 also speak to similar policies which are addressed above.

The Proposed Development generally aligns with the Growth Management objectives and policies outlined in the ROP as it contemplates intensification on what can be deemed as an underutilized site within the delineated built-up area. While the Subject Lands are not in a Strategic Growth Area, the proposal supports the above-noted Growth Management objectives by contemplating a compact, contextually appropriate infill development in close proximity to existing and planned transit services that will provide future residents access to services and amenities. The policy notes not all of growth needs to be in Strategic Growth Areas but instead notes less than significant growth can be in other locations. The low-unit and small-sized development proposal supports the efficient use of land and optimizes the use of infrastructure and services in this area.

5.5.3.2.3. Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area

The Subject Lands are located walking distance to high frequency municipal transit, and a short driving or local transit ride to regional transit (GO Bus - Dixie Transitway Station). In addition, the Subject Lands are in close proximity to arterial roads, and highway 401, 403, and 427. This provides current and future residents with reliable transportation options within the City of Mississauga and broader GTA. The Subject Lands are appropriate for development as noted under the City's Official Plan policy regime and as detailed below.

The Amendments propose an increased density and a more efficient use on an otherwise underutilized piece of land within the Delineated Built-Up Area. By incorporating the best practices of intensification, the proposal balances the character of the existing community while allowing for increased densities and housing options. This approach optimizes land use in areas suited to support increased density which has been rationalized in supporting studies such as the Functional Servicing Report and Transportation Impact Study. The location provides residents access to a variety of amenities, and services within a transit-supportive environment.

It is the policy of Regional Council to:

'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.'

The Subject Lands are within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land. The Proposed Development, will utilize existing infrastructure and services, capitalizing on current and future infrastructure investments. While the proposal contemplates intensification of the Subject Lands beyond what is currently envisioned under the local planning policy it remains compatible through thoughtful design, including setbacks, front yards and individual driveways. The appropriateness or merits of the site design will be elaborated further in the MOP section of this proposal. The proposed dwelling units contribute to housing diversification. This diverse range of housing options addresses the needs of households with varying sizes, income levels, life stages, and lifestyle preferences, promoting inclusivity and choice.

The Proposed Development and Proposed Amendments conform to the policy framework in the ROP.

9.3 City of Mississauga Official Plan 2051 (MOP 2051) (2026)

Mississauga Official Plan 2051 (MOP 2051) was adopted by Council on April 16, 2025, Mississauga City Council approved MOP 2051, establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the new PPS, 2024, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP 2051 was approved by the Ministry of Municipal Affairs and Housing on March 24, 2026 replacing the Mississauga Official Plan (2022). We believe the ROP (2022) still is a stand-alone document that is not affected by the approval of MOP 2051.

The in-effect MOP 2051 identifies where and how the City of Mississauga is to grow up to the year 2051 based on a City Structure comprised of the following components – Downtown Core, Growth Centres, Growth Nodes, Protected Major Transit Station Areas (PTMSA), Neighbourhoods, Employment Areas, Special Purpose Areas, and Character Areas. The Subject Lands are located within the Rathwood Character Area and are within a Neighbourhood Areas based on the City Structure (*see Figure 4: Mississauga Official Plan – Schedule 1 – City Structure*).

3.0 Directing New Development

Chapter 3 of the MOP 2051 establishes the policy framework for how growth is to be managed. As stated above, the Subject Lands are situated within the Rathwood Neighbourhood.

3.3.2 *Neighbourhoods*

Neighbourhoods typically accommodate the lowest densities and building heights. Neighbourhoods focus on residential uses, but include compatible retail uses, services and facilities.

The Subject Lands are located within the Rathwood Neighbourhood. The Proposed Development contemplates high rise residential infill development and accessory commercial uses on lands currently designated for high rise uses.

Policy 3.3.5.3 speaks to where growth is located and references Figure 3.2. This figure notes that in a Neighbourhood City Structure Element, there are no specific details on planned built form but rather it references “Per land use designation/Character Area policies...” as direction for the Subject Lands.

4.0 Sustaining the Natural Environment

As shown on *Figure 8 – Mississauga Official Plan – Schedule 2 – Natural System* the Subject Lands are located adjacent to the Natural Hazard areas, a portion of the proximate Shaver Trail park, but no Natural Heritage Features are located on the Subject Lands.

5.0 Housing Choices and Affordable Homes

Chapter 5 contains policies aimed to encourage a broad range of housing options and tenures will be necessary to fulfill the increasing demand. The policies seek 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.

5.2.5 The City will explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.

As indicated above the existing Building A & B contain 385 rental units. These existing rental units will remain. The Proposed Development proposes three additional residential buildings (B4-B6). The tenure of these buildings is not confirmed. However, they will contribute additional dwellings to the city’s housing stock. The proposed new unit types and sizes promote increased affordability providing opportunities for future residents such as first-time buyers to enter the market or for existing neighbourhood area residents to stay in the Rathwood area. Building B3 is tentatively being developed at this time as a rental building.

Section 5.3 outlines the Housing Objectives in the MOP 2051 as follows:

5.3.1 Support Complete Communities

It is expected that most future additions to the City’s housing stock will be through infill development mainly within Strategic Growth Areas, but also to a lesser extent within Neighbourhoods.

The following policies are relevant to the Proposed Development:

- 5.3.1.2 *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.*
- 5.3.1.8 *The provision of housing that meets the needs of young adults, older adults and families will be encouraged.*
- 5.3.10 *Mississauga will ensure housing created within complete communities is designed in a manner that supports a healthy living lifestyle, which includes access to all modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services.*

The Proposed Development contributes to a complete community by providing residential built form that is largely underrepresented with newer developments in the neighbourhood today. With respect to the above noted policies the proposal can be served by existing community services and amenities. It is accessible by foot, bicycle or transit.

5.3.2 Diversify the Housing Supply

Mississauga will enable opportunities for greater flexibility and a suitable supply of housing options throughout the city and especially within neighbourhoods.

- 5.3.2.1 *A diverse range of scale-appropriate housing units will be permitted in all neighbourhoods. These units will be in multiple built forms and accessory dwelling units in accordance with the policies of this Plan, Land Use Designation and the Zoning Bylaw.*

The above noted policies related to housing provision, specifically the type and inventory, are supported by the Proposed Development. The proposal considers different dwelling types, than the typical townhouse and detached dwellings which largely dominate the proximate neighbourhood. The dwelling types proposed are supportive of the vision for housing in the City of Mississauga and Region of Peel and contribute, in part, towards the Province's housing policies regarding increasing housing supply.

The introduction of new apartment units will facilitate opportunities for greater housing choice for current and future community residents, including those existing neighbourhood households who are opting to downsize (or otherwise) but are seeking housing within their current community. For some, living in a rental or condominium arrangement is preferable depending on life-stage priorities (i.e. less maintenance for older adults). Although no affordable housing units are contemplated the proposed apartment units are empirically, generally more affordable than comparable townhouse or detached dwellings providing for more diversity in housing price options. The proposal maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of existing and future residents.

The Proposed Development has been planned and designed to provide for a high-quality, comfortable and attractive built form that integrates with the established character of the Rathwood community and the changing character of other infill projects in the broader Neighbourhoods. Section 5.0 of this Report summarizes active applications in the surrounding area. The proposed development of 1315 Silver Spear Road was recently approved as an infill development located south west of Dixie Road and Burnhamthorpe Road East. This approval is similar to the Proposed Development as it contemplates an additional building on a site with an existing smaller apartment building. 1315 Silver Spear Road is a smaller site than the Subject Lands. It contemplated a single 14-storey residential building with 255 units.

This suggests that the area continues to be desirable to live in, but that there is a shift in the building design and fabric of the neighbourhood resulting from existing or new neighbourhood residents with changing home and lifestyle preferences. Overall, the Proposed Development provides for a built form that is appropriate, visually attractive and maintains compatibility and transition to the surrounding low-rise community. Further details on this are provided in sections below.

8.0 Well Designed Communities

Chapter 8 outlines the urban form and design framework that complements City Structure policies. The urban design framework assists with the coordination of growth distribution, access to transportation and the production of a high-quality public realm.

8.2 Urban Form

- 8.2.3 *Infill and redevelopment within Neighbourhoods will respect the local planning context.*
- 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.*
- 8.2.8 *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 multimodal 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;*

The Proposed Development contemplates a high-quality infill development on lands designated for high rise development with the MOP 2051. The Proposed Development complements the existing build form on the Subject Lands and has been carefully designed to respect the surrounding build form in the Rathwood Neighbourhood. Consideration has been given to matters of ecological benefits on the site through this proposal. As illustrated in the FSR/SWM report and associated grading drawings prepared by Husson (December 2025), careful grading considerations have resulted in maximizing tree preservation efforts in certain parts of the Subject Lands. Further, the SWM will be managed to limit run-off and mitigate potential flooding on neighbouring lands. It should be noted that due to extensive underground requirements and existing underground conditions, limited permeable areas exist thus limiting how much can be done ‘top-side’ of the Subject Lands. Further, with the passage of Bill 17 in June of 2025, there are now limits to standards for building construction. The applicant team will consider any Ontario Building Code requirements for the buildings, as well as other potential sustainable building and site design considerations. As discussed in Section 7.0 of this Report the Subject Lands are well serviced by existing and planned public transit. The Proposed Development has been designed to encourage active transportation and transit utilization. The buildings are generally in keeping with both on-site and other Neighbourhood buildings for lands with an apartment designation. Further, the tallest proposed building respects the hierarchy of the City Structure as there are existing examples of buildings of this height and greater in a proximate Neighbourhood and follow a height hierarchy considering approval for and development of heights in the Downtown Core and other Growth Centre/Growth Node areas.

8.3 City Pattern

8.3.8 The public realm and the development interface with the public realm will be held to the highest design standards.

The Proposed Development has been planned to respect the open spaces and parkland to the south and east. Landscape improvements proposed on the Subject Lands will allow for a natural transition between public and private open space. Certain landscaped areas will be part of the amenity areas and be for exclusive use of the residents. However, large portions of the Subject Lands will be improved to allow members of the surrounding community to enjoy the proposed improvements while accessing proximate parkland or the surrounding commercial or other community services.

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

- a. be designed to respect the existing scale, context, massing and grades of the surrounding area;*
- b. minimize overshadowing on adjacent neighbours;*
- c. contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances;*
- d. incorporate stormwater best management practices and sustainable development approaches;*

8.3.13 Open space areas, both publicly and privately owned, will be high quality, universally accessible, usable and physically and visually linked to streets, parks and pedestrian and cycling routes.

The Proposed Development meets the intent of this policy by providing additional new residential buildings and does not propose replacing the existing buildings. The new buildings are of a form and use which is compatible with both the existing and planned character. To address compatibility with the existing and evolving character of the area, the site has been designed to locate the tallest elements to limit sun shadow and wind impacts from the periphery of site closest existing residential uses. A Sun Shadow Study was prepared by 4Architecture (December 2025) in support of the Amendments to show how the proposed buildings will shadow the surrounding community. Angular planes and building setbacks were considered to limit shadows as well as to ensure an appropriate architectural expression. A Wind Study was completed by Gradient (January 2026) to ensure that the placement of the building will not adversely impact the surrounding community.

We do not anticipate any significant undue impacts on adjacent properties from a design perspective considering the generous setbacks to any existing residential areas due to the separations introduced from the public rights-of-way or public open space parks/blocks proximate on all sides of the Subject lands. For these reasons, we believe the quality of life for residents and visitors is upheld.

8.5.1 Transit and Active Transportation

8.5.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

8.5.1.3 Development will support transit and active transportation by:

- a. locating buildings at the street edge, where appropriate;*
- b. requiring front doors that open to the public street with adequate barrier-free access and paths;*

- c. ensuring active/animated building façades and high quality architecture;*
- d. providing pedestrian safety and comfort; and*
- e. providing bicycle destination amenities such as bicycle parking, shower facilities and lockers, where appropriate.*

A safe, accessible, and comfortable environment is provided for both the private and public/streetscape through extensive existing and proposed walkway connections linking the project lands to existing public sidewalks. In turn, these sidewalks allow for quick access to immediately proximate municipal transit which in turn provides linkages to higher order transit services such as GO Bus service, the TTC system, and Mi-Way BRT. This allows for higher density to be supported on the Subject Lands. Walls facing the most active pedestrian areas are animated with architectural detailing. Landscaping has been designed to complement both the streetscape and proximate open space blocks as well as any relevant existing conditions and to beautify and compliment site programming and proposed built form. The built form closest the street utilizes building articulation and massing through a podium element to provide an appropriate scale and street rhythm for the pedestrian realm.

8.6 Buildings and Site Development

8.6.1.5 Tall buildings will be sited and designed to enhance an area's skyline.

8.6.1.6 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

8.6.1.7 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

Building B4 - B6 have been thoughtfully located on the Subject Lands to enhance the area skyline and ensure appropriate spacing views. The architectural design, massing, and scale will enhance the Subject Lands and complement the existing built form. A Pedestrian Wind Comfort and Safety Study, prepared Gradient Wind Engineers (January 2026) along with the Sun Shadow Study prepared by 4Architecture (December 2025) confirm that the orientation, location, and massing of the proposed buildings allow for appropriate site functioning and does not create negative impacts to the surrounding community.

8.6.1.8 New development will generally maintain a minimum 30 metre separation distance between portions of buildings that are greater than six storeys, unless otherwise prescribed by Character Area or Special Site policies.

The previously approved development for the Subject Lands permitted a 23.5 metre separation between existing Building B and the Proposed Building D (now approved as Building B3). The draft implementing zoning chart reflects the approved/proposed separations to allow for the best site/building layout.

8.6.1.9 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- a. ensure main building entrances and ground-related uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;*
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and*
- c. ensure public safety and universal accessibility.*

The Proposed Development will incorporate a revised streetscape by incorporating a building along the street thus improving the site from a ‘tower in the park’ development where buildings turn their backs on the public realm to a more urban-friendly streetscape that is more desirable and typical in modern redevelopments or new development. The building proposed along Rathburn Road is Building B3, which is subject to a separate Site Plan Application. The Landscape Plan prepared by Turner Baker (December 2025) shows how the proposed landscape improvements for the Proposed Development integrate with the landscape improvements proposed for Building B3. Both applications have been designed to integrate with each other and improve the overall connectivity of the Subject Lands. While creating this streetscape, the conditions will still be complimentary to the existing neighbourhood and will retain the boulevard access arrangements and design elements along the street as well as front-facing residential units.

8.6.1.17 Tall buildings will minimize undue physical and visual negative impact relating to:

- a. microclimatic conditions, including sun, shadow and wind;*
- b. noise;*
- c. views;*
- d. sky view; and*

The Proposed Development was planned to be compatible with the surrounding neighbourhood. The extensive amount of technical studies accompanying this application have confirmed matters of noise, privacy, sunlight, sky views, stormwater management, and microclimatic conditions are addressed.

8.6.1.19 Tall buildings will address pedestrian scale through building articulation, massing and materials. The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships that prioritize a pedestrian oriented environment.

The taller tower portion is setback from the podium to assist with massing and shadowing. This design consideration provides a more inviting pedestrian realm that encourages active transpiration. The building provides extensive vertical and horizontal articulation, various building materials, with asymmetrical patterning, to break up the building articulation and add visual interest.

8.6.1.26 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm or located in landscape areas, opens spaces or amenity areas.

8.6.1.27 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.

Roof top mechanical equipment has been considered through the design of these buildings. As shown on the elevations prepared by 4Architecture (December 2025) the mechanical penthouses have similar materials and design elements as the lower portion of the towers. These architectural features will shield any unsightly mechanical equipment.

8.6.1.28 It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada.

While the location of Subject Lands and certain types of development are governed by review through the Greater Toronto Airports Authority (GTAA), it should be noted that the Subject Lands are not located

within the Airport Operating and Exception Area from Schedule 7 – Land Use Designations of the MOP 2051 nor is it within the 30 NEF noise contour (or higher noise contours) (1996 NEP/2000 NEF Composite Noise Contours of the MOP). However, the Subject Lands are within the Greater Toronto Airports Authority (GTAA) zoning review area for height. During the Site Plan Approval application, the height will be reviewed and approved by GTAA and/or NAV Canada. Therefore, the policies under 8.6.1.28 regarding compliance with Greater Toronto Airports Authority (GTAA) and Nav Canada regulations are addressed.

8.6.2 Context

- 8.6.2.5 *Transitions between buildings with different heights will be achieved by providing an appropriate change in height and massing. This will be done using methods that may include setbacks, the stepping down of buildings, angular planes, separation distances and other means in accordance with Council-approved plans and design guidelines.*
- 8.6.2.7 *Proposed high-rise buildings in areas where two or more high-rise buildings exist within the immediate context will relate to the surrounding buildings and provide for appropriate height transition and separation distances.*
- 8.6.2.9 *Developments adjacent to public parks will complement the open space and minimize negative impacts.*
- 8.6.2.10 *Proposed development should encourage public open space connections that link public parks and community facilities through the use of accessible walkways, multi-use bikeways and bridges.*
- 8.6.2.11 *Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.*

The Proposed Development has been planned to respect and minimize impacts upon the open spaces and parkland to the south and east. Landscape improvements proposed on the Subject Lands will allow for a natural transition between public and private open space. Certain landscaped areas will be part of the amenity areas and be for exclusive use of the residents. However, large portions of the Subject Lands will be improved to allow members of the surrounding community to enjoy the proposed improvements while accessing proximate parkland or the surrounding commercial or other community services. Accessible connection from the site to the adjacent parkland is proposed to be maintained.

The proposal implements the above-noted policy objectives through the introduction of an attractive, safe, and comfortable built form that is considerate of adjacent established residential built form while also considering on-site conditions and building heights as well as other MOP 2051 policies directing apartment development to this site.

10 Land Use Designations

- 10.2.5.10 *Lands designated Residential High-Rise will permit dwelling units in buildings that are above eight storeys, with a maximum height as specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height will not be greater than the tallest existing building on the property.*

10.2.5.11 Lands designated Residential Mid-Rise and Residential High-Rise will also permit:

- a. uses permitted in the Residential Low-Rise II designation, accessory to apartment dwellings on the same property; and*
- b. uses permitted in the Convenience Commercial designation at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.*

Under MOP 2051, the Subject Lands are designated Residential High-Rise, which permits apartment buildings that are above eight storeys with a maximum height as specified in Special Site provisions noted below as 18 storeys. The Subject Lands also have existing zoning for approval for two additional buildings with a height of 12 and 15 storeys. The policies further note permissions for commercial uses as noted under the Convenience Commercial designation. As noted below, the proposal contemplates specific commercial uses within the development.

The Proposed Development is located within the Rathwood Neighbourhood Character Area. Section 15 outlines the policies for development within Neighbourhoods. These policies acknowledge existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for affordable and accessible housing options.

15.1.1 General

- 15.1.1.1 For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*
- 15.1.1.4 The City will support the provision of a full range of housing options, built forms and compatible uses within neighbourhoods that:*
- a. Promote a variety of residential built forms and arrangements that respond to the needs of the City's current and future residents and that prioritizes affordable and barrier free units;*
 - b. Direct neighbourhood-appropriate higher density uses to locate within existing apartment sites and commercial centres, along Neighbourhood Arterials or as directed by Character Area policies;*
 - c. Ensure development provides appropriate transitions in height, built form and density to the surrounding lands; and*
- 15.1.1.6 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 15.1.1.7 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*
- 15.1.1.10 Local area reviews will consider the appropriateness of transit-supportive uses for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials and at their intersections. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan*

The Proposed Development proposes a built form that is compatible with the existing buildings on the Subject Lands and the approved Building B3 (through Committee of Adjustment application). The Subject Lands are designated Residential High-Rise within a neighbourhood that is different from the surrounding low density built form. A Special Site policy as described below outlines unique heights for the Subject Lands based on both existing conditions and a former development approval. The Subject Lands have underutilized areas which are suitable for infill development and meet the policy intent of policy 15.1.1.4 b. Policy 15.1.1.10 permits additional heights and densities at locations such as the Subject Lands, provided that car dependency is reduced and other policies are supported. While this application is not a local area review, we believe that the nature of the transit supportive uses proposed make the project appropriate and as stated throughout this Report, car dependency can be reduced with immediately proximate transit service, with stops in both directions on the south side of Rathburn Road East, just before the intersection with the extension of Rathburn Road East for eastbound MiWay transit and on the north side of Ponytrail Drive, just before the same intersection for westbound MiWay transit. It should also be noted that the new Official Plan has reconsidered heights resulting from PMTSAs and Growth Nodes. The policies lift the traditional 25-storey height for these areas of strategic growth separating them from Neighbourhoods and their prescribed heights in generic terms within the City hierarchy. This allows for consideration of 25-storey height in a Neighbourhood from a hierarchy perspective. As stated above, the Applewood Neighbourhood has two existing buildings of similar or greater height, with a larger floorplate on a Neighbourhood Major Collector.

As stated throughout this Report, matters referenced under policies 15.1.1.6 and 15.1.1.7 have been considered and addressed. Further, the proposed building setbacks, massing, and placement will ensure that no adverse impacts in the form of shadows, wind, noise, traffic, and overlook will be created. As discussed in Section 8.0 shadow, wind, noise, traffic, and several other studies were completed in support of the Proposed amendments. These studies conclude that Proposed Development is appropriate for the Subject Lands.

MOP 2051 policy 15.1.3.3 addresses height of new development outside of PTMSA's within areas designated Residential Mid-Rise and High-Rise.

15.1.3.3 New development located within Residential Mid-Rise and High-Rise designated areas and on lands not within a Protected Major Transit Station Area will not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated Residential Low-Rise.

The Proposed Development proposes three 20 storey buildings which are taller than the existing 18 storey buildings. However, as discussed above, Building B3 was approved through Minor Variance "A" 98/25 as a modification to the previously approved 12 and 15-storey infill buildings approved on the Subject Lands. Building B3 is currently subject to site plan approval under SP 25-64 W3 and was approved at 25 storeys. The three additional buildings B4-B6 subject to these Amendments are proposed at 20 storeys, which is less than the approved 25 storeys and a modest height increase from the existing 18 storey buildings. The buildings all collectively form a natural height graduation within the skyline and in consideration of the adjacent lands designated Residential Low-Rise.

15.1.3.5 Development in areas designated High-Rise will contribute to the quality of life by:

a. locating and massing new buildings to provide a transition between areas of different development intensities and scales, in accordance with

- the policies and requirements of this Plan, and by using means such as angular planes, separation distances, providing setbacks from, and/or a stepping down of heights towards, lower-scale areas;*
- b. locating and massing new buildings to limit shadow impacts on adjacent lowerscale properties, particularly during the spring and fall equinoxes;*
 - c. locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;*
 - d. providing indoor and outdoor amenity areas for building residents in every multiunit residential development;*
 - e. providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and*
 - f. providing buildings that conform to the principles of universal design, and contain units that are accessible or adaptable for persons with physical disabilities.*

The proposed development contributes to quality of life per the policies noted previously. With respect to policy a), the Proposed Development is proposing an increase in density of the Subject Lands and is proposing similar built form. Further, the design considers building separation and angular plane, amongst other techniques to create a development contributing to quality of life.

Policy b) also satisfies quality of life considerations. A Sun Shadow Study was prepared by 4Architecture (December 2025) in support of The Amendments. This study shows how the proposed buildings have been designed to limit adverse shadowing. Again, the Subject Lands are generally separated from surrounding residential uses by the commercial plaza to the north, and the hydro corridor, parkland, and open space to the south and east. This separation will limit direct overlook.

Policy c) is also achieved. The Proposed Development proposes similar scale to existing built form on the Subject Lands. The new buildings have been designed to provide appropriate transitions to the surrounding community. The Subject Lands are generally separated from surrounding residential uses by the commercial plaza to the north, and the hydro corridor, parkland, and open space to the south and east.

Policy d) considers amenity space which is addressed. The Proposed Development contemplates private indoor and outdoor amenity areas for use by future residents. Additional outdoor landscape improvements are also proposed as shown on the Landscape Plan prepared by Baker Turner (December 2025). These additional open space areas will improve the Subject Lands for existing and future residents and provide areas of visual interest to members of the surrounding community who pass around the Subject Lands to access proximate parks, trails, and services. In addition, there are abundant parks and open spaces adjacent to and in close proximity to the Subject Lands that will offer future residents outdoor recreational opportunities beyond those provided through the on-site amenity space.

Policy e) considers massing and building elevations. Building elevations were prepared by 4Architecture (December 2025), which show how the proposed buildings have been designed to interact with the street and improve the pedestrian realm as expressed through animated private and common areas/connections, interesting built form, massing and articulation. Loading and parking areas have been located away from pedestrian entrances. Glazing and massing around lobbies will provide for a comfortable transition from interior and exterior spaces.

Policy f) has been addressed to ensure an enhancement to quality of life. The proposed buildings will meet building code requirements and will accommodate and welcome those with differing accessibility needs.

All buildings will have elevators that are accessible from the street for those in wheelchairs. Sidewalks, and walkways have been designed at an appropriate width to accommodate mobility devices. Based on applicable OBC requirements, 15% of the building will have accessible units.

As noted previously, the site is part of the Rathwood Neighbourhood Character Area and as such is subject to any applicable policies under section 15.15 of MOP 2051. The following policies are identified:

15.15.2 Policies

15.15.2.1 Streetscape improvements for portions of Cawthra Road, Rathburn Road, and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multiuse trails.

Buildings B3 is located along the street edge of Rathburn Road. The Proposed Development integrates and extends the landscape improvements proposed for Building B3 to the new proposed Buildings B4-B6 to ensure uniformity. Building B3 will improve the street interface with Rathburn Road East including the recent street reconstruction and enhancements built. The landscape improvements will allow for improved connectivity throughout the Subject Lands for future residents and public users of the streetscape.

15.15.2.2 Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East, through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system

The Proposed Development does not contemplate any reverse frontage lots and instead turns buildings to address the street. The proposed built form is not anticipated to generate significant noise or impact on the existing community.

17 Special Sites

This report has indicated the Subject Lands have additional policies resulting from Special Site identification. The following policies are noted:

17.1 Special sites are sites within Character Areas that merit special attention. They are areas with unique circumstances but still complement and support the long term vision of the Plan. As such, special site policies are to be read in conjunction with the general land use policies and all other applicable policies of the Plan.

As noted above, the Subject Lands are considered a unique circumstance in the Neighbourhood that still complements and supports the long term vision of MOP 2051. The current policies applicable (from Index Map 11) as outlined below reference site development with four buildings permitted. The site is established for both apartment development, that also includes additional development beyond what exists today.

Special Site 130 (Rathwood Neighborhood)

17.130.1 The lands identified as Special Site 130 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.

17.130.2 Notwithstanding the policies of this Plan, the following additional policy will apply:

- a. *two apartment dwellings with a maximum height of 12 and 15 storeys will be permitted in addition to the two existing apartment dwellings of 18 storeys each.*

These Special Site Policies are the in-effect framework for the Subject Lands, and reflect City Council's previous approval for two additional buildings as proposed by the owner beyond the existing two buildings. An Official Plan Amendment is required to amend these Special Site Policies to permit the Proposed Development. As stated throughout this Report, while the details and heights of the proposed building exceed permissions as exist in the Special Site permissions, it is noted that the City has already established two additional buildings are appropriate on these lands. Approval of building B3 through Committee of Adjustment is approximately within the footprint of Proposed Building D (as described in the existing zoning) and proposed Building B4 (and a portion of Building B5) is approximately in the location of Proposed Building C from the applicable zoning by-law schedule. Therefore, the actual change to the Special Site provisions with this proposed development is only the addition of two buildings (Proposed Buildings 5 and 6) with the approval for Building B3 already secured through Committee of Adjustment. Justification for the proposed development as reflected in the changes to building location, height and distribution on the Subject Lands from the existing Special Site policies and existing zoning are details in this Report and accompanying technical materials. Technical aspects of Building B3 are being reviewed also in a concurrent site development plan application. Details of the proposed Official Plan Amendment content are provided in Section 10.1 of this Report.

It is our opinion that the Proposed Development complies with the policies within MOP 2051. The Proposed Development proposes infill development on the Subject with a built form that is consistent with what exists currently. The Proposed Development acknowledges the existing built form of the neighbourhood and Subject Lands and has been designed to limit impacts to adjacent uses. The policies in MOP 2051 encourage the creation of a variety of other housing forms that support the growing need for affordable and accessible housing options. We believe the Proposed Development brings additional housing forms that are under-represented in an appropriate location within the Rathwood Neighbourhood community.

9.5 Mississauga Zoning By-Law 0225-2007

The Subject Lands are currently zoned 'Residential Apartment Four – Exemption' (RA4-46). The RA4-46 zone permits Apartment, Long-Term Care Buildings, and Retirement Buildings. Special Exemption 46 includes site specific regulations such as a maximum floor space index, building heights and envelopes and other buffer/driveway matters.

Schedule RA4-46 (*See Figure 9: Mississauga Zoning By-law – Map 26 – Schedule RA4-46*) outlines the permitted buildable area of the Subject Lands. As previously stated, the 12 and 15-storey buildings were previously approved through a previous application and City Council approval and Building B3 was approved last year through Minor Variance application "A" 98/25. Therefore, with Building B3 approved and generally overtop a building envelope shown on the Zoning schedule as proposed, the Proposed Development is only proposing two additional buildings more than what is currently permitted.

As the proposal is to include two additional buildings, and revisions to the buildable area and details for a third building, a Zoning By-Law Amendment is required. The Amendment seeks to rezone the Subject Lands with an appropriate base zone along with regulations suited to the Proposed Development. The proposed zone is RESIDENTIAL APARTMENT - SPECIAL SECTION (RA5-AAA). The 'RA5' base zone was selected as it has the requirements and regulations most suitable for the Proposed Development.

The proposed draft implementing zoning chart (Appendix 2.0) also incorporates and regularizes the B3 Building approved through “A” 98/25. Specific provisions tailored to the project attributes or compliance with base zones are included in the zoning by-law amendment further discussed in Section 10.2 of this Report and included as Appendix 2.0.

10.0 The Amendments

This Section of the Report discusses both the proposed Official Plan Amendment and the proposed Zoning By-law Amendment.

10.1 Proposed Official Plan Amendment

As stated previously, to permit the Proposed Development, an Official Plan Amendment and a Zoning By-law Amendment application are required. The following discussion outlines the proposed Official Plan designation and complimentary Zoning By-law regulations/provisions. These documents provide the framework to implement the Proposed Development concept. The revised draft OPA is provided in Appendix 1.0 of this Report.

The Subject Lands are currently designated “Residential High-Rise”. The draft implementing OPA is proposing to continue to designate the site “Residential High-Rise”. The Subject Lands are also subject to Special Site policies under section 17.130.1 wherein the site is identified as “Special Site 130” in the Rathwood Neighbourhood character area. The current in-effect site-specific policies speak to maximum heights based on what was then existing conditions and for two approved apartment buildings.

The draft OPA includes various provisions, and the following details are provided:

1. With regards to height, the policy framework will recognize the maximum building height approved for the ‘B3’ building as well as the other proposed buildings. To simplify matters, as it is not relevant whether the buildings exist or are proposed, no reference to existing/proposed is noted in this regard.
2. While the project proposes predominantly residential development there is also a non-residential component specific to the potential for seniors’ accommodations and complimentary commercial uses. The provision allows for recognizing the expanded uses beyond the typical ‘RA’ zoning as-of-right commercial uses with such uses geared to the retirement home/long term care facility residents and users. While there is no apparent conflict with policies for this scenario under the Convenience Commercial designation (with permissions granted through the Residential High-Rise designation), policy 10.2.5.11 b) adds restrictions to building programming which may conflict with potential seniors’ residence designs and thus are proposed to be struck within this special site policy.

10.2 Proposed Zoning By-law Amendment

The following section provides further detail on the specifics of the draft implementing Zoning By-law materials (draft ZBLA chart) provided in Appendix 2.0 of this Report. As previously noted, the Subject Lands are currently zoned as “RA4-46” under Mississauga Zoning By-law 0225-2007. The RA4 base zone permits apartment, long-term care, and retirement building uses. The site-specific zoning has various regulations regarding floor space index (FSI), zoning interpretation clarity, driveway widths, and permissions for yard and landscape buffer encroachments. The current zoning also notes site development plans are to comply with the included Schedule RA4-46 which denotes what was then, the two existing

apartment building and the two proposed apartment buildings as well as specific setbacks throughout the site.

Revisions to the proposed regulations for the residential use have been made to reflect the currently proposed plans and the changes from the DARC submission with heights, setbacks, and other site programming considerations. The City will also note various provisions permitting changes for non-residential uses specific to the seniors' residence uses. No schedule is proposed with the draft ZBLA chart as it would be premature to provide specificity for building locations and other details in the absence of site development plan details.

It is anticipated that this ZBLA chart will be revised as the development plan evolves and with City input and associated design and technical information is received. Should there be any major revisions to the future submission documents, GSAI will continue to provide an amended draft ZBL chart outlining revisions to match the design elements and to fulfill project requirements.

The implementing zoning by-law chart has been organized with each column representing a proposed zone for the Subject Lands. Each row provides details on the specifics for the proposed zones: the design of the chart is meant to provide high-level zoning considerations at the top (i.e. uses) with the details at the bottom (i.e. parking standards) similar to how the final implementing zoning by-law would be drafted. GSAI would note the following information:

The accompanying materials from GSAI indicate the proposed draft ZBLA seeks to rezone the Subject Lands from "RA4-46" to "RA5-XXX" as described below:

1. Use a new 'RA5' base zone as it is more appropriate for the Proposed Development;
2. Introduce non-commercial use provisions specific to the scenario of seniors' residences that are additional permitted uses beyond section 4.1.15.1:
 - a. Medical Office
 - b. Pharmacy (where dispensary is primary and potentially only use)
 - c. Restaurant and take-out restaurant (with ancillary patios)
 - d. Recreational Establishment
3. Includes specific development regulations for the design elements of the built form;
4. The proposed provisions include permission for roof-top amenity areas for certain portions of the buildings should the designers/architect programme the building in this fashion;
5. The regulations are proposing 3.5 m² per unit for amenity area. This is based on the architects' plans indicating available area for both indoor and outdoor amenity area possibilities with some additional flexibility. Further elaboration on the amenity regulation is also provided previously per recent City standard changes being considered for comparable zone categories. This standard may be adjusted in future plan iterations if applicable based on finalized mitigation considerations including noise, wind, and site and building programming constraints. While this proposed regulation is a reduction from the City standard set-in table 4.15.1, row 15.4, the overall site exceeds minimum landscape area requirements which is significant compared to other infill high-density developments. Further, as elaborated upon in previous sections, the site is proximate to and in close proximity to extensive parkland areas.
6. Setbacks and landscape buffer provisions are based on the conceptual pinch-points as shown but with plan evolution can be customized to reflect some of the other larger areas on the plan.
7. The height limit noted is prepared to match the submitted concept/drawing design details.
8. Parking rates proposed for the residential development reflect both a current over-supply from the existing buildings and proposed buildings providing the balance of parking to satisfy a parking rate

of 1.0 spaces per dwelling and a visitor rate of 0.15 spaces per dwelling. The visitor parking rate has previously been approved by the City’s Committee of Adjustment (“A” 164/19). Further exploration of the applicable parking rate for residential units will occur as the project advances considering the transit availability immediately adjacent the site which in turn has connections to other MiWay and other transit services in and outside of the City. It should be noted that bicycle parking and electric-vehicle ready parking requirements will be met for the project at this time.

As noted previously, see the draft ZBLA chart included herein as Appendix 2.0 for further details on the zoning regulations.

11.0 Conclusion

It is our opinion that the Proposed Amendments are justified and represent good planning for the following reasons:

1. The Proposed Development conforms to and promotes the policies of the PPS, 2024, as well as policies regarding residential infill and City structure found in the ROP, and the MOP 2051;
2. The Proposed Development represents housing types that contribute towards the provision of more affordable housing alternatives and aligns with the PPS, 2024 housing policy of providing an increase of apartment built forms beyond the two existing and two currently permitted additional apartment buildings thus providing opportunity for different lifestyles and income levels;
3. The Proposed Amendments will continue to support the general intent of the MOP 2051;
4. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the Proposed Development;
5. The Proposed Development contributes to the overarching policy objectives of creating complete communities and is supportive of general urban design principles as found in various policy planning frameworks;
6. The standards in the Proposed Amendments are appropriate to accommodate the requested uses as well as the proposed density and site design;
7. The proximity of the Proposed Development to community amenities such as parks, community centers, and schools, provides recreational opportunities. The immediate proximity to transit infrastructure reduces the reliance on automobile/vehicle use, encouraging active transportation and contributes overall to the development of complete, healthy communities;
8. The Proposed Development is a compact built form, while offering dwelling units that are large enough to accommodate families;
9. The proposed built form and accompanying landscape features as expressed in site and built form programming and design are considerate of good urban design, safety, usability, and streetscape design.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Maurice Luchich, MCIP, RPP
Senior Associate



Ethan Bohnert, MCIP, RPP
Associate

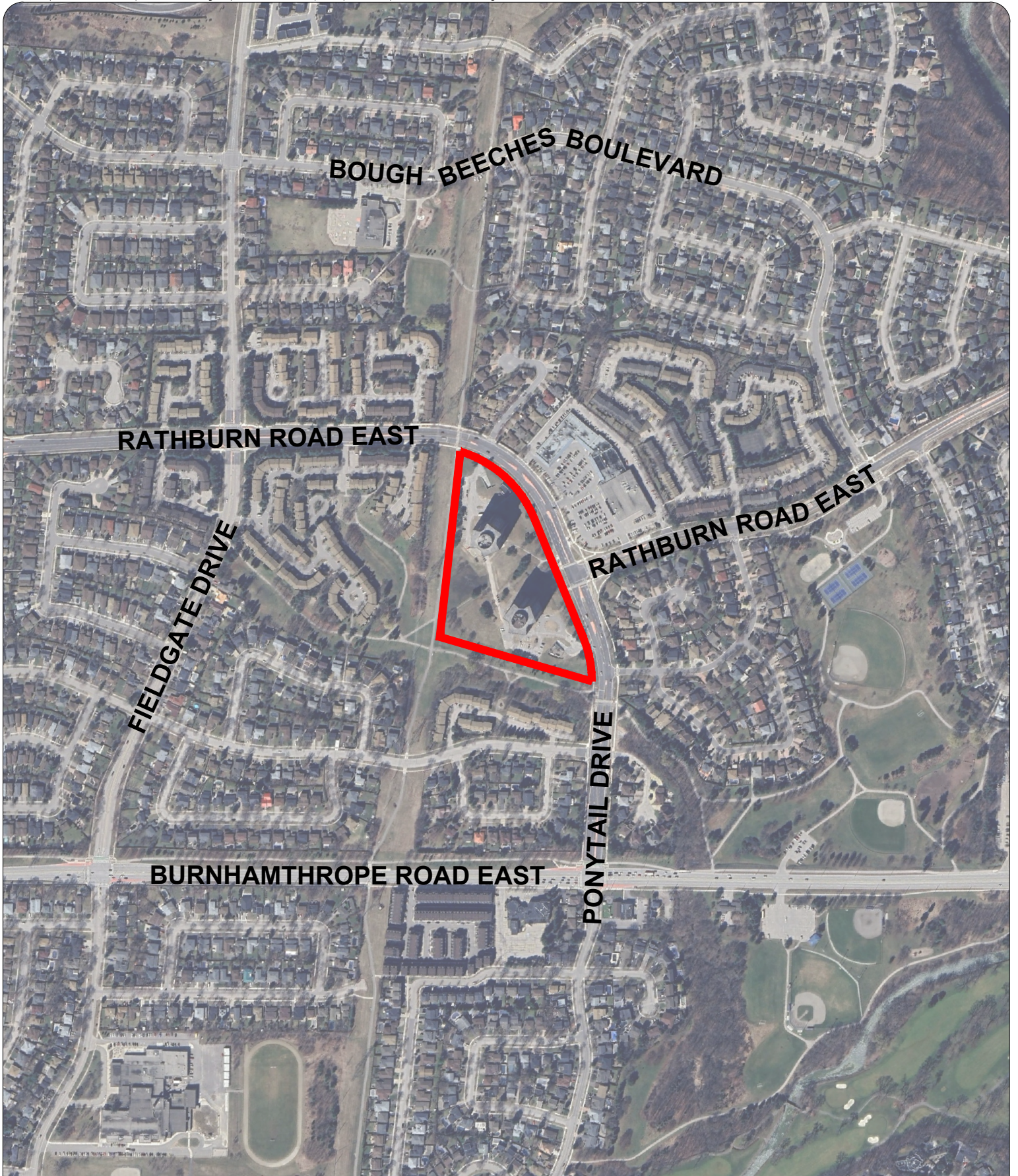


FIGURE 1 **AERIAL CONTEXT PLAN**
CITY OF MISSISSAUGA

LEGEND
 Subject Lands

4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEELE



SCALE NTS
 APRIL 17, 2026



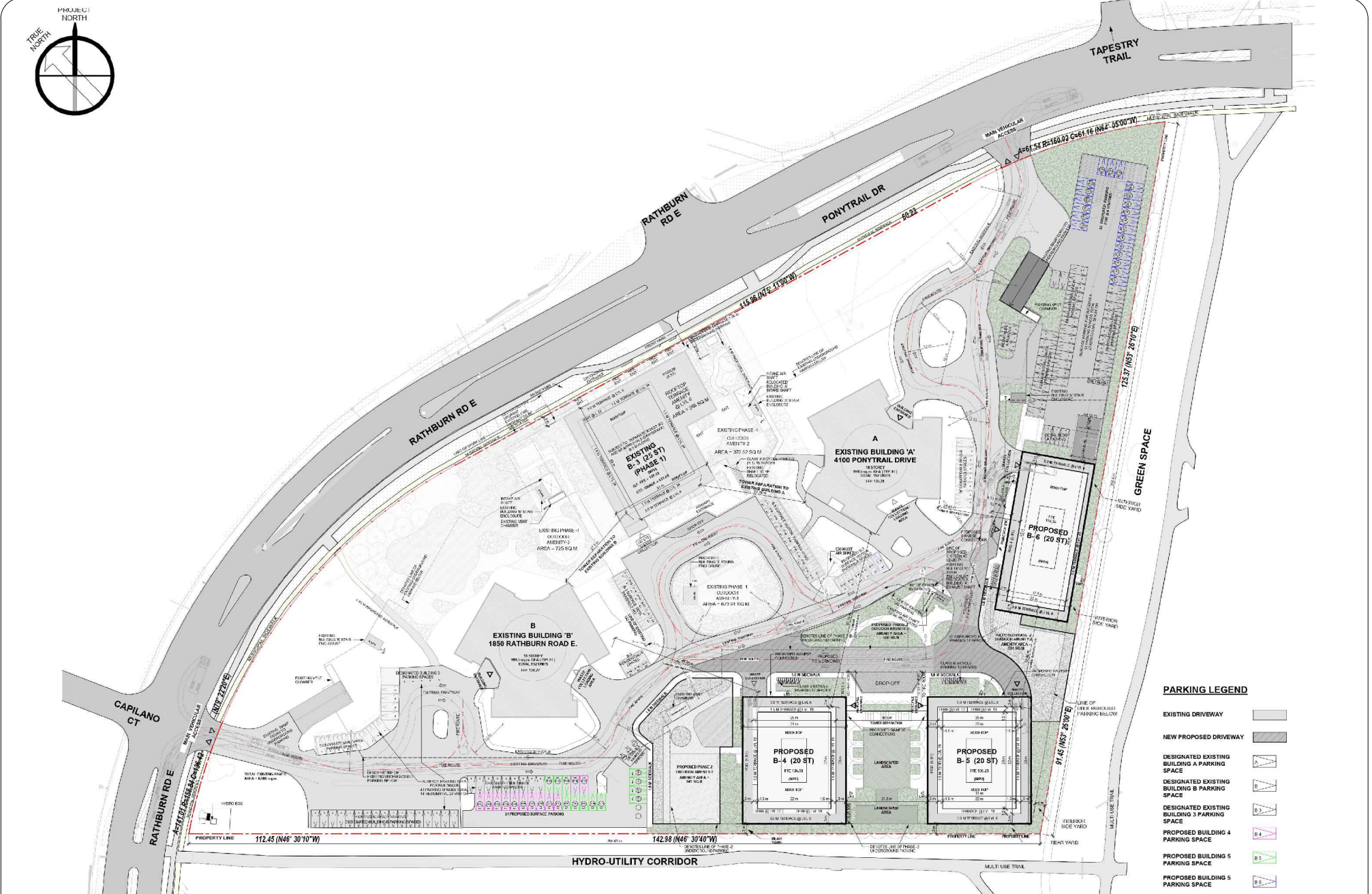


FIGURE **CONCEPTUAL SITE PLAN**

2

DRAWN BY: 4 ARCHITECTURE INC.

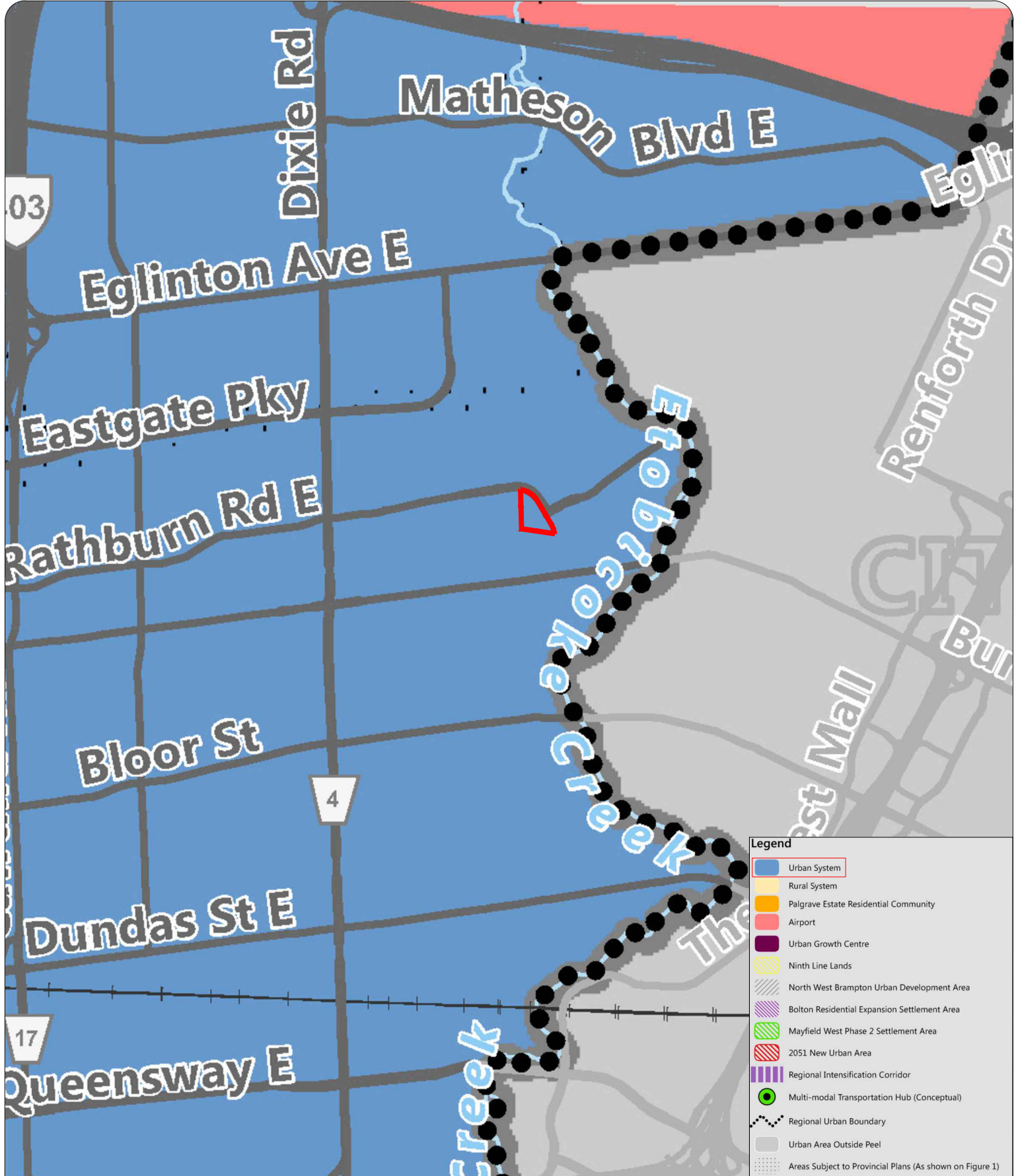


FIGURE 3 REGION OF PEEL OFFICIAL PLAN
 SCHEDULE E1 - REGIONAL STRUCTURE

LEGEND

 Subject Lands

4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 APRIL 17, 2026

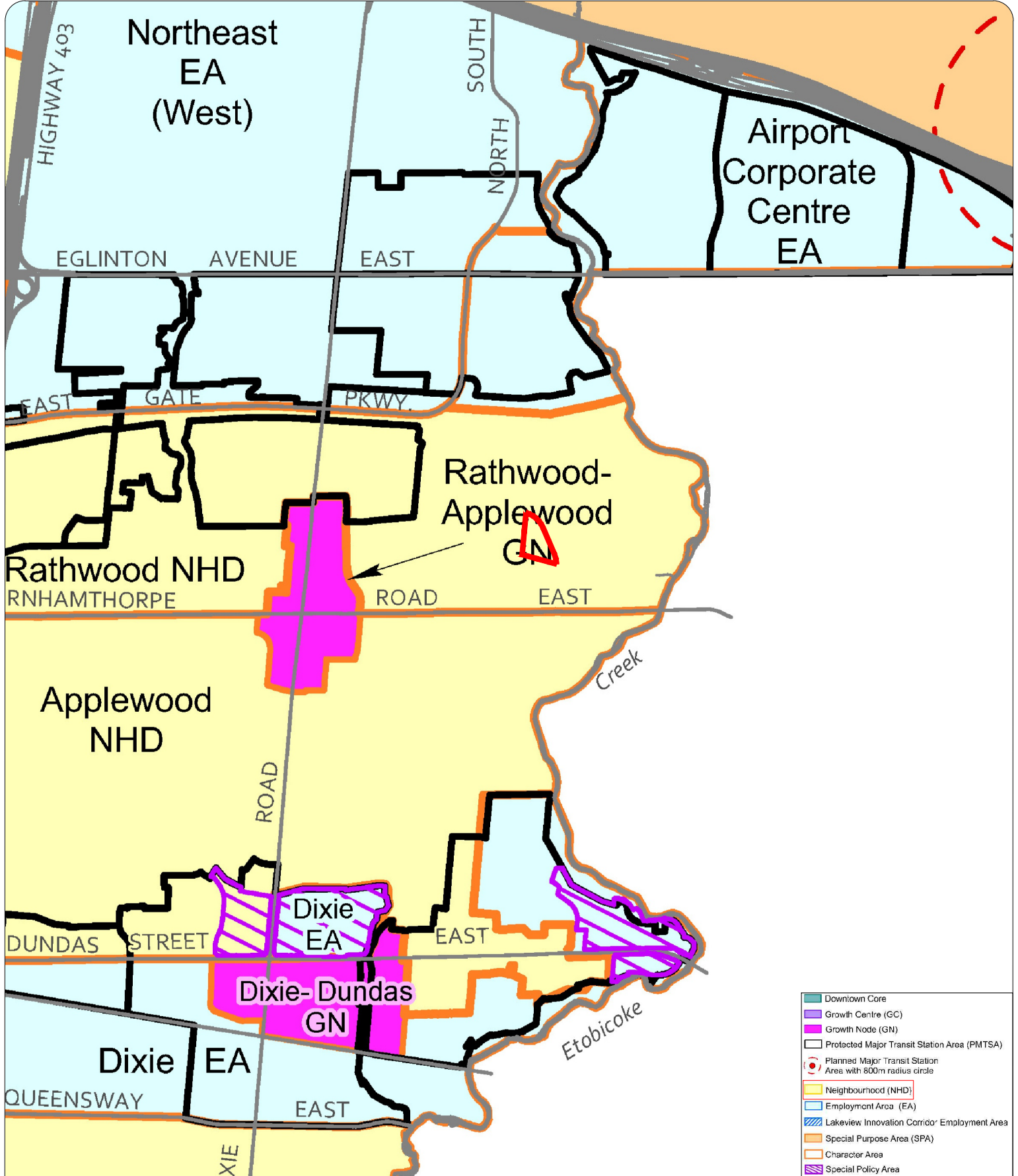


FIGURE 4 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 1- CITY STRUCTURE

LEGEND

Subject Lands

4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 APRIL 17, 2026

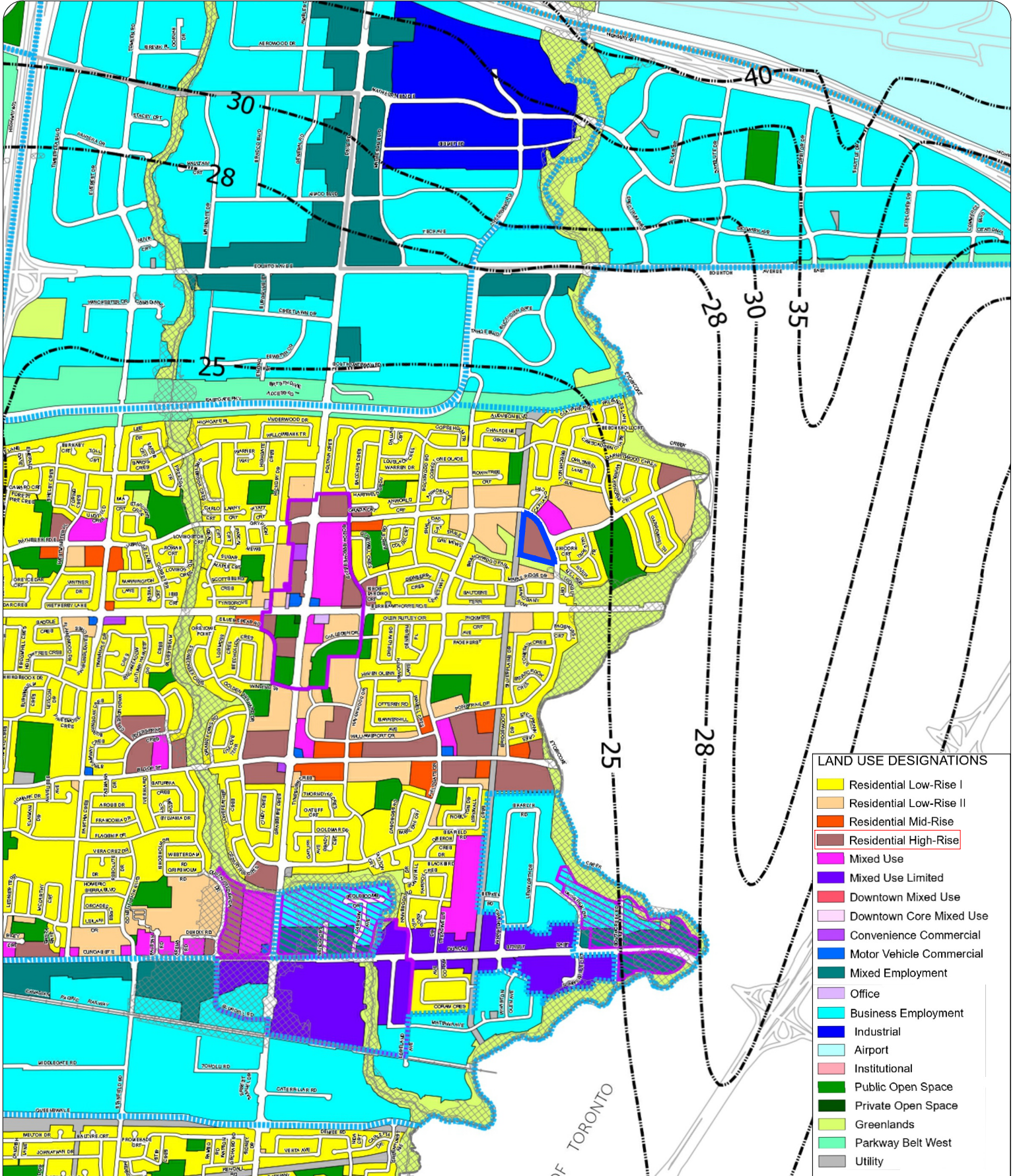


FIGURE 5 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 7 - LAND USE DESIGNATIONS

LEGEND

Subject Lands

4100 PONYTRAIL DRIVE &
1850 RATHBURN ROAD E
BLOCK EE, PLAN M-48
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
APRIL 17, 2026

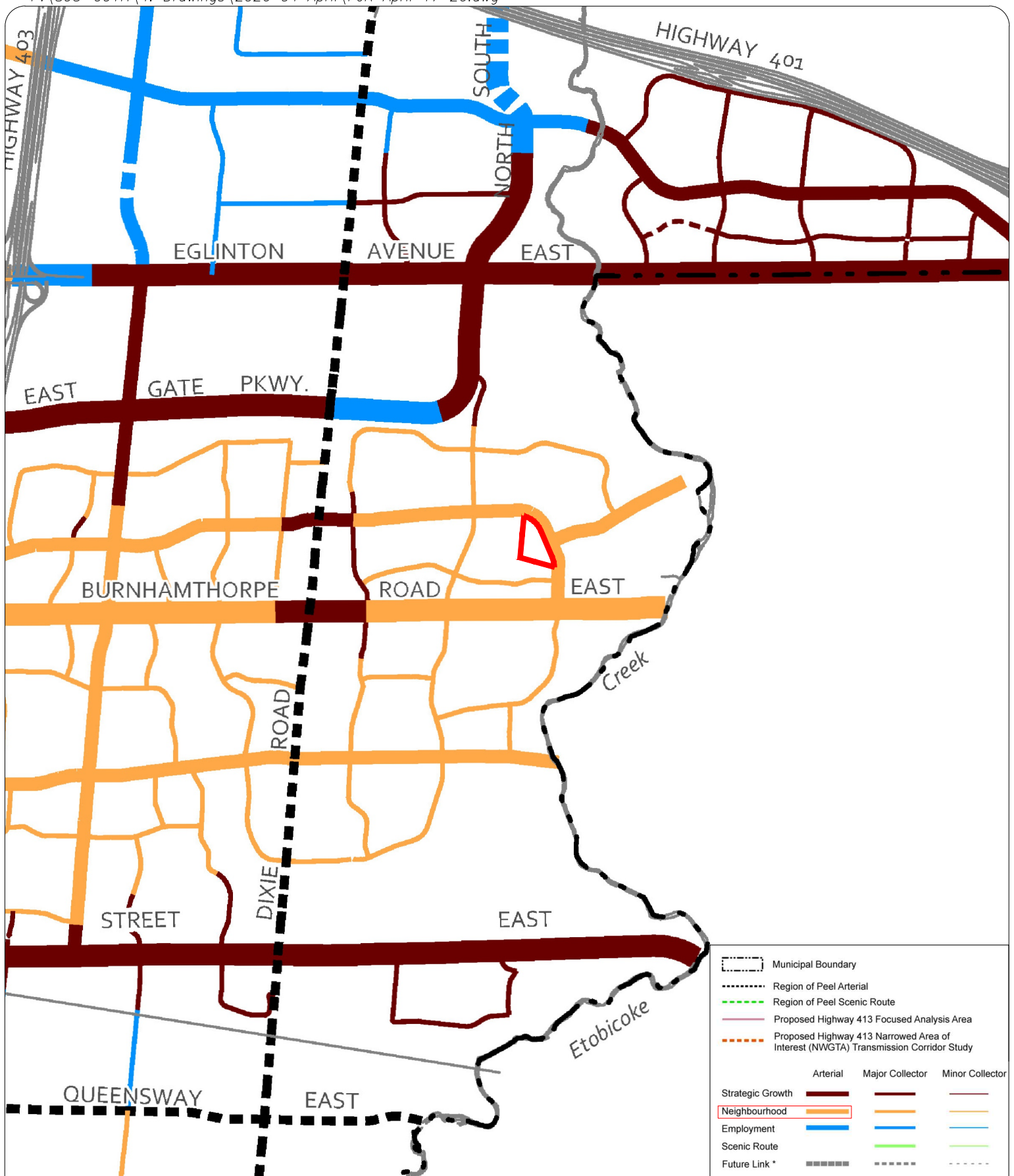


FIGURE 6 MISSISSAUGA OFFICIAL PLAN
SCHEDULE 3 - LONG TERM ROAD NETWORK

LEGEND

Subject Lands

4100 PONYTRAIL DRIVE &
1850 RATHBURN ROAD E
BLOCK EE, PLAN M-48
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
APRIL 17, 2026

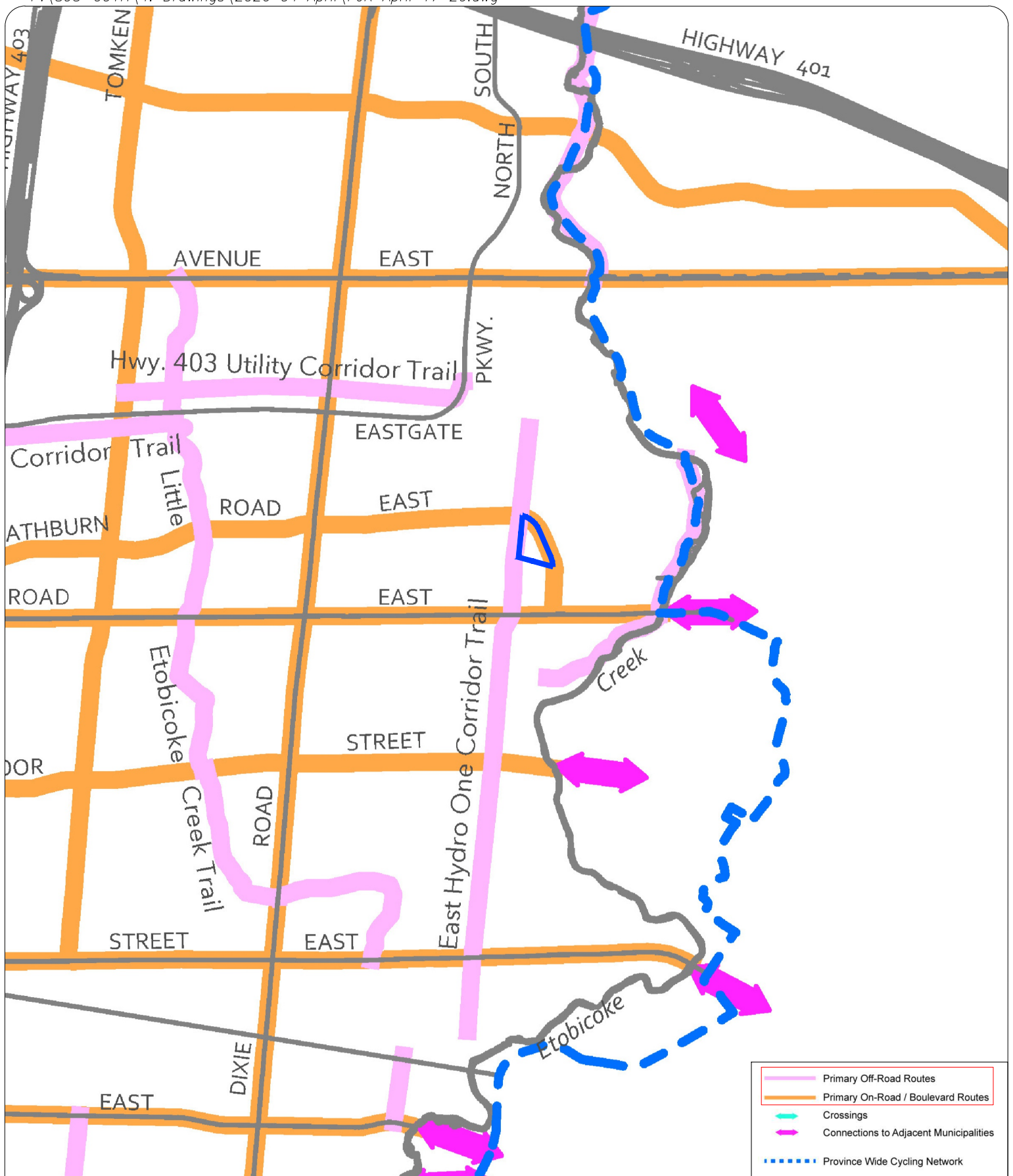


FIGURE 7 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 5 - LONG TERM CYCLING ROUTES

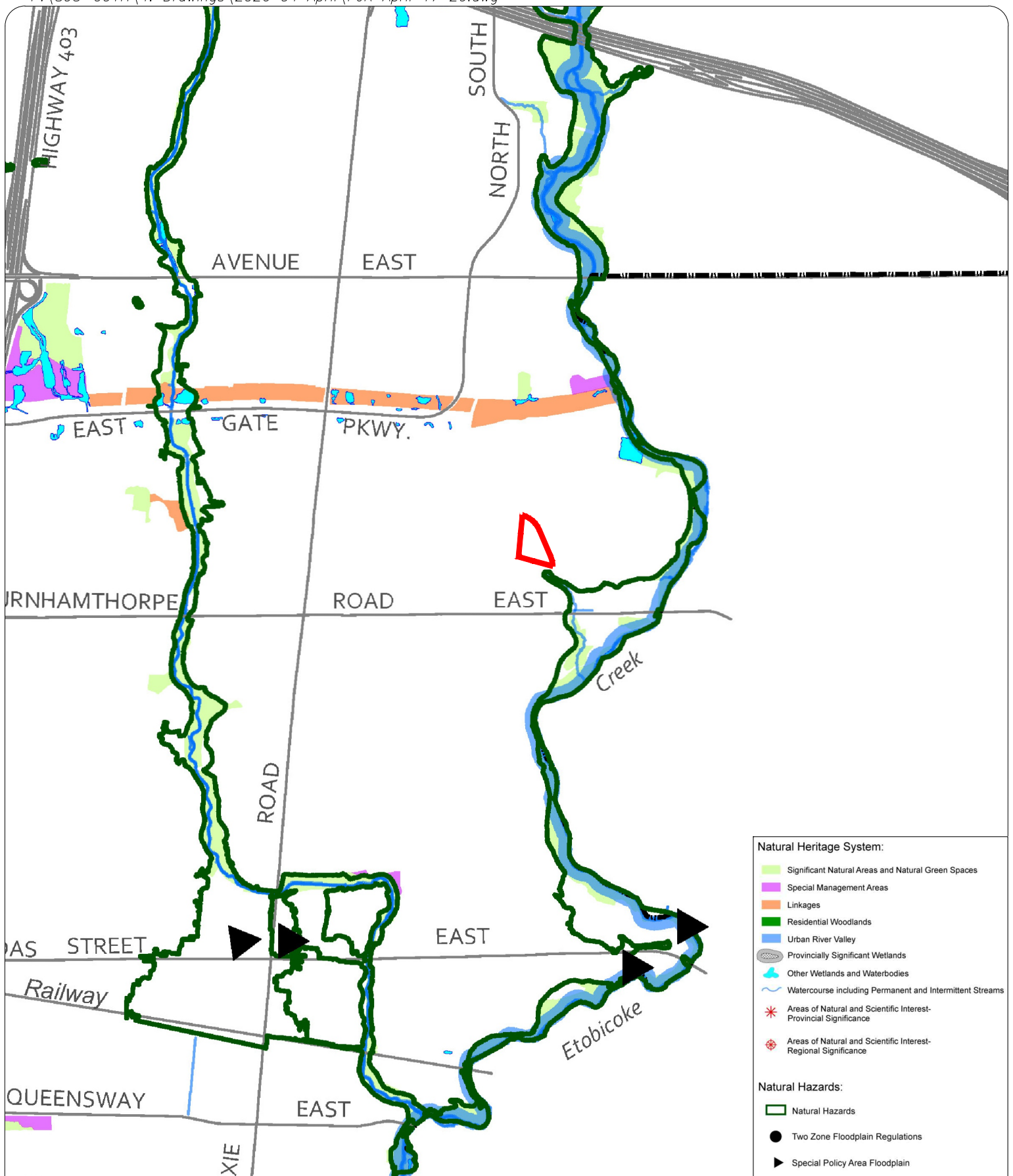
LEGEND

 Subject Lands

4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 APRIL 17, 2026



- Natural Heritage System:**
- Significant Natural Areas and Natural Green Spaces
 - Special Management Areas
 - Linkages
 - Residential Woodlands
 - Urban River Valley
 - Provincially Significant Wetlands
 - Other Wetlands and Waterbodies
 - Watercourse including Permanent and Intermittent Streams
 - * Areas of Natural and Scientific Interest-Provincial Significance
 - ⊕ Areas of Natural and Scientific Interest-Regional Significance
- Natural Hazards:**
- Natural Hazards
 - Two Zone Floodplain Regulations
 - ▶ Special Policy Area Floodplain

FIGURE 8 MISSISSAUGA OFFICIAL PLAN SCHEDULE 2 - NATURAL SYSTEM

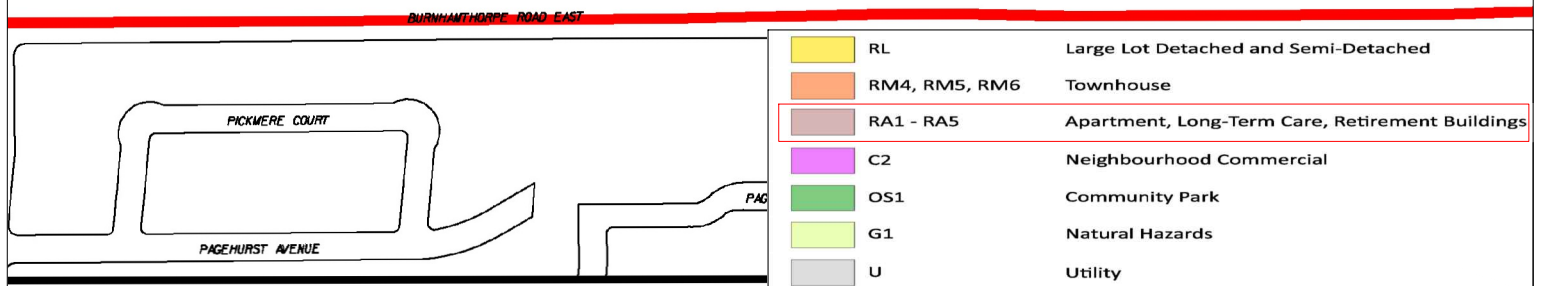
- LEGEND**
- Subject Lands
 - Green Systems

4100 PONYTRAIL DRIVE &
1850 RATHBURN ROAD E
BLOCK EE, PLAN M-48
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
APRIL 17, 2026





4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 APRIL 17, 2026



Appendix A: Draft Official Plan Amendment

Amendment No. #

to

Mississauga Official Plan 2051

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 three new apartment buildings accompanying one previously approved apartment building and two existing apartment buildings at 1850 Rathburn Road East and 4100 Ponytrail Drive in the Rathwood Neighbourhood Character Area which requires revisions to the existing special site policy 17.130 Site 130 in effect for the subject lands;

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 2051, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2026.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan 2051

The following text attached constitutes 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 four apartment buildings on the subject lands (where two already exist and one of the four apartment buildings has been approved by the Committee of Adjustment) and to delete and replace the existing special site policy 17.130 Site 130 with updated policies.

LOCATION

The lands affected by this Amendment are located on the south side of Rathburn Road East/Ponytrail Drive, at the intersection where these roads split, north of Maple Ridge Drive and municipally known as 1850 Rathburn Road East and 4100 Ponytrail Drive. The subject lands are located in the Rathwood Neighbourhood Character Area, as identified in the Mississauga Official Plan 2051.

BASIS

The Mississauga Official Plan 2051 was adopted by Council on April 16, 2025 and it has subsequently been approved with modifications by the Ministry of Municipal Affairs and Housing on March 24, 2026.

The subject lands are designated Residential High-Rise which permits dwelling units in buildings that are above eight storeys, with a maximum height as specified in the Special Site provisions. The designation also permits townhouse and apartment buildings up to four storeys, and limited non-residential uses at grade. The subject lands are within an area subject to Special Site policies. The policies, under special site policy 17.130 Site 130, permit two apartment dwellings with a maximum height of 12 and 15 storeys in addition to the two existing apartment dwellings of 18 storeys each. The proposed Special Site policies will permit the two existing apartment buildings as well as the proposed four additional apartment buildings with a maximum height of 25 storeys.

An Official Plan Amendment is required to amend the Special Site Policy which currently restricts apartment development to only four apartment dwellings with prescribed heights.

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, and the City of Mississauga Official Plan 2051. 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 the Mississauga Official Plan.
3. The lands are suitable for the proposed uses and are compatible with

existing and potential future uses. The existing land use policy permits apartments and is proposing only two additional apartment buildings beyond what is currently permitted on a large overall site.

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 Rathwood Neighbourhood Character Area housing stock by introducing new rental apartment 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. Introducing a new and more diverse apartment development to the Rathwood Neighbourhood Character Area will allow many households including existing or future families to enjoy and make use of the surrounding community amenities and features the Rathwood community has to offer.
6. The proposal has regard for the surrounding neighbourhood development 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 2051 is hereby amended as follows:

Text Amendments to the Rathwood Neighbourhood Character Area policies of Mississauga Official Plan 2051

1. Section 17.130, Special Site Policies, Rathwood Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting Section 17.130 Site 130 and replacing with the following:
 - 17.130 Site 130
 - 17.130.1 The lands identified as Special Site 130 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.
 - 17.130.2 Notwithstanding the policies of this Plan, the following additional policies will apply:
 - a. apartment dwellings with a maximum height of 25 storeys for one building, and a maximum height of 20 storeys for all other buildings;
 - b. The provisions of policy 10.2.5.11 b) will also apply up to the second storey.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan 2051 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 Mississauga Official Plan 2051 as adopted by Council on April 16, 2025 and subsequently modified and approved by the Ministry of Municipal Affairs and Housing on March 24, 2026.

INTERPRETATION

The provisions of Mississauga Official Plan 2051, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

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

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 four new apartment buildings accompanying two existing apartment buildings at 1850 Rathburn Road East and 4100 Ponytrail Drive in the Rathwood Neighbourhood Character Area which requires revisions to the existing special site policy 17.130 Site 130 in effect for the subject lands;

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 2051, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2026.

MAYOR

CLERK

Appendix B: Draft Zoning By-Law Amendment

4100 Ponytrail Drive and 1850 Rathburn Road East
OWNER: Chelsea on the Green I Limited Partnership

City File No.: OZ 25/XX W3 (DARC 25-62 W3)

Type of Application: Official Plan Amendment and Zoning By-law Amendment

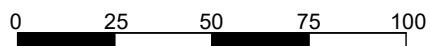
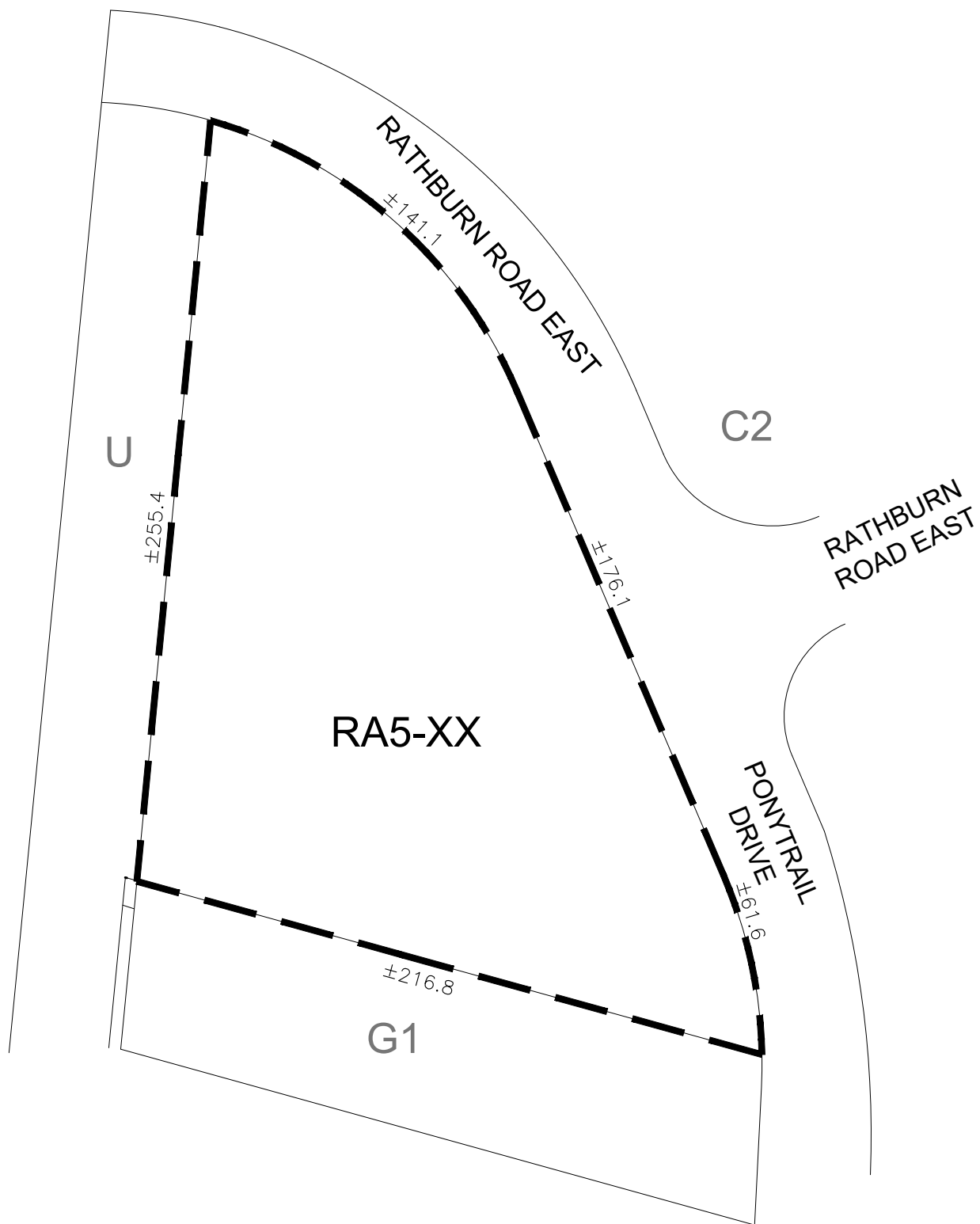
Type of Use: Residential

	Zoning Standard/Regulation	General Provision/Section	Parent Zone Prefix & Section	Required Zoning Standard/Regulation	Proposed Zoning Standard/Regulation
RA5-XX					
Zone Regulations					
	Physical Services	2.1.1.3		Provisions for utilities and structures	Notwithstanding 2.1.1.3, a structure measuring less than or equal to 12 m ² shall not be subject to the zone regulations.
	Centreline setbacks	2.1.14.1		Table 2.1.14.1 (Centreline Setbacks)	Line 14.0 shall not apply.
	Rooftop Balcony	2.1.30	N/A	Provisions pertaining to rooftop setbacks	Delete provision
	Parking Requirement(s)	3.1.1.4		Provisions pertaining to parking stall dimensions	A maximum of 10% of the required underground parking stalls are not required to comply with sections 3.1.1.4.1, 3.1.1.4.3, 3.1.1.4.4, and 3.1.1.5.1
	Aisles	3.1.1.5		Aisle dimensions	Notwithstanding 3.1.1.5, any aisles in existing buildings shall be permitted
Parent Zone (RA5-)	Parking Requirement(s)	3.1.2	N/A	Table 3.1.2.1 (Required Number of Off-Street Parking Spaces for Residential Uses), Column C Line 2.0: 1.1 spaces/unit (resident) Line 2.0/3.0: 0.2 spaces/unit (visitor)	1.0 space/unit (resident) for condominium 0.15 spaces/unit (visitor) to be provided in accordance with previous Committee of Adjustment decision.
	Bicycle Parking	3.1.6		Table 3.1.6.5.1 - Required Number of Bicycle Parking Spaces for Residential Uses	Total Class A and Class B bicycle parking spaces to be provided for new residential buildings only. (NOTE: Residential rates may be determined later based on final concept plan in support of rezoning application for project)
	Various				
	Accessory Buildings and	4.1.2		Table 4.1.2.2 – Accessory Buildings and Structures	100 m ² (maximum area combined for all accessory buildings and

Structures			Line 2.2: 60 m ² (under Column B)	structures) – Line 2.2 An accessory structure height of 3.9 m – Line 4
Greenlands Zone	4.1.8.1		The minimum setback for all buildings, structures, parking areas...to all lands zoned G1 or G2 base zone shall be the greater of 5.0 m or the required yard/setbacks.	Delete provision
Additional Uses	4.1.15.1		Additional uses are limited to a retail store, service establishment, financial institution, office and medical office – restricted.	Notwithstanding the uses permitted under 4.1.15.1.1, the following additional uses are permitted: <ul style="list-style-type: none"> - Restaurant - Take-out restaurant - Patios associated with any form of restaurant - Pharmacy (dispensary) - Medical office <p>A pharmacy (dispensary) will be defined as a use that dispenses regulated and over the counter drugs or medicine and may include ancillary retail areas.</p> <p>NOTE: The additional uses are all intended to be provided in a retirement home but may be patronized by the general public.</p> <p>Notwithstanding the provisions of 4.1.15.1.2 and 4.1.15.1.3, all uses permitted under 4.1.15.1.1 and as noted above are permitted in a retirement home and are permitted on the ground and second storeys.</p>
Zone Regulation				
Lot Regulations				
RA1 to RA5 Apartment Zones	4.15.1		Table 4.15.1 - RA1 to RA5 Permitted Uses and Zone Regulations Line 4.0: Minimum Floor Space Index - Apartment Zone Line 7.0: Maximum Height Lines 8.1-8.4: Minimum Front/Exterior Side yard Line 9.1-9.6: Minimum Interior Side Yard Line 10.1-10.6: Minimum Rear Yard Line 12.1-12.4: Minimum Above Grade Separation Between Buildings Line 13.4: Minimum setback parking structure	Delete provision NOTE: New standards are proposed in some circumstances below and will be further evaluated pending comments on the submission materials and development concept plan.

<p>RA1 to RA5 Apartment Zones</p>	<p>4.15.1</p>		<p>Table 4.15.1 - RA1 to RA5 Permitted Uses and Zone Regulations</p> <p>Line 5.0: Maximum Floor Space Index - Apartment Zone (2.9)</p> <p>Line 6.0: MAXIMUM GROSS FLOOR AREA - APARTMENT ZONE PER STOREY FOR EACH STOREY ABOVE 12 STOREYS (1000 m²)</p> <p>Line 7.0: Maximum height (77.0 m and 25 storeys)</p> <p>Line 8.0-8.4: Minimum front and exterior side yards (various)</p> <p>Line 11.2: 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)</p> <p>Line 11.3: 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)</p> <p>Line 13.1: Minimum parking spaces</p> <p>Line 13.5: Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line (3.0 m)</p> <p>Line 15.2: 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)</p> <p>Line 15.3: Minimum depth of a landscaped buffer along any other lot line (3.0 m)</p>	<p>Replace/New provisions as follows:</p> <p>Line 5.0: Maximum Floor Space Index - Apartment Zone (Gross: 5.4)</p> <p>Line 6.0: MAXIMUM GROSS FLOOR AREA - APARTMENT ZONE PER STOREY FOR EACH STOREY ABOVE 12 STOREYS (800 m²)</p> <p>Line 7.0: Maximum height (87.05 m based on 219.46 ASL from GTAA and 25 storeys)</p> <p>Line 8.0-8.4: Minimum front yard (all floors: 0.9 m)</p> <p>Line 11.2: 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 20.0 m (3.5 m)</p> <p>Line 11.3: 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 (3.0 m)</p> <p>Line 13.1: Visitor: 0.15 spaces/unit (in accordance with 'A' 164/19 Committee of Adjustment decision) Resident: 1.0</p> <p>Line 13.5: Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line (2.5 m)</p> <p>Line 15.2: 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 Street line: (3.0 m or 2.5 m)</p> <p>Line 15.3: Minimum depth of a landscaped buffer along any other lot line Other line/zone: (2.5 m)</p>
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			<p>Line 15.4: Minimum amenity area (The greater of 5.6 m² per dwelling unit or 10% of the site area)</p> <p>Line 15.5: Minimum percentage of total required amenity area to be provided in one contiguous area (50%)</p> <p>Line 15.6: Minimum amenity area to be provided outside at grade (55.0 m²)</p>	<p>Line 15.4: Minimum amenity area (3.5 m² per dwelling unit) <i>NOTE: See cover letter and PJR for details on amenity areas to be provided.</i></p> <p>Line 15.5: Minimum percentage of total required amenity area to be provided in one contiguous area (10%)</p> <p>Line 15.6: Notwithstanding line 15.6, minimum amenity area can be provided outside at grade or above-grade</p>
Additional Regulations				
Various			<p>Permissions in yards and landscape buffers</p> <p>Tower separations</p> <p>Tandem parking permission</p> <p>One lot zoning interpretation</p>	<p>New provisions:</p> <p>Stairs, walkways, planters, utility equipment, and ventilation shafts are permitted to encroach into a required yard and landscaped buffer</p> <p>Permission for:</p> <p>One separation of 22.0 m (per current schedule)</p> <p>One separation of 23.0 m (per 'A' 98/25 Committee of Adjustment decision)</p> <p>All other separations: 24 m</p> <p>Tandem parking spaces will be permitted</p> <p>Maximum percentage of required resident parking spaces that may be tandem (20%)</p> <p>For the purpose of this By-law, all lands zoned RA5-XX shall be considered one lot</p>



4100 PONYTRAIL DRIVE &
 1850 RATHBURN ROAD E
 BLOCK EE, PLAN M-48
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL
