



PLANNING JUSTIFICATION REPORT

50-60 Harborn Road, Mississauga

July, 2026

Prepared by W.E. Oughtred & Associates Inc
Real Estate Analysts & Development Consultants
26-2140 Winston Park Dr
Oakville, On L6H 5V5



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- Appendix 1: Draft Official Plan Amendment
- Appendix 2: Draft Zoning By-law Amendment



1.0 Introduction

W.E. Oughtred and Associates has been retained by the owner of lands municipally known as 50 and 60 Harborn Road to assist with Planning Act applications for a proposal to redevelop the lands with 12 townhome dwellings in two blocks. A Common Element Condominium (CEC) roadway will provide vehicular and pedestrian access to each dwelling unit from Harborn Road. All units will have parking for 2 vehicles, including one space in a private garage and a second space on a private driveway. Four visitor parking spaces are proposed at the southerly extent of the CEC roadway. Applications for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision are being submitted concurrently to the City of Mississauga to permit the proposed development. Applications for Site Plan Approval and a Plan of Condominium for a Condominium Common Element (CEC) roadway are also necessary and will be submitted at a later date.

2.0 Purpose of Report

On July 16, 2024, the owner and the Planning Consultant met with City staff to discuss the proposal. At the pre-consultation meeting, staff advised that an application for Official Plan Amendment would be required to redesignate the lands from Residential Low Rise I to Residential Low Rise II to permit townhome dwellings on a CEC roadway. A Zoning By-law Amendment was also identified as necessary to rezone the subject properties from RL (Residential Large Lot) to RM6 (Townhomes on a CEC Roadway). Further, staff from Credit Valley Conservation advised that any hazard lands and associated buffers located on 60 Harborn Road would need to be zoned G1 (Greenlands – Natural Hazards) and placed into public ownership.

The purpose of this report is to provide planning rationale to support the Planning Act applications. This report will evaluate the development proposal against the policies of the Provincial Planning Statement, 2024 (PPS), the Region of Peel Official Plan, the Mississauga Official Plan 2051 and the Mississauga Zoning By-law 2005-0227.

3.0 Site Description

3.1 Description of Subject Property

The subject property is a 0.3133 ha parcel of land located on the south side of Harborn Road approximately 200 metres west of the intersection of Harborn Road and Hurontario Street. The lands are located in the south-central area of the City, in Ward 7. The legal description of the lands is Part of Lot 1, Range 3, Credit Indian Reserve (CIR).

The site is roughly square in shape with 53.26 metres of frontage on Harborn Road, a depth of approximately 57.04 along the east side lot line of 50 Harborn and 60 metres along the west side lot line of 60 Harborn. Historically, the site has been used for residential purposes and there are currently 2 detached dwellings and associated accessory buildings and structures on the lands. All existing buildings and structures are proposed to be demolished. There are a number of mature trees on the site. The neighbouring property at 68 Harborn is traversed by Mary Fix Creek. A Slope Stability Assessment has established that the Long-Term Stable Slope associated with the creek encroaches slightly onto the subject lands at the south end of 60 Harborn. There is an easement registered on 50



Harborn in favour of the adjacent property at 35 Premium Way. The easement was established in 1983 for the purposes of installing, operating, maintaining and repairing a sanitary sewer. A topographic survey of existing site conditions has been provided in Figure 1.

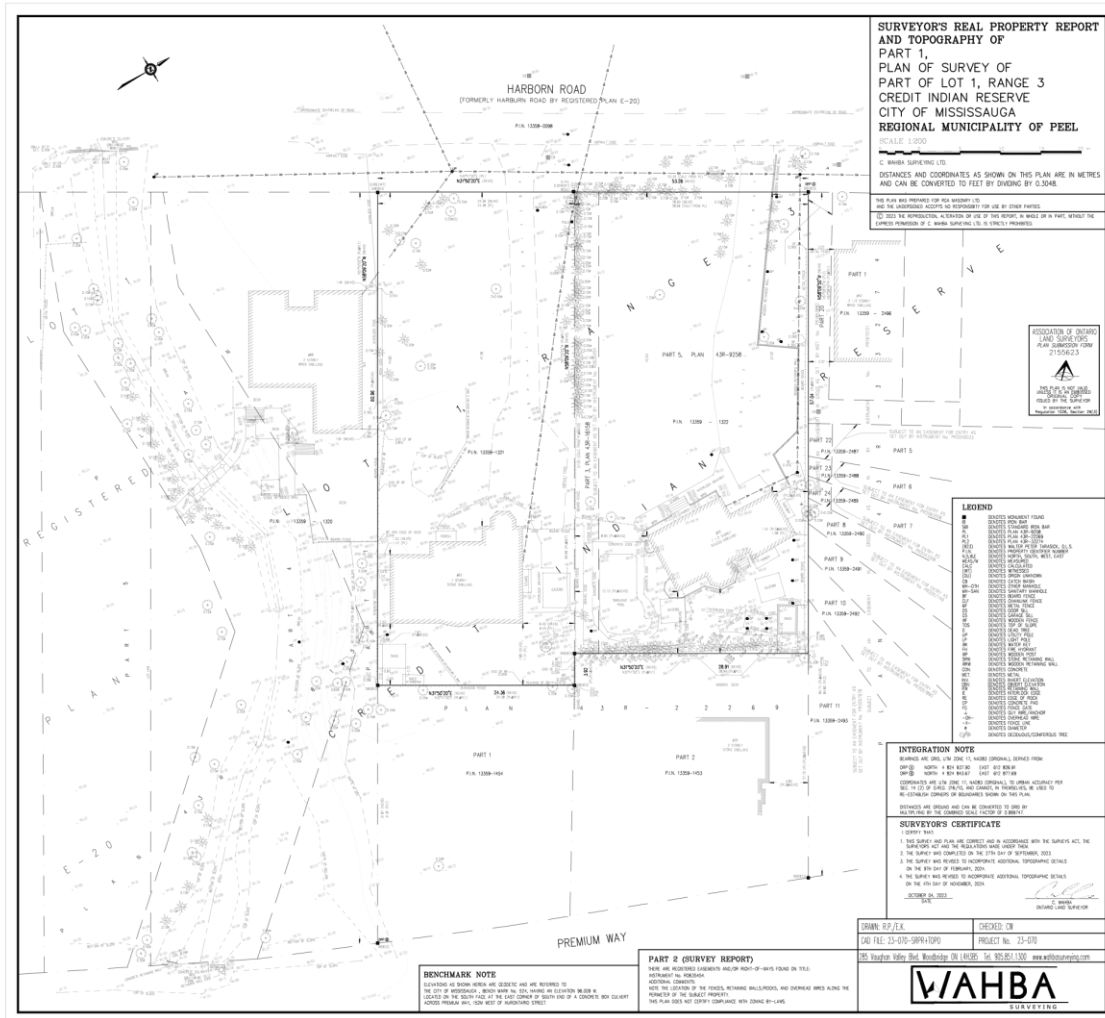


Figure 1: Topographic Survey of Existing Site Conditions, WAHBA Surveying

3.2 Neighbourhood Context

The subject property is located in the Gordon Woods neighbourhood and within the larger Cooksville West neighbourhood. Gordon Woods is bounded by the Queen Elizabeth Way to the south, Hurontario Street to the east, the Queensway to the north and Stavebank Road to the west. As the name suggests, Gordon Woods still retains a mature tree canopy because many trees were preserved when the original acreages were subdivided into building lots in the 1930's. Most lots in Gordon Woods are very large and have been developed with generously sized detached homes in a variety of styles and vintages. The neighbourhood has not been developed with curbs or sidewalks. Gordon Woods is currently in transition as the original homes are nearing the end of their life span and are being replaced by new builds. The Gordon Woods Homeowners Association is very active



and concerned with maintaining the existing mature tree canopy and the neighbourhood character as the community redevelops. There are some examples of higher density detached homes and townhomes at the edges of the community.

3.3 Surrounding Land Uses

Single family residences dominate the Gordon Woods neighbourhood. Detached dwellings occupy the properties to the east and west of the subject lands along both sides of Harborn Road. Adjacent streets including Grange Drive, Autumn Breeze Drive and Gordon Drive have also been developed with detached homes. To the south of the subject lands, there are a number of detached homes that front onto Premium Way. However, there are two existing townhome developments in close proximity to the subject lands. A 7-unit townhome development occupies the north-east corner of Harborn Road and Grange Drive and another 7 townhomes have been built on Premium Way, just to the south of the intersection of Premium Way and Harborn Road.

In the larger neighbourhood, commercial, institutional and high-density residential uses line the Hurontario Street corridor, and the Trillium Hospital complex occupies a large site at the south-west corner of Hurontario Street and Queensway West. An aerial photo of the subject property and surrounding neighbourhood is found in Figure 2.

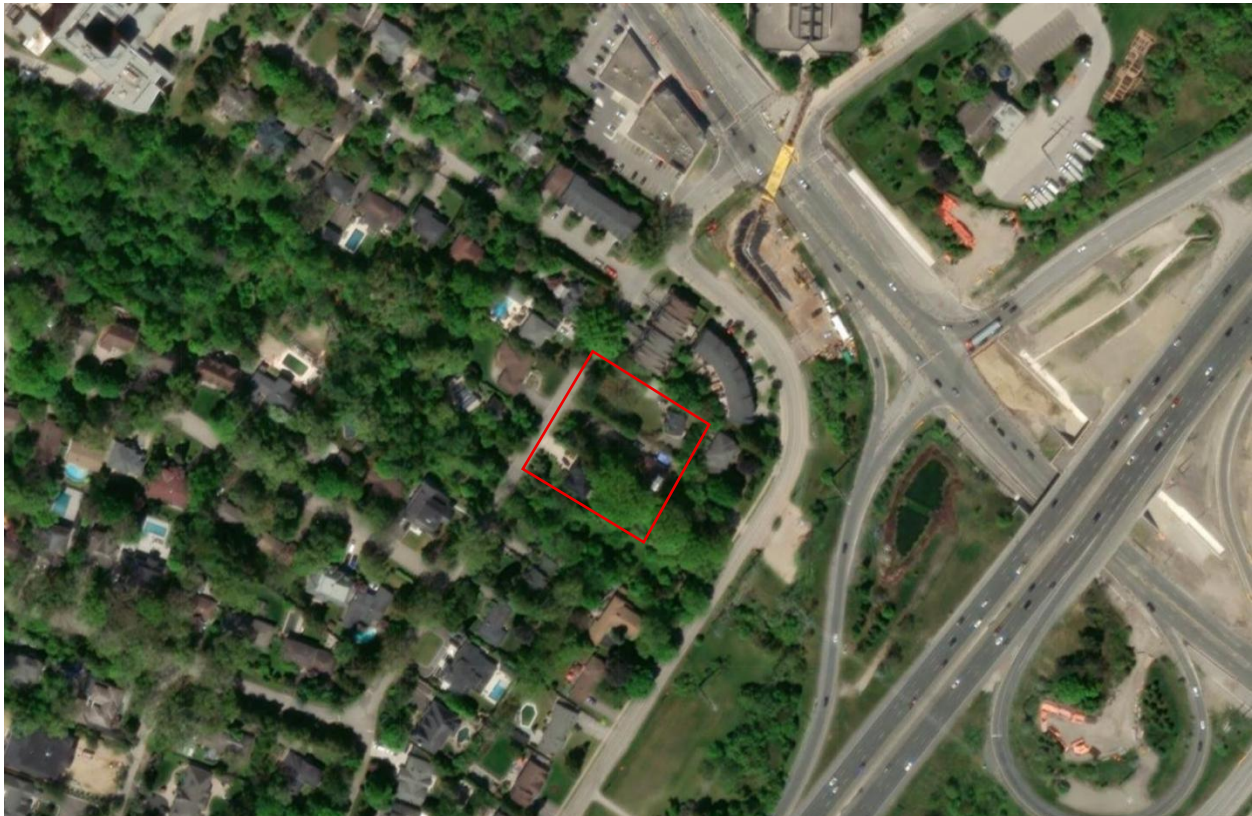
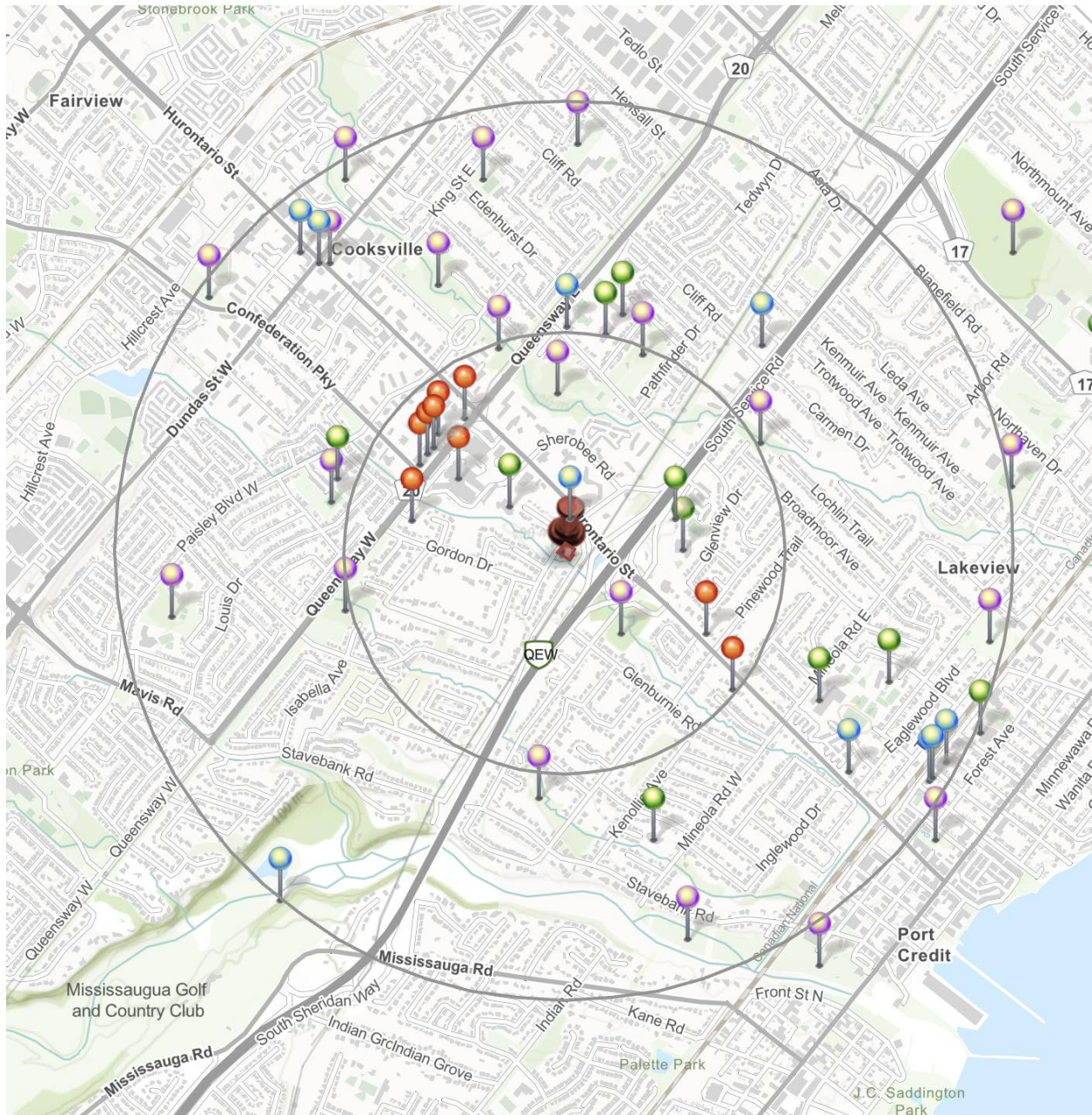


Figure 2: Aerial Photo of Subject Property & Surrounding Neighbourhood (Google Maps, 2026)



3.4 Community Facilities

The subject property is within City of Mississauga Ward 7. A list of the public and private community facilities within a two-kilometer radius of the subject property have been compiled and are categorized below. The categories are schools & recreation, green space, shopping & lifestyle.



Map 1: Community Facilities Map



Schools & Childcare	Address	Distance	Programs / Services/ Amenities
Queen Elizabeth Sr P.S.	60 South Service Road	0.850km	• Grades 6-8
Bronte College	88 Bronte College Ct	0.950km	• Private Boarding high school • Grades 9-12
Tiny Treasure Mississauga Montessori School	84 South Service Road	0.950km	• Ages 3-5
Camilla Rd Sr Public School	201 Cherry Post Dr	1.5km	• Grades 6-8
Port Credit Secondary School	70 Mineola Road East	1.7km	• Grades 9-12
Corsair Public School	2230 Corsair Rd	1.7km	• Grades 1-5 • French Immersion
Floradale Public School	210 Paisley Blvd W	1.9km	• Grades K-6
Mineola Public School	145 Windy Oaks Dr	2.2km	• Grades K-6
Kenollie Public School	1376 Glenwood Dr	2.3km	• Grades K-6
Mentor College	40 Forest Ave	2.9km	• Grades JK-12 • Private Day School

Greenspace	Address	Distance	Programs / Services/ Amenities
Iggy Kaneff Park	2180 Camilla Rd	850m	• Outdoor Fitness Equip. • Playground • Soccer Field
Mary Fix Park	76 Pinetree Way	1km	• Woodland
Hancock Woodlands	2151 Camilla Rd	1.1km	• Community Garden • Playground
Cooksville Common	2326 Towers Ave	1.2km	• Grass Field
Stillmeadow Park	2275 Stillmeadow Rd	1.3km	• Playground • Woodlands
Gordon Lummiss Park	236 Paisley Blvd W	1.4km	• Ice Rink (Natural) • Playground • Soccer field
Flordale Park	2424 Confederation parkway	1.6km	• Accessible Community Play Site



			• Outdoor Fitness Equip. • Spray Pad
Kenollie Park	292 Pinetree Way	1.7km	• Walking Path
Cooksville Four Corners	8 Dundas St E	1.8km	• Cooksville Sign
Spruce Park	280 Angeline St	3km	• Basketball Nets • Disc Golf • Ice Rink (Natural) • Splash Pad • Playground
Iroquois Flats	520 Felgo Ave	2.3km	• Sports Fields • Trails
John C Price Park	3045 Little John Ln	2.3km	• Playground
Red Oaks Park	260 King St E	2.3km	• Playground • Field
Ashwood Park	2405 Cliff Road	2.3km	• Playground • Sports Field
Sgt David Yakichuk Park	3100 Confederation parkway	2.5km	• Playground • Sports Field

Shopping & Recreation	Address	Distance	Programs / Services/ Amenities
Shopping Plaza	2090 Hurontario St	170m	• Rabba Fine Foods • Starbucks • Pharmacy • Dentist • Salon/Spa • Tutoring Service
One Health Club	2021 Cliff Road	1.5km	• Gym & Racquet Club
The Apple Market	2281 Camilla Road	1.6km	• Grocery Store
Mississauga Golf & Country Club	1725 Mississauga Rd	1.8km	• Private Golf Course
Shopping Plaza	3020 Hurontario St	1.8km	• Grocery Store • Specialty Shops • Fast Food • Banking • Specialized Healthcare Offices



Cousins Market	1215 Hurontario St	1.9km	• Grocery Store • Fast Food • Pharmacy
Cooksville Library	3024 Hurontario St	1.9km	• Public Library
Shopping Plaza	3029 Clayhill Rd	2.5km	• Grocery Store • Florist • Dentsit • McDonalds • Specialty Foods
Back Road Coffee Roasters	133 Queen St E	2.6km	• Coffee Shop
Pilates Studio	137 Queen St E	2.6km	• Fitness Studio
CrossFit Studio	58 Oakwood Ave N	2.6km	• Fitness Studio

Healthcare	Address	Distance	Programs / Services/ Amenities
Trillium Health Partners Emergency Hospital	100 Queensway W	1.5km	
Lifelabs Medical Laboratory	101 Queensway W	1.2km	
Diabetes Clinic	89 Queensway W	1.1km	
Physiotherapy & Wellness Clinic	77 Queensway W	1.1km	
Cooksville Care Centre nursing Home	55 Queensway W	1.1km	
Walk-In Clinic	21 Queensway W	950m	
Lion Cubs Children's Clinic	1505 Hurontario St	900m	
Hurontario Veterinary Hospital	1424 Hurontario St	1.2km	

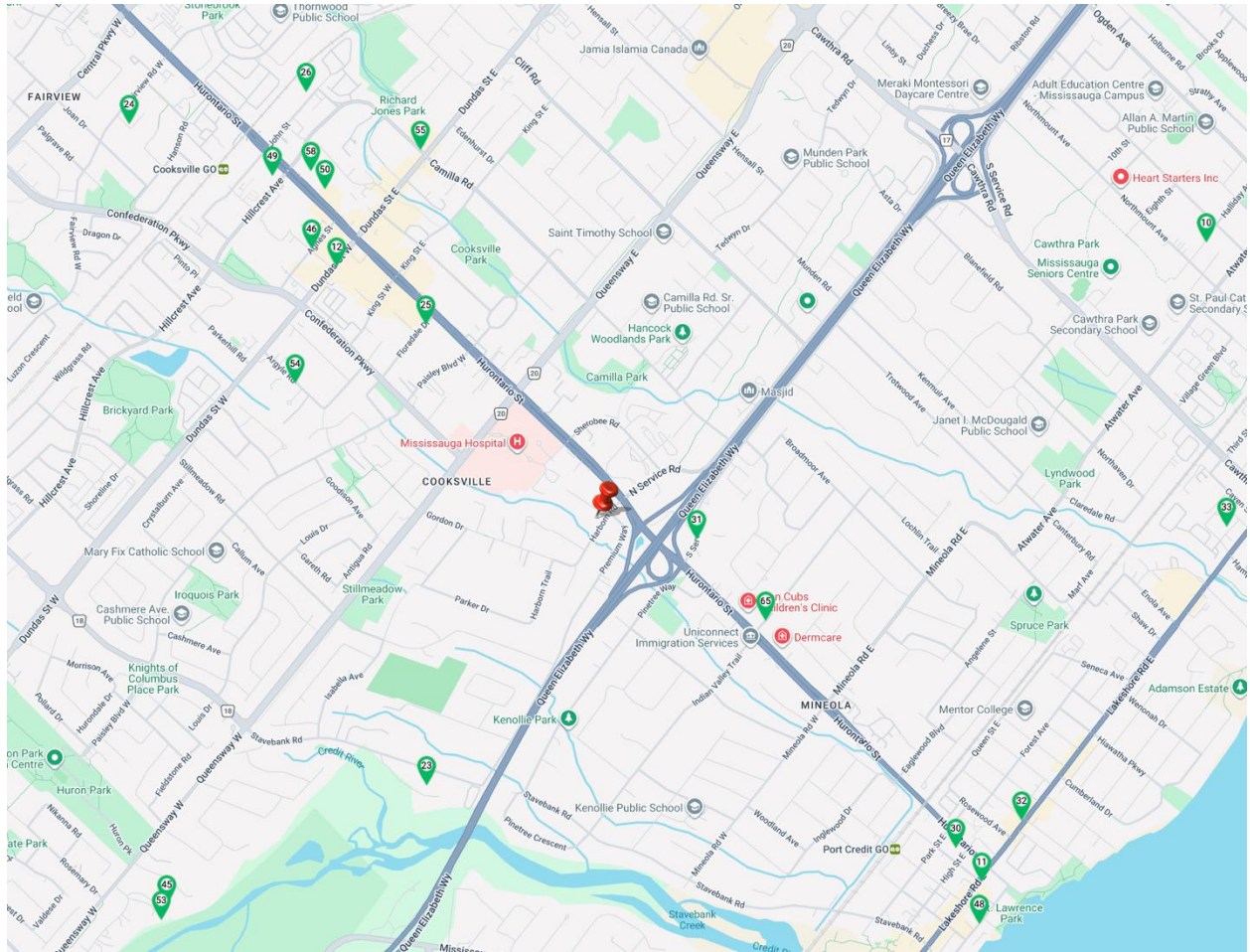


3.5 Surrounding Area Developments

There are currently a number of development applications on lands that are near to the subject property, as follows:

Tag #	Development Application	Address	Distance	Description
31	OZ/OPA 22-23 W1	49 South Service Road	700m	Development application includes a 26 storey residential apartment building containing 352 units.
65	OZ/OPA 24-13 W1 and 21T-M 24-6 W1	1489 Hurontario Street	1.0km	Development application includes 9 three-storey townhouse dwellings.
25	OZ/OPA 24-14 W7	2463 and 2469 Mimosa Row	1.5km	Development application includes six 3-storey townhouses on a public road.
54	OZ 20-17 W7	2570 to 2590 Argyle Road	2.0km	Development application includes a 15 storey apartment building with 255 dwelling units. The two existing apartment buildings will remain.
23	OZ 21-18 W7	2045 Heartwood Court	2.2km	Development application includes the creation of one new single-detached lot on the subject lands.
12	OZ/OPA 25-18 W7	51-55 Dundas Street West and 60, 66, 70 and 78 Agnes Street	2.2km	Development application includes a 34 storey apartment building containing a total of 559 units, with commercial uses on the ground floor.
H	SP22-2	100 Queensway West	2.0 km	Redevelopment of Mississauga Hospital site, including construction of a new 22 storey hospital.

Map 2 shows the locations of the surrounding area development.



Map 2: Active Development Application Maps



3.6 Transportation and Public Transit

The subject property is well serviced by the existing road network and by public transit. Harborn Road is a 2 lane local road that intersects with Hurontario Street, a designated arterial road with 6 lanes. The Hurontario Street intersection is, approximately 200 metres from the subject lands. Hurontario Street provides access to the Queen Elizabeth Way, a 6 lane controlled-access highway that is approximately 500 metres from the subject property. Hurontario Street also provides access to Highway 403 and Highway 401 to the north, 4km and 9 km, respectively, for the subject property. Additionally, the property has easy access to other arterial and collector roads providing east-west access off of Hurontario Street.

The site will be within walking distance of the North Service Road station on the new Hazel McCallion Light Rail Transit line that is currently under construction. At present, Miway bus Route 2 (Hurontario) operates north and south along Hurontario Street between Port Credit GO Station and City Centre Terminal with 10 minute headways during peak periods. The closest bus stop for Route 2 is approximately 200 metres from the subject property at the intersection of Hurontario Street and Harborn Road/North Service Road, as shown in Figure 3. Line 2 connections to a number of city bus routes. Access to regional GO transit service is available at the Port Credit GO Station and at City Centre Terminal. Once completed, the Hazel McCallion Light Rail Transit line will replace Route 2 and provide rapid transit between Port Credit GO and the Brampton Gateway Terminal with connections to Cooksville GO Station and City Centre Terminal. The route and transit stops for the Hazel McCallion Line are shown in Figure 4.



Figure 3: Transit Stops in the Neighbourhood, MiWay

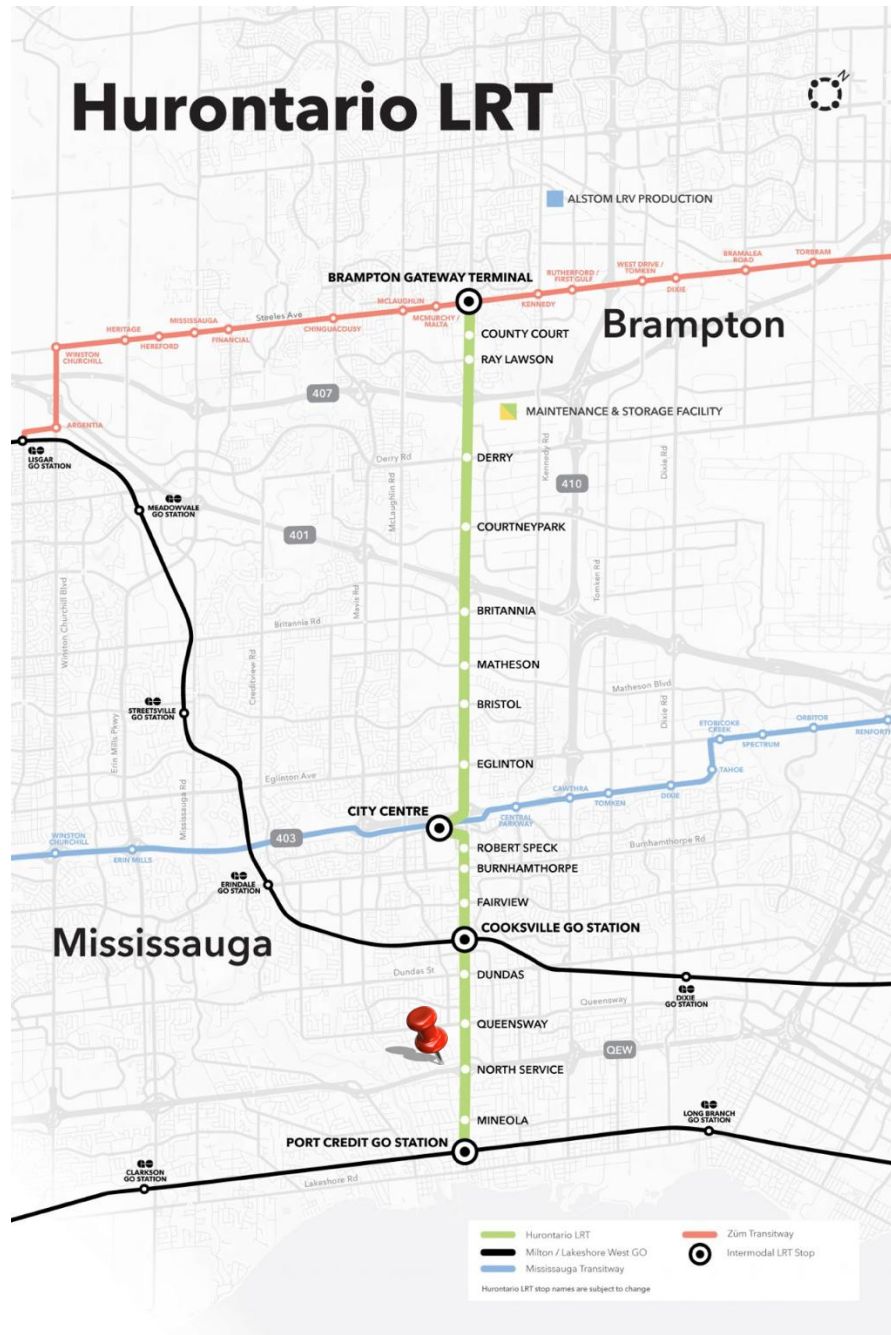


Figure 4: Hazel McCallion LRT Line

4.0 Proposed Development

The proposal includes demolition of all existing buildings and structures on the lots as well as removal of much of the mature vegetation. As much as possible, trees along the rear and side lot lines will be retained. The proposed townhomes will be located within two blocks that will flank a Common Element Condominium roadway. Access to the site will be from Harborn Road. Twelve townhouse units are proposed including 5 units in a block on the west side of the private road and 7



units in a block on the east side. All townhome dwellings will have private driveways and single car garages accessed from the common element roadway. There will be sufficient space on the individual driveways to park a vehicle. Additionally, 4 visitor parking spaces, including one accessible space will be located at the south end of the CEC roadway. A common element outdoor playground area will be provided. In addition, each townhome will have a private backyard. Townhomes on the east side of the site will have 5.0-metre-deep rear yards. Three units on the west side will have 6.0 metre rear yards and two units (unit 11 and 12) will have a rear yard with a 4.0 metre depth to allow for dedication of hazard lands to the City of Mississauga. The concept site plan can be found in Figure 5.





The corner units adjacent to Harbourn Road have been designed to give the appearance of detached dwellings with front entries facing the public street and a walkway that connects to the proposed public sidewalk on Harbourn Road. The interior townhome lots are proposed to have a minimum lot width of 5.60 metres. The corner units will have lot frontages of 7.59 metres and 8.77 metres. Concept elevations are provided in Figure 6 and 7.

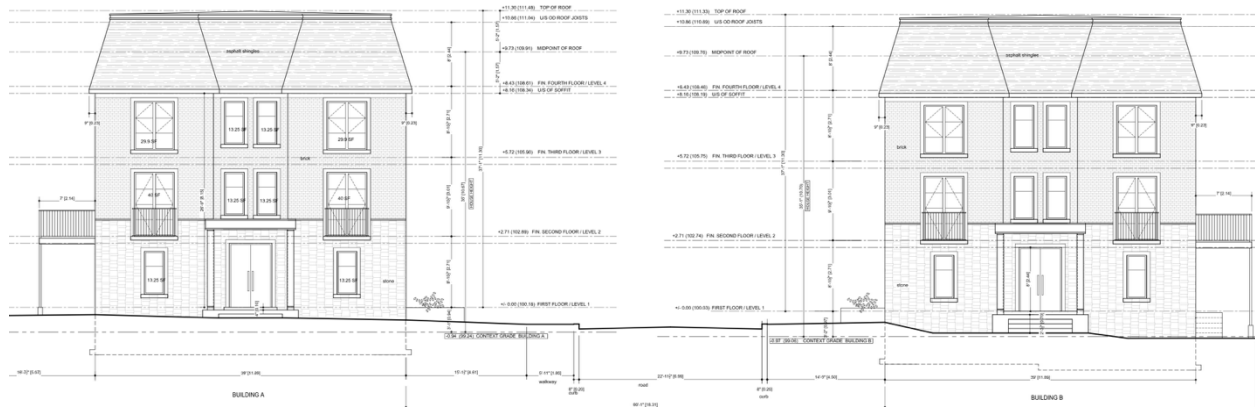
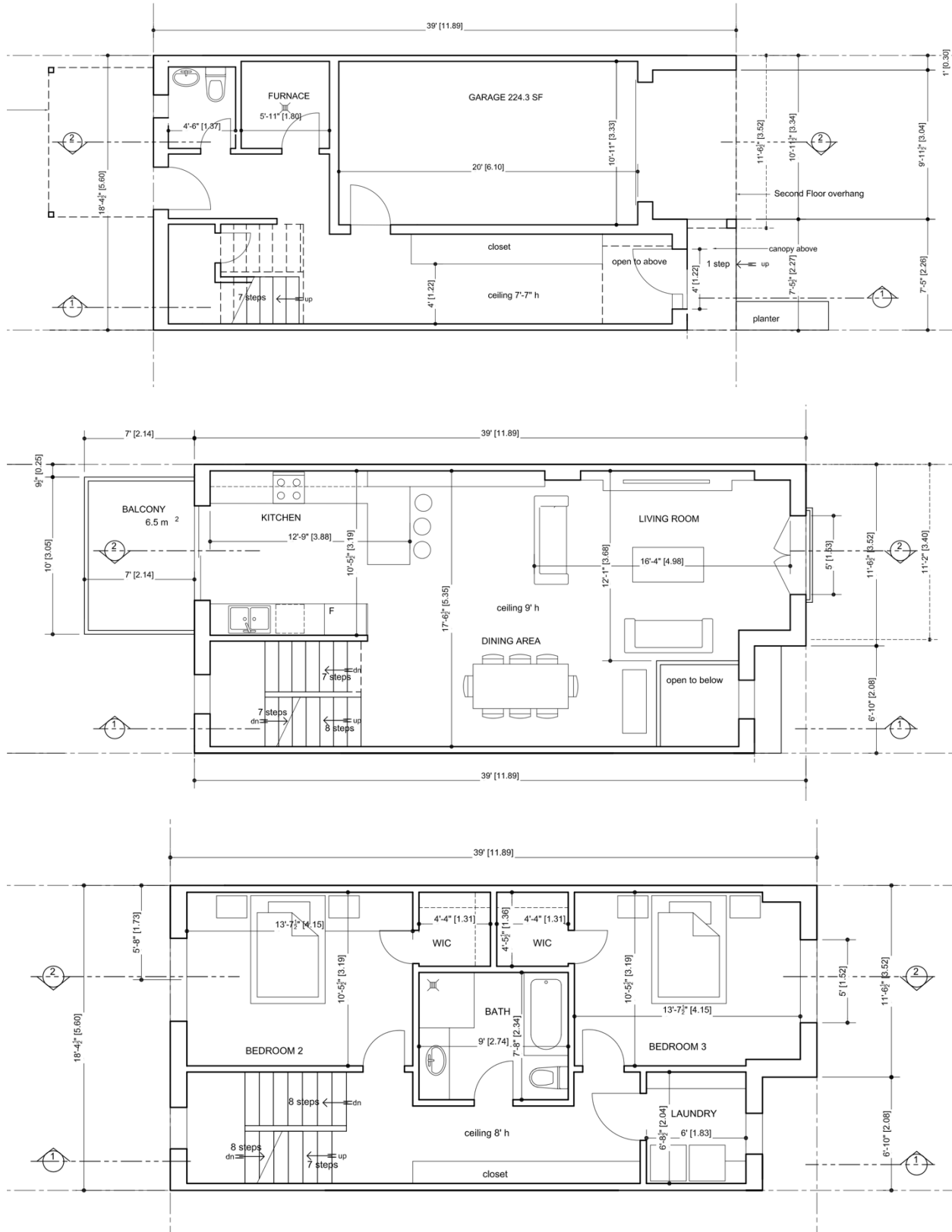


Figure 6: Concept Elevations, End Units



Figure 7: Concept Elevations, Interior Units

All units have been designed to accommodate multi-person households. Each townhome will have 3 bedrooms and 2.5 baths. The units adjacent to Harbourn Road will be 3 storeys in height. The remaining units, interior to the site, will be 4 storeys with the highest floor located within the roofline. All homes will meet the By-law requirement for linear height of 10.7 metres. The dwelling units will not have below-grade basements. The first storey of the dwellings will be occupied by an integrated garage, utility room and 2-piece washroom. The corner units will also have a study, family room and laundry room on the first floor. The second storey of all units will contain living, dining and kitchen spaces and the third and fourth storeys will be reserved for bedrooms and bathrooms. The floor plans for a typical interior townhome dwelling are provided in Figure 8.



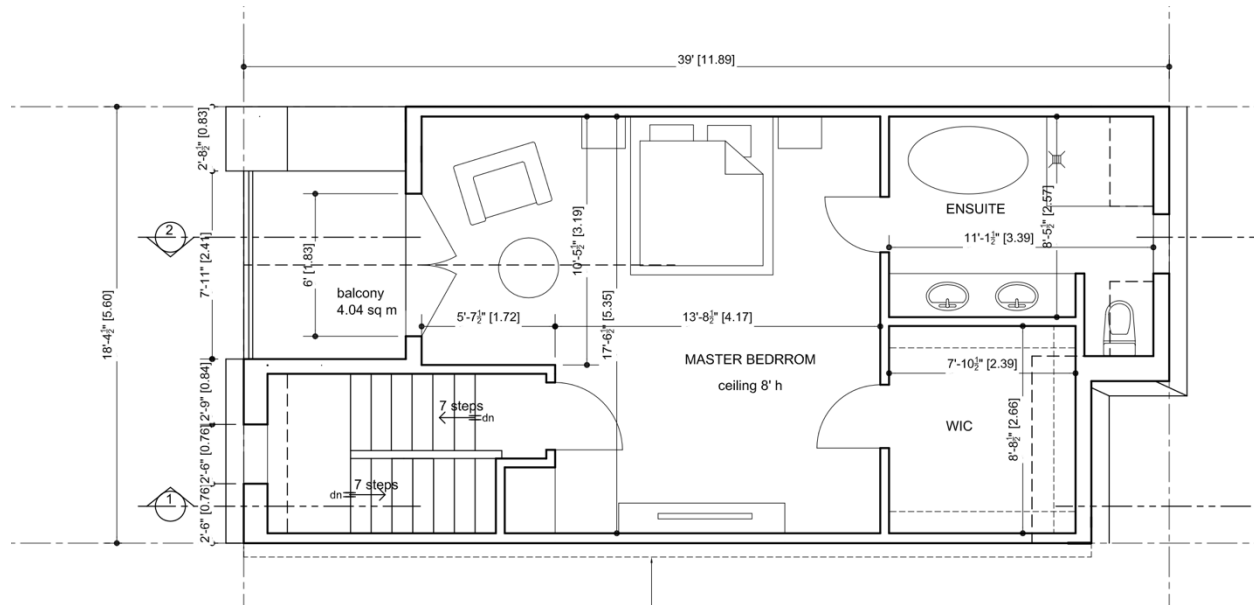


Figure 8: Concept Floor Plans, Typical Interior Unit

5.0 Required Planning Act Applications

The subject lands are currently designated Residential Low Rise I in the Mississauga Official Plan 2051 and are zoned RL (Residential Large Lot) under By-law 0225-2007. A portion of 60 Harborn Road is subject to Natural Hazard Overlay, indicating potential natural hazards associated with Mary Fix Creek which runs through the adjacent property at 68 Harborn Road. The Residential Low Rise I land use designation permits street facing dwellings up to 3 storeys in height. The RL zone permits detached and semi-detached homes as well as fourplex dwellings. As such, an application for Official Plan Amendment to redesignate the lands from Residential Low Rise I to Residential Low Rise II is required. An application for Zoning By-law Amendment to rezone the lands from RL to RM6 to permit townhomes on a Common Element Condominium roadway is also necessary. Site specific zoning will be required. The portion of 60 Harborn Road that is within 10 metres of the Long-Term Stable Slope Line established by the Slope Stability Assessment will be designated Greenlands and zoned G1 (Greenlands – Natural Hazards) and dedicated to the City of Mississauga. An application for plan of subdivision is necessary to establish the blocks for the townhome units, the internal road and the lands to be dedicated to the City. The subdivision application will be submitted concurrently with the application for Official Plan Amendment and rezoning. In addition, approval of a site plan application and an application for a plan of condominium for the Common Element Condominium roadway will be required. The site plan and condominium applications will be submitted at a later date.



6.0 Supporting Studies

6.1 Arborist's Report

Prepared by Welwyn Consulting and dated April 6, 2026

The arborist evaluated all trees on the subject property with a Diameter Breast Height (DBH) of 15 cm or greater and all city-owned and neighbouring trees within 6 metres of the subject property, regardless of tree size. There are a total of 169 trees in the survey, including 8 City-owned trees, 15 trees on neighbouring properties, 21 shared ownership trees and 125 private trees on the development site. One hundred (100) trees will need to be removed for the proposed development including 3 City-owned trees, 20 shared ownership trees and 77 trees on the subject site. Sixty-nine (69) trees will be retained. One hundred and four (104) replacement trees are required to compensate for the trees that will be removed. The Arborist Report also includes an evaluation of the 5 City-owned trees to be preserved, for the purposes of calculating the securities required for these trees.

6.2 Environmental Impact Study and Ecological Offsetting Plan

Prepared by Sumac Environmental Consulting and dated May 2026

The Environmental Impact Study identifies the form and function of natural heritage on the subject lands and assesses potential impacts from the proposed development with recommendations for mitigation. Sumac staff visited the site in spring and summer of 2025 and identified habitat for endangered and threatened species, significant wildlife habitat and fish habitat on or near the subject lands. However, the proposed development is not anticipated to have significant impact on these features if the recommendations in the report are followed, including:

- A) Utilizing bird-friendly design;
- B) Dedicating hazard lands and associated buffers to the municipality;
- C) Implementing the ecological offsetting plan;
- D) Revegetating disturbed areas with native plant species;
- E) Installing tree protection hoarding and silt fencing;
- F) Preventing harmful substances from entering the soil and water during construction;
- G) Avoiding clearing vegetation between April 5 and August 28 to protect migratory birds and avoiding clearing woody vegetation between March 15 and November 30 to protect roosting bats.

6.3 Noise Feasibility Study

Prepared by Vintec Acoustics, dated February 3, 2026

The study provides an assessment of anticipated road traffic noise from the QEW highway, Hurontario Street and North Service Road. Additionally, anticipated noise and vibration from the Hazel McCallion Light Rail Transit line were included in the analysis. The study recommends typical mitigation measures for urban residential development adjacent to highways, arterial roads and rail corridors which include warning clauses in Agreements of Purchase and Sale or Lease, upgraded window glazing in areas of high noise exposure and a 2.4 metre acoustic barrier for the playground.



6.4 Functional Servicing and Stormwater Management Report

Prepared by Skira and Associates and dated April 28, 2026

The Functional Servicing and Stormwater Management Report identifies existing municipal services and provides a servicing scheme for the proposed development. Specifically, the proposed on-site stormwater management will restrict post-development flows up to a 10-year storm intensity to the rate of a 2-year storm intensity. For a majority of the site (0.232 ha), stormwater runoff will be self-contained, controlled and discharged to the existing storm sewer on Harborn Road at the pre-development rate of 0.01418 m³ per second. 0.0814 ha of the site will drain uncontrolled. Capacity for retention of 31.03 m³ of stormwater will be provided by oversized, underground storm pipes. An orifice plate will control the discharge rate, and an oil grit separator will remove 80% of total suspended solids. Additionally, 5 mm of every rainfall will be retained on site through the use of permeable pavers for driveway construction. There are 2 existing 125 mm connections to the sanitary sewer located on Harborn Road. One connection will be abandoned, and the second will be retained and replaced with a 150 mm connection to service the development. The existing sanitary sewer infrastructure has sufficient capacity and depth to accept flows from the proposed development via gravity. There is also an existing 200 mm watermain on Harborn Road. A new 100 mm watermain is proposed to be located under the private road with individual 25 mm water service provided to each dwelling unit. Fire flow testing on the existing fire hydrant has confirmed that the existing watermain can provide sufficient fire protection and domestic flow for the proposed development. The report concludes that the proposed development can be adequately serviced by existing municipal water, stormwater and sanitary services.

6.5 Phase One Environmental Site Assessment – 50 Harborn Road

Prepared by Soil Engineers Ltd. and dated August 7, 2025

The assessment found that there is low potential for environmental concern on this site and no further investigation is required.

6.6 Phase One Environmental Site Assessment - 60 Harborn Road

Prepared by Soil Mat and dated June 8, 2026

The assessment found that there is low potential for environmental concern on this site and no further investigation is required.

6.7 Slope Stability Assessment

Prepared by Soil Engineers Ltd. and dated November 14, 2024

The purpose of the Slope Stability Assessment is to establish the erosion hazard limit along the valley land associated with Mary Fix Creek. The Assessment concludes that the Long-Term Stable Slope is located almost entirely on the neighbouring property at 68 Harborn Road with a small encroachment on the subject property at 60 Harborn at the south side of the site, behind the existing dwelling.

6.8 Geotechnical Investigation

Prepared by Soil Engineers Ltd. and dated June 2024



The report provides analysis to the existing soil and groundwater conditions and makes recommendations for site preparation including replacing existing earth fill with engineered fill and considering use of engineered fill for additional site grading. The report also provides recommendations for building footings, construction of the slab on grade for the buildings, installation of underground services, backfilling and pavement design.

6.9 Stage 1-2 Archaeological Assessment

Prepared by Haruta Archaeology and dated April 15, 2025

Haruta Archaeology carried out a Stage 1 assessment of the subject lands and determined that the site has high archaeological potential. As such, a Stage 2 assessment was recommended and carried out on April 14, 2025. No archaeological resources were identified during the Stage 2 assessment, and no further assessment is recommended. The Ministry of Citizenship and Multiculturalism issued a clearance letter for the Stage 1 -2 Archaeological Assessment on March 24, 2026.

6.10 Transportation Study and Access Review

Prepared by NexTrans Engineering and dated May 12, 2026

The Transportation Study estimated the traffic that would be generated by the proposed development during morning and afternoon peak times and concluded that the proposal will have negligible impact on the four intersections in the study area. The report included a parking review that found the proposed parking for residents meets the Zoning By-law requirement and proposed visitor parking exceeds the requirement. Further, the number of accessible parking spaces meets the By-law requirement. Neither bicycle parking spaces nor a loading space are required under the Zoning By-law. Auto Turn analysis confirmed that a P TAC 2017 vehicle, MSU TAC 2017 vehicle and a Peel Region Garbage Truck can access and maneuver through the site without conflict. Future public transit improvements were also noted as including a planned stop for the Hurontario LRT line at Hurontario Street and North Service Road, less than 200 metres walking distance from the subject property.

7.0 Planning Policy

7.1 The Planning Act

The Planning Act is the provincial legislation that is the basis for all decisions on land use in Ontario. The purpose of the Act is to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under the Act. The Act provides for a system of land use planning led by provincial policy. To that end, the Planning Act requires that all decisions on planning matters be consistent with the Provincial Planning Statement as well as conform to, and not conflict with, all other provincial plans.

Section 2 of the Planning Act requires approval authorities have regard for matters of provincial interest in carrying out their responsibilities under the Act. Matters of provincial interest that are relevant to the subject development proposal are:



- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) the minimization of waste;
- h) the orderly development of safe and healthy communities;
- j) the adequate provision of a full range of housing, including affordable housing;
- p) the appropriate location of growth and development;
- r) the promotion of built form that is well-designed and encourages a sense of place.

There are existing water and wastewater services available on Harborn Road, and existing transit services operate on Hurontario Street. Further, the Hazel McCallion Light Rail Transit line is currently under construction. Once completed, residents of the proposed development will have access to higher-order transit running between Port Credit GO Station and Brampton Gateway terminal. The nearest stop for the LRT line will be at North Service Road, approximately 200 metres from the subject property. The subject lands are located in an existing residential neighbourhood, and the proposal represents orderly, contiguous development of an underutilized parcel of land. The proposed development will diversify the range of housing available in the neighbourhood while being compatible with the existing low-rise context of the Gordon Woods community. The proposed development is in an appropriate location for growth and development as it is located within a Built-Up Area as set out in the Region of Peel Official Plan Schedule E3 and within a Neighbourhood as set out in the City of Mississauga Official Plan, Schedule 1. The development has been designed to appear as 2 single family homes from the street in order to blend into the existing low-density character of the surrounding neighbourhood. The subject lands are a short walk to a Major Transit Station that is currently under construction, and the proposed development will be transit supportive.

Section 3(5) of the Act requires that decisions made by an approval authority be consistent with the Provincial Policy Statement and conform to other provincial plans. The development application has been reviewed for consistency with the Provincial Planning Statement, 2024 in Section 7.2 of this report and found to be consistent with the Provincial Planning Statement, 2024.

Section 51 of the Act deals with subdivision of land. As per 51(24), in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

	Planning Act Requirement	How the Proposal Conforms
(a)	The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2.	The proposed development is consistent with matters of provincial interest referred to in Section 2, as described above.
(b)	Whether the proposed subdivision is premature or in the public interest.	The subject property is an underutilized parcel within an existing low density residential neighbourhood. The site can be serviced by existing roads, water and sewer services thereby avoiding unnecessary expansion of public



		services. Development of the lands is within the public interest as it will help provide additional housing units and diversify the housing stock in the neighbourhood.
(c)	Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any.	Although an Official Plan Amendment is required for the proposed housing format (townhomes), there are other examples of townhome developments nearby.
(d)	The suitability of the land for the purposes for which it is to be subdivided.	The site is located in an existing residential neighbourhood. The site is generally flat with a number of mature trees. The stable top of bank associated with Mary Fix Creek encroaches onto the southerly portion of 60 Harborn Road. All lands within 10 metres of the stable top of bank will be designated and zoned to prohibit development and will be dedicated to the municipality.
(d.1)	If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing.	No affordable housing units are being proposed.
(e)	The number, width, location and proposed grades and elevations of highways and the adequacy of them, and the highways linking the highways to the proposed subdivision with the established highway system in the vicinity and the adequacy of them.	The subject lands are located on a local road (Harborn Road) just west of the intersection with Hurontario Street (a 6 land arterial road). The Queen Elizabeth Way is located 500 metres from the subject site providing access to the City of Toronto to the east and to Oakville, Burlington, Hamilton and the Niagara Region to the west. The QEW also has connections to other 400 series highways. The Traffic Impact Study has concluded that the existing conditions on Harborn Road are sufficient to accommodate the proposed development.
(f)	The dimensions and shapes of the proposed lots.	The proposed lots are generally rectangular in shape and will provide private rear yard amenity space. The lots meet the Zoning By-law requirements for lot width (5 metres).



(g)	The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.	50 Harbourn Road is subject to an easement for construction, operation, maintenance and repair of a sanitary sewer. The property located to the rear of 50 Harbourn, 35 Premium Way, is the beneficiary of this easement. The development proposal has been designed to avoid encroachment onto the easement lands.
(h)	Conservation of natural resources and flood control.	Mary Fix Creek is located to the west of the subject lands. Hazard lands associated with the creek extends to a very small portion of 60 Harbourn. These hazard lands and an associated 10 metre setback will be zoned G1 (Greenlands Natural Hazards) and dedicated to the City. A Ecological Offsetting Plan has been prepared to mitigate any negative impacts related to removal of the mature vegetation on site.
(i)	The adequacy of utilities and municipal services.	A Functional Servicing Report has concluded that the existing water and sanitary sewer service on Harbourn Road can adequately service the proposed development.
(j)	The adequacy of school sites.	There are a number of Public and Catholic elementary and secondary schools in the area. The Dufferin-Peel Catholic School Board has confirmed that local elementary and high schools have capacity to accommodate students from the proposed development.
(k)	The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.	There are hazard lands located on the adjacent property at 68 Harbourn Road. The required 10 metre setback to these hazard lands extends onto the subject property at 60 Harbourn. The portion of the 10-metre setback located on the development parcel will be dedicated to the City and zoned G1.



(l)	The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy.	To be determined through detailed project design.
(m)	The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designed under subsection 41(2) of this Act.	The proposed development will be subject to site plan control and an application for Site Plan Approval will be submitted at a later time. An application for a CEC roadway and 12 POTL's will also be required and will be submitted in the future. The application for plan of subdivision that is being submitted concurrently with applications for Official Plan Amendment and rezoning proposes a subdivision consisting of 4 blocks including 2 for the townhouse dwellings, one for the CEC roadway and common elements and one for the lands to be dedicated to the City. Individual townhouse dwellings and associated private yards will be created through applications for Exemption from Part Lot Control.

The proposed plan of subdivision meets the criteria of Section 51(24) of the Act.

7.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) went into effect on October 20, 2024. It is a streamlined province-wide framework that replaces the Provincial Policy Statement, 2020 as well as the Growth Plan for the Greater Golden Horseshoe, 2020. The PPS provides overall policy direction to municipalities on growth management and land use planning. Municipal Official Plans and local decisions on planning matters must be consistent with the policies of the PPS. The goal of the PPS is to regulate the development of land to maintain the long-term prosperity and social well-being of the province while protecting important resources and the quality of the natural environment. In Chapter 1, the PPS notes that the province has set a goal to construct 1.5 million homes by 2031, increase housing options and address housing affordability needs to support a diverse and growing population.

The following policies from the Provincial Planning Statement are relevant to the application:

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:



b) permitting and facilitating:

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

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

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed 12-unit townhouse development will provide additional housing options in a neighbourhood that is currently developed almost exclusively with detached homes and will result in a net gain of 10 dwelling units, thereby making more efficient use of the subject site and existing public infrastructure and services. Further, the lands are within approximately 200 metres of the North Service Road transit station on the Hazel McCallion Light Rail Transit line, currently under construction.

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate; and
 - e) are freight supportive.
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.



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.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of infrastructure and public service facilities.

The subject lands are located within a settlement area, will utilize existing infrastructure and public service facilities, will be supportive of the higher order transit currently under construction on Hurontario Street and will contribute to general intensification within the built-up area.

2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
 - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets.

The Mississauga Official Plan, 2051, has delineated the boundaries of major transit station areas. The subject lands are shown on Schedule 8m as being located slightly outside the MTSA for the proposed North Service Road LRT station. However, the subject lands are approximately 200 metres walking distance of the LRT station. The proposed development will assist in meeting the minimum density targets while, at the same time, will be compatible with the low-rise, low-density context of the surrounding Gordon Woods neighbourhood.

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.
2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible improved recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.



3. Natural heritage systems shall be identified in Ecoregions 6E and 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas and prime agricultural areas.
4. Development and site alteration shall not be permitted in:
 - a) significant wetlands in Ecoregions 5E, 6E and 7E;
5. Development and site alteration shall not be permitted in:
 - b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and St. Marys River);
 - c) significant valley lands in Ecoregion 6E and 7E (excluding islands in Lake Huron and St. Marys River);
 - d) significant wildlife habitat;
 - e) significant areas of natural and scientific interest;

unless it has been demonstrated that there will be no negative impacts on the natural features or the ecological functions.
6. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.
7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5 and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

An Environmental Impact Assessment has been prepared to evaluate potential impacts on the natural heritage areas associated with Mary Fix Creek. The report concluded that there are no significant wetlands or woodlands on or adjacent to the subject lands. The closest area of natural and scientific interest (ANSI) is more than 1 km away from the subject property. The property was found to be adjacent to significant valley lands associated with the creek. Although there was no fish habitat on the subject lands, the creek does provide fish habitat. The proposed development encroaches into the recommended 20 metre setback to fish habitat. One threatened bird species and two threatened bat species were observed/detected during the wildlife surveys. The Environmental Impact Assessment provides recommendations to mitigate impacts of the development, and an Ecological Offsetting Plan is included with the submission. Further, the valley lands associated with the creek and the 10-metre setback will be zoned G1 (Greenlands – Natural Hazards) and will be dedicated to the City of Mississauga. The report concludes that there will be no impact to threatened species if the report recommendations are followed and the Ecological Offsetting plan is implemented.

7.3 Region of Peel Official Plan, April 2022

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022, and approved, with modifications, by the Minister of Municipal Affairs and Housing on November 4, 2022. On June 6, 2024, Bill 185, Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent. Bill 185 amends the Planning Act to remove planning responsibilities from several upper tier municipalities, including the Regional Municipality of Peel. As of July 1, 2024, the Region of Peel Official Plan devolved to the Region's 3 local municipalities. The local municipalities are required to ensure that development applications conform to the policies of the Region of Peel Official Plan. The overarching theme of the Region of Peel Plan is sustainability. As such, the Plan sets out policies to protect the environment, manage resources, set the basis for providing Regional services and manage growth to the year 2051.

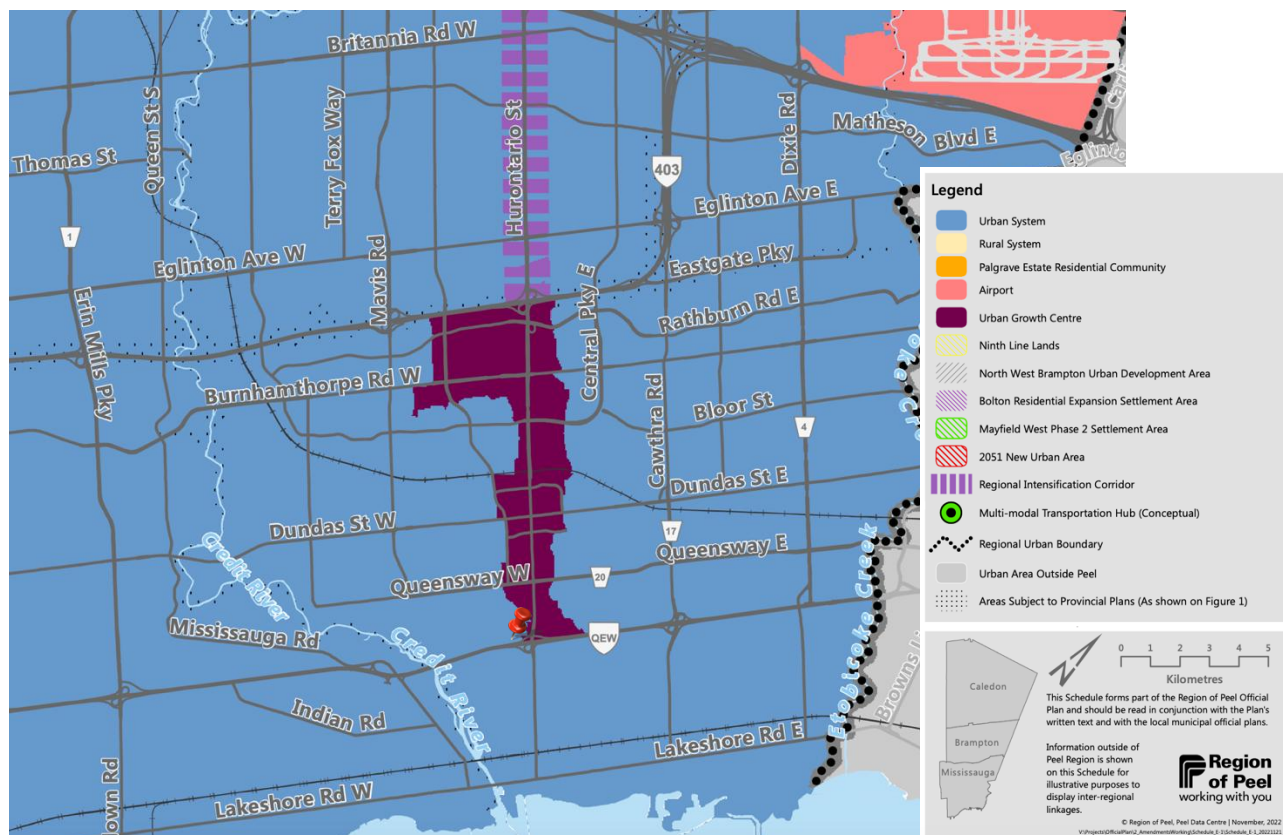


Figure 9: E1 – Regional Structure, Region of Peel

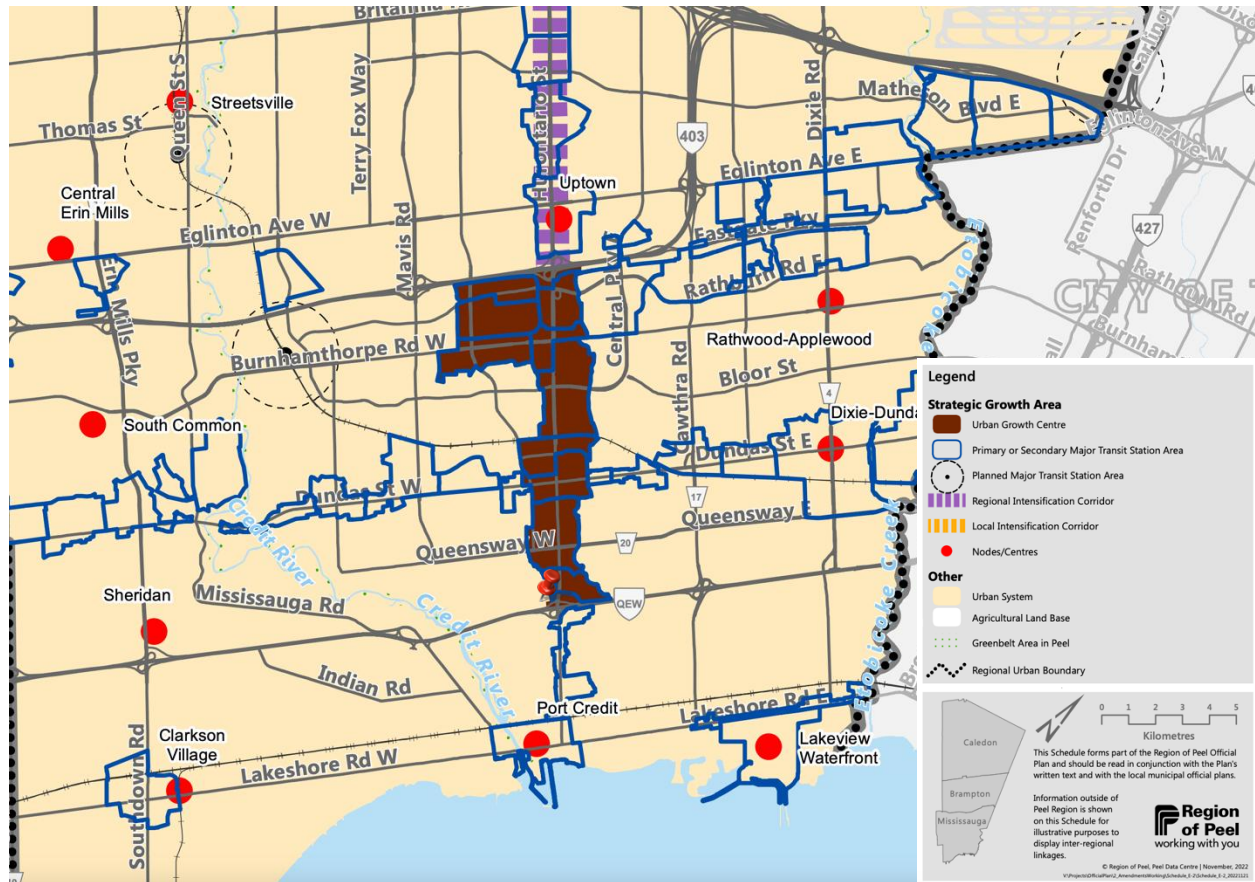


Figure 10: Schedule E2-Strategic Growth Area Plan, Region of Peel

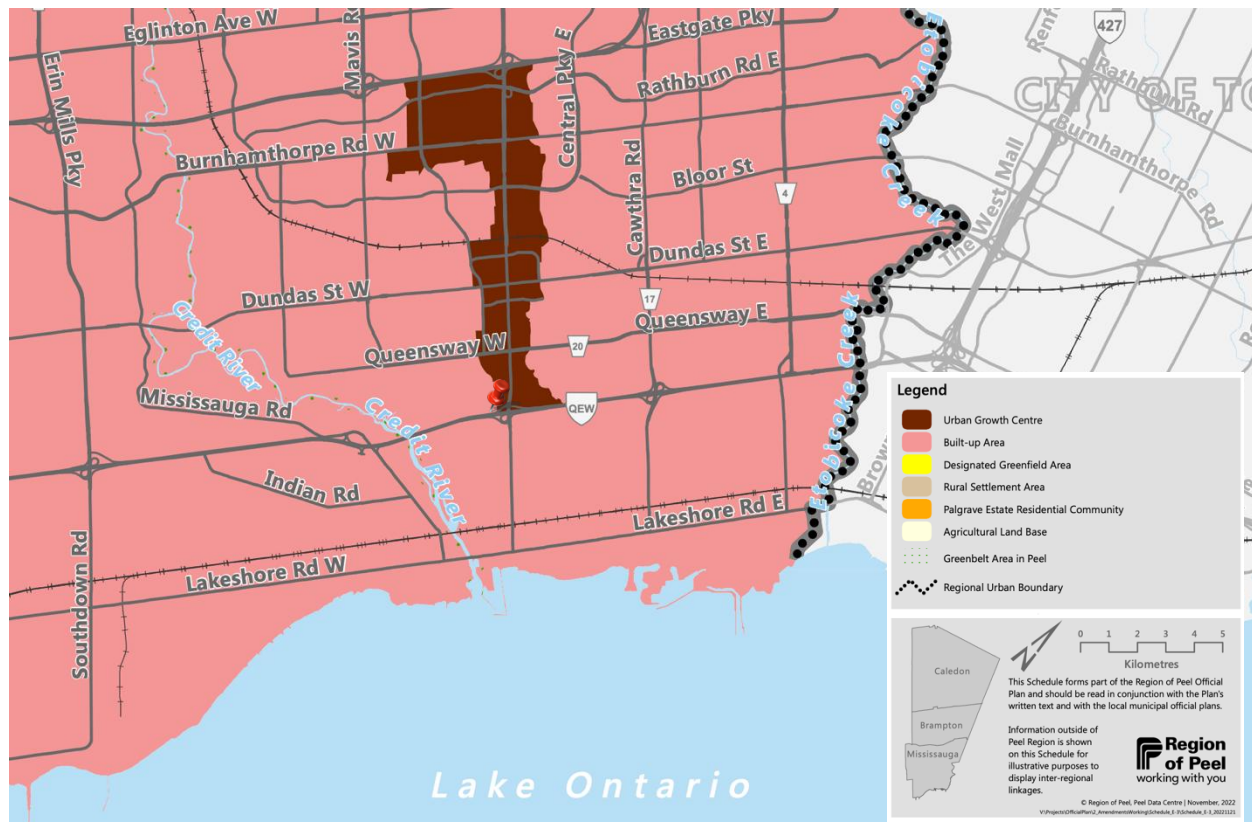


Figure 11: Schedule E3 – Growth Plan Policy Areas, Region of Peel

The subject lands carry the following designations in the Region of Peel Official Plan:

1. Within the Urban System as shown on Schedule E1: Regional Structure (see Figure 9);
2. Within 500 metres of the North Service Road and Hurontario Street intersection which is shown as a Primary Major Transit Station Area on Schedule E2: Strategic Growth Areas (see Figure 10);
3. Within the Built-Up Area as shown on Schedule E3: Growth Plan Policy Areas in Peel (see Figure 11);
4. Hurontario Street corridor is shown as a Light Rail Transit corridor on Schedule F: Rapid Transit Corridors (see Figure 12).

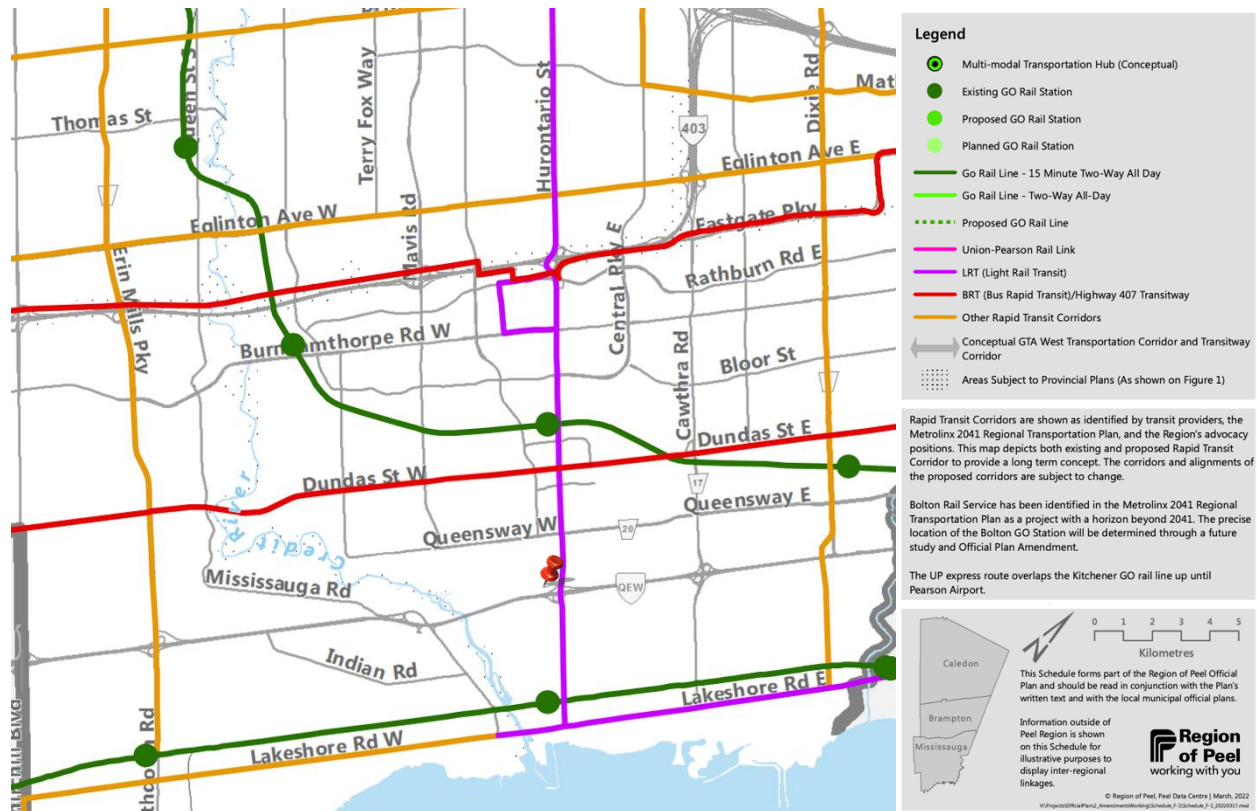


Figure 12: Schedule F1- Rapid Transit Corridor (Long Term), Region of Peel

The following objectives and policies from the Region of Peel Official Plan are applicable to the development proposal for 50 and 60 Harborn Road are:

Chapter 4: Growth Management Forecasts

Section 4.3 of the Region of Peel Official Plan provides objectives and policies for regional growth in population and employment to 2051, as follows:

4.3.3. Use the population, household and employment forecasts in Table 3 as the basis for this Plan.

TABLE 3 – Population, Household and Employment Forecasts for Peel

Municipality	2041			2051		
	Population	Households	Employment	Population	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

The proposed development of 12 residential townhomes will contribute to the achievement of the population and household targets through redevelopment of underutilized lands in proximity to higher order transit.

Chapter 5 Regional Structure



Chapter 5 lays out a structure for the Region that broadly determines where growth should occur so that the Region can provide a wide range and mix of housing, employment, recreational and cultural activities while ensuring protection of the natural environment, hazards and resources. To that end, Section 5.3.1 directs the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

5.4 Growth Management

Section 5.4 sets out a number of objectives for managing growth in Peel, as follows:

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.2 To establish minimum intensification, employment density and greenfield density targets.

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets and greenfield density targets of this Plan.

5.4.6 To optimize the use of existing and planned infrastructure and services.

5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Relevant growth management policies are:

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in compact built-form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

The development proposal can be characterized as modest intensification of an underutilized site within the Delineated Built-Up Area. The proposal is compact and will utilize existing water and wastewater services. The development will support transit investments and will minimize land consumption and servicing costs.

5.4. 18 Intensification

The ROP directs a significant portion of new growth to built-up areas and promotes urban compact form, intensification and redevelopment including development of underutilized lots within previously developed areas and infill development. Objectives relevant to the proposed development at 50 and 60 Harborn Road are:



5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.3 To revitalize and/or enhance developed areas.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.8 To achieve diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Relevant policies for intensification are as follows:

5.4.18.10 Facilitate and promote intensification.

5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be:

- City of Brampton: a minimum of 50 per cent;
- Town of Caledon: a minimum of 5 per cent;
- City of Mississauga: a minimum of 96 per cent.

The proposal will assist in meeting the targets for residential development within the Delineated Built-Up Area and within a short walk of a delineated Major Transit Station Area at North Service Road. Further, the proposal will expand the range of housing options available within the Gordon Woods neighbourhood while respecting the existing low-rise character of the area. The proposal contributes to general intensification across the Region.

5.6 Urban System

As per Section 5.6, the Urban System in Peel consists of lands within the Regional Urban Boundary as shown on Schedule E-1. The proposed development meets a number of the Urban System Objective, as follows:

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.3 To achieve intensified, compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while considering the characteristics of existing communities and services.



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

Policies that directly apply to the proposed development are:

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 of this Plan and the local municipal official plan.

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

5.6.15 Direct the local municipalities, while considering the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;
- b) support pedestrian-friendly and transit-supportive urban development;
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.

The subject site is located within the Urban System. The proposal to develop 12 townhomes on 2 underutilized lots in an existing neighbourhood, close to urban amenities such as higher order transit will make good use of existing services, is pedestrian-friendly and transit-supportive and is consistent with the Urban system policies and objectives.

5.6.17 Strategic Growth Areas

The ROP defines Strategic Growth Areas as those areas that will accommodate the highest densities and scale of development. These areas include Urban Growth Centres, Major Transit Station Areas, Nodes/Centres and Intensification Corridors. The property at 50-60 Harborn Road is not located within a Strategic Growth Area. However, it is located about 200 metres from a Major Transit Station Area at North Service Road and Hurontario Street and within the same distance to the Regional Intensification Corridor. The following objectives and policies for Strategic Growth Areas are relevant to the subject property:

5.6.17.2 Direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.

5.6.17.3 Recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.

5.6.17.5 Provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.

5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential



and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.

As noted, the subject lands are located within a Neighbourhood, as set out the City of Mississauga Official Plan on Schedule 1 – City Structure. Neighbourhoods are generally considered to be stable areas that are not expected to experience significant change. However, the site is located within 200 metres of an MTSA at North Service Road and Hurontario Street. As such, redeveloping two underutilized lots for a medium-density, ground-related development will help to support transit investment without negatively impacting neighbourhood character.

5.9 Housing

Section 5.9 articulates a number of objectives for housing in the Region. Relevant objectives are:

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

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

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing of which 50% of all affordable housing units are encouraged to be affordable to low-income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

The proposed development has been evaluated against the following policies.

5.9.7 Collaborate with local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.

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

a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and



b) where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.

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

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

The proposal for 50 & 60 Harborn Road will support the density target set out in Table 4 which require that 50% of all new housing be provided in a form other than detached or semi-detached homes. Further the proposed development supports the goal of accommodating residential growth for a minimum of 15 years through intensification.

5.10 Transportation System

The Region of Peel Official Plan seeks to optimize public investment in transportation and transit infrastructure. Development and redevelopment is to be focussed on locations that support public transit use and active transportation. Policies that are relevant to the proposal for the subject lands are:

5.10.34.16 Optimize the use of existing and planned regional transportation infrastructure to support growth in a safe and efficient manner, and through compact built-form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.

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

The subject lands are proximate to a major transit station. The proposal to redesignate the lands for medium density residential uses meets the policy objectives of compact built form that supports investment in higher order transit.

7.4 City of Mississauga Official Plan 2051

The Mississauga Official Plan 2051 was adopted by City Council on April 16, 2025, and approved, with modifications, by the Ministry of Municipal Affairs and Housing on March 24, 2026. The Official Plan provides direction for growth and articulates a vision for the City's future, implements the Province's legislative requirements and sets a context for review of development applications. The Vision set out in Chapter 2 includes expanding the range of housing opportunities in the City, including innovative options. New residential development is expected to be accommodated in more compact forms in areas that are already developed.

The subject lands are designated as follows in the Mississauga Official Plan 2051:



1. Within the Cooksville Neighbourhood West on Schedule 1: City Structure (see Figure 13);
2. Designated Residential Low Rise 1 with Natural Hazard Overlay on Schedule 7J: Land Use Designations (see Figure 14);
3. Slightly outside the Urban Growth Centre on Schedule 7J (see Figure 14);
4. Slightly outside the Protected Major Transit Station Area for the Hurontario LRT on Schedule 8M: Hurontario LRT-Cooksville GO, Dundas, Queensway, North Service (see Figure 15);

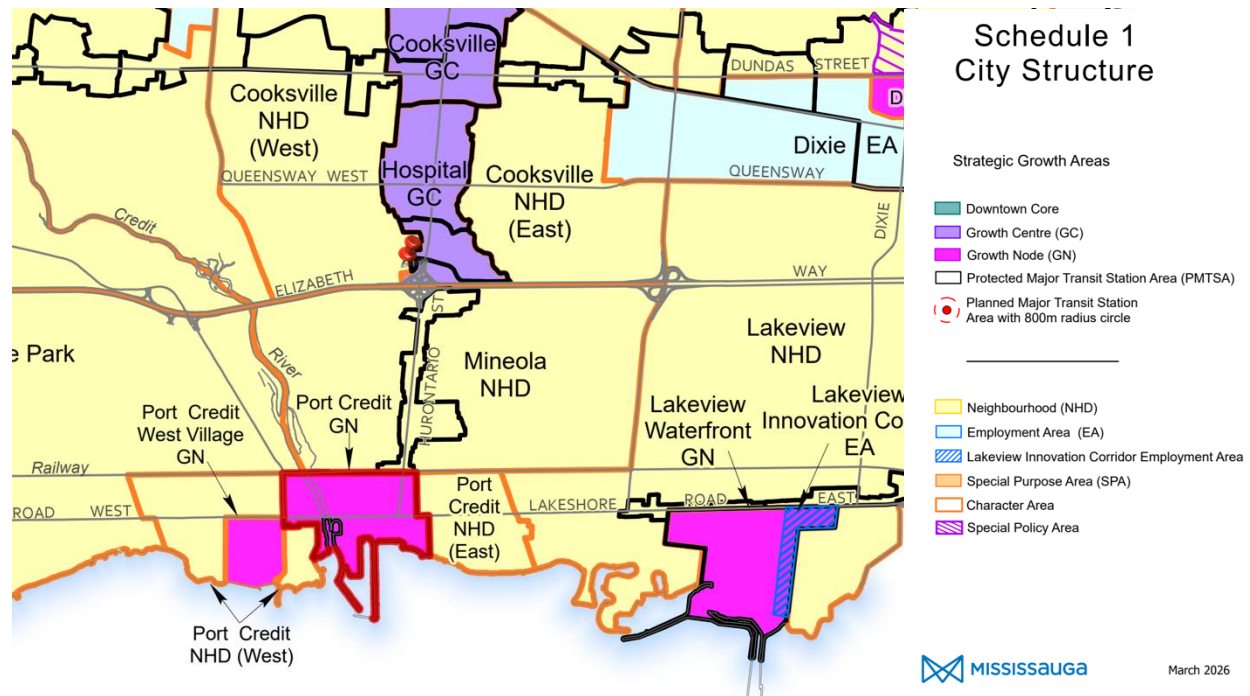


Figure 13: Schedule 1 – City Structure, Mississauga Official Plan 2051

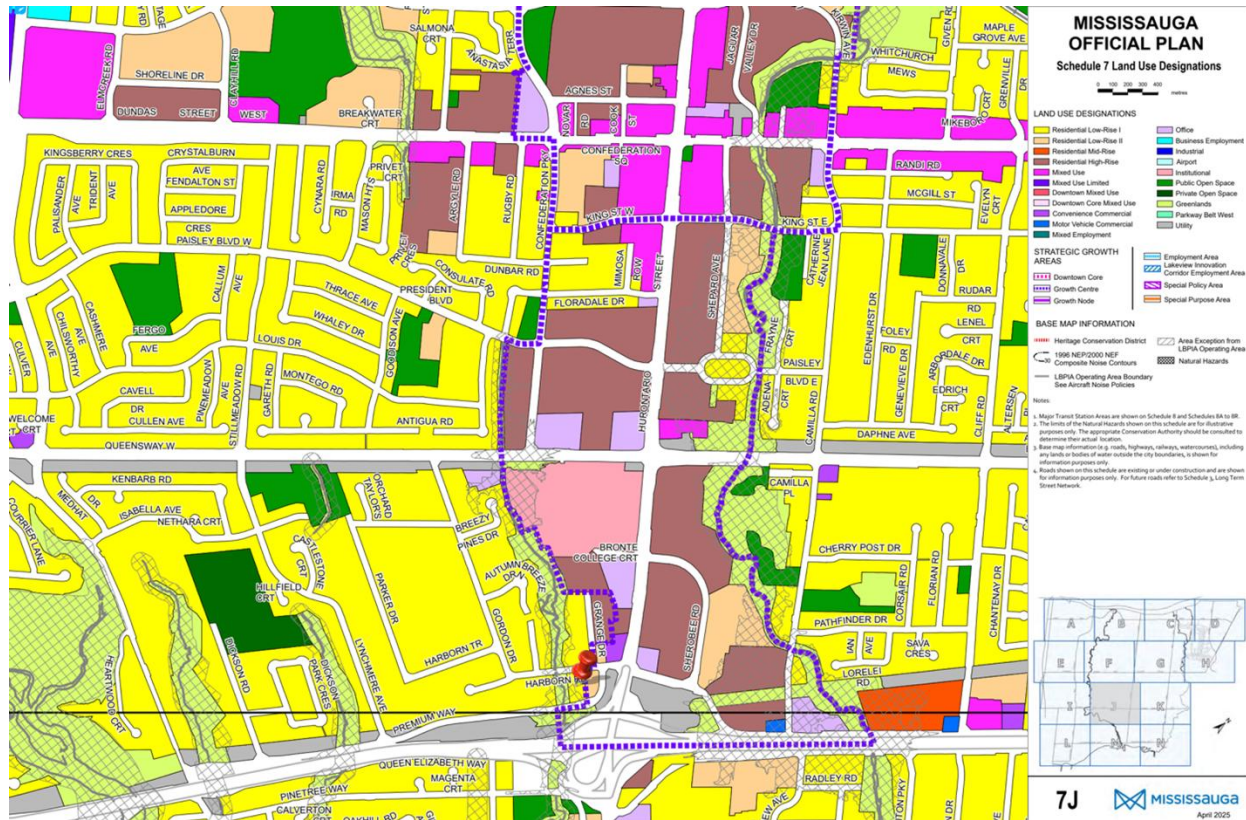


Figure 14: Schedule 7J-Land Use Designations, Mississauga Official Plan 2051

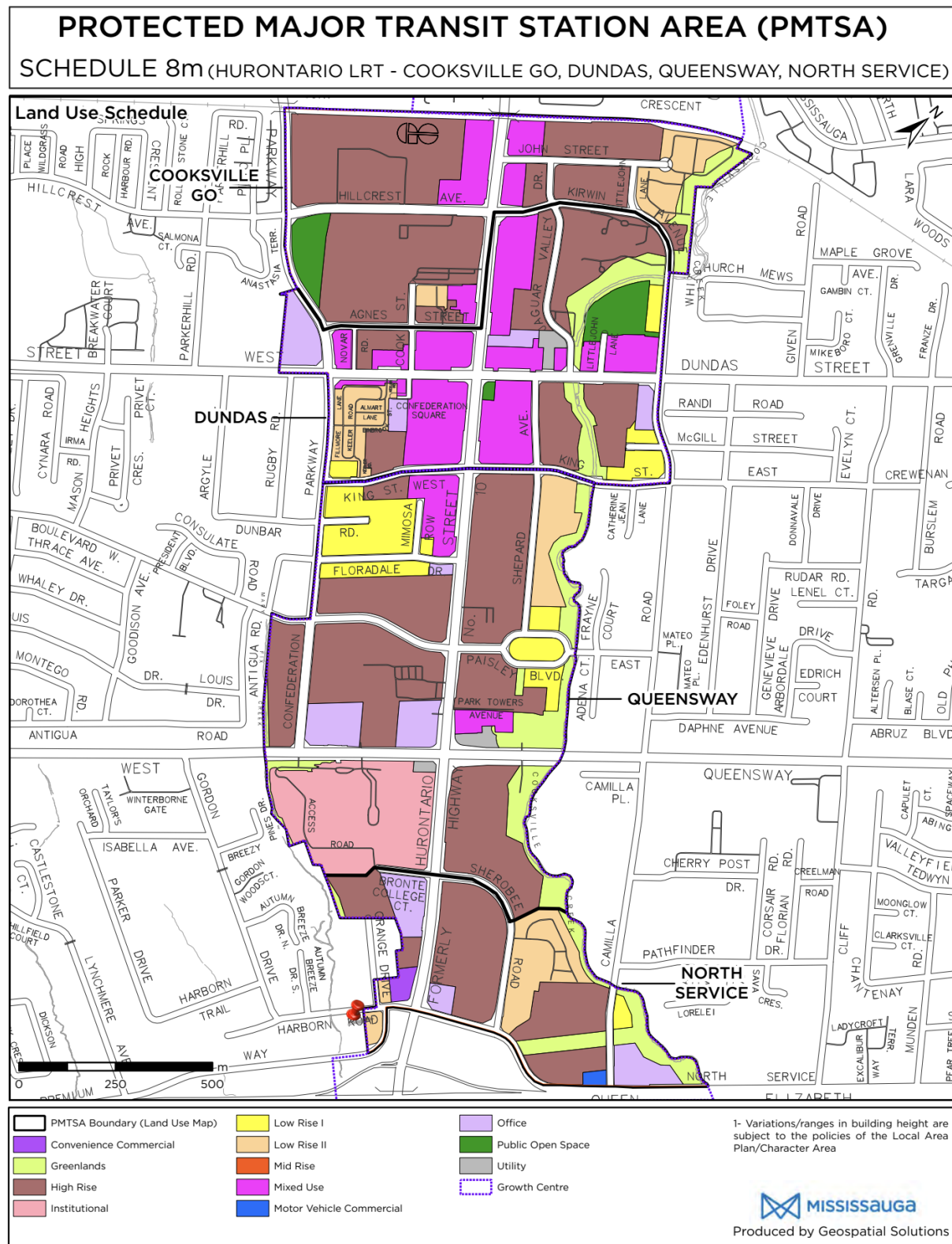


Figure 15: Schedule 8M-PMTSA Hurontario LRT- Cooksville GO, Dundas, Queensway, North Service, Mississauga Official Plan 2051



Policies relevant to the proposed development are:

Chapter 3 Directing New Development

3.2 Growth Forecast

Table 3-1 Population and Employment Growth is based on Population and Employment Forecasts calculated by the Region of Peel in April 2022. The population of Mississauga is projected to grow to 920,000 people and 320,000 households by 2041 and to 995,000 people and 345,000 household by 2051.

3.2.3 Forecasted growth will be directed to appropriate locations to provide transit-supportive densities to ensure that resources and assets are managed in a sustainable and equitable manner to:

- b. optimize the existing and proposed services and infrastructure such as transit and community infrastructure.

3.2.4 Most of Mississauga's future growth will be directed to Strategic Growth Areas, which are the Downtown, Growth Centres, Growth Nodes, and Major Transit Station Areas.

3.2.5 In directing growth as per Table 3-1, Mississauga will:

- c. permit a range of housing options within low-rise residential Neighbourhoods.

The proposed townhouse development will help to accommodate projected population growth, support the new LRT line and diversify the housing supply available in the Gordon Woods neighbourhood.

3.3 City Structure

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

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

- Downtown Core Character Area will contain the highest densities, tallest buildings and greatest mix of uses;
- *Major Transit Station Areas* will accommodate future growth with *transit-supportive* development reflective of their local context. *Major Transit Station Areas* are an overlay and their boundaries may include one or more City Structure elements and Character Areas. They incorporate sites in proximity to existing or planned *higher*



order transit stations or stops within the City of Mississauga. These areas are identified on Schedule 8 and defined in Chapter 11. Additional policies for the Dundas Street Corridor, which is entirely bounded by *Major Transit Station Areas*, are also included in Chapter 11;

- Growth Centres are comprised of Uptown, Fairview, Cooksville and Hospital Growth Centres and will provide for mixed-use communities with *transit-supportive* densities and heights that are sufficient for supporting the Hazel McCallion LRT (previously known as the Hurontario LRT) line. They will have lesser heights and densities than the Downtown Core; and
- Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres but greater than elsewhere in the city.

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

Although the subject lands are designated Residential Low Rise 1 in the Cooksville West Neighborhood, their location is just outside a designated Growth Centre and outside of the Major Transit Station Area at North Service Road and Hurontario Street. The subject lands are approximately 200 metres from the North Service Road and Hurontario intersection. The proposal to redesignate the subject lands to Residential Low Rise II will permit incremental intensification that is appropriate for the site's location within an existing low-density neighbourhood, just outside a Growth Centre and within walking distance of an MTSA.

Chapter 5 Housing Choices and Affordable Homes

5.2 New Housing Supply Objectives

Mississauga strives to meet the needs of all residents by planning for an appropriate range and mix of housing options.

5.3.2 Diversify the Housing Supply

Mississauga will enable opportunities for greater flexibility and a suitable supply of housing options through the city and especially within neighbourhoods. While nearly all of the city's existing housing units were created to support the needs of families with children, additional ground-related housing is needed to support the growing diversity of Mississauga's households. This type of housing is usually referred to as Missing Middle housing which includes low-rise multi-unit infill development that fits the scale and the local planned context of the neighbourhoods. Missing Middle housing generally includes multiplexes, accessory suites and low-rise apartment buildings.



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 By-law.

The proposed Official Plan Amendment to permit townhomes on a Common Element Condominium roadway will provide housing suitable for families at a somewhat higher density than the existing development in the neighbourhood. The dwelling units that will face Harborn Road have been designed with front porches, windows, balconies and walkways that interact with the public street. As viewed from Harborn Road, these units will appear as detached dwellings, to provide consistency with the existing character of the neighbourhood which is dominated by street-facing dwellings.

Chapter 8 Well Designed Communities

8.2 Urban Form

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

8.2.3 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 Water Resource System, is protected, enhanced, restored and contributes to a high-quality urban environment and quality of life.

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

The proposed development represents modest intensification that respects the existing neighbourhood character through building design and site layout. Hazard lands and the associated setback will be designated "Greenlands in the Official Plan, zoned G-1 (Greenlands-Natural Hazards) and dedicated to the City. Introducing gentle intensification, such as the subject proposal, into an existing low density neighbourhood will help to support higher order transit without negatively impacting the function and character of the neighbourhood.

8.3 City Pattern



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 well-articulated architectural expression through the use of appropriate height transitions and separation distances;
- d. incorporate stormwater best management practices and sustainable development approaches;
- e. identify opportunities to integrate green infrastructure and to enhance and protect adjacent natural areas; and
- f. preserve mature high quality trees and ensure replacement of the tree canopy.

The proposed development has been designed to reflect the single family character of the Gordon Woods neighbourhood. Front entrances with porches, large windows and French balconies have been incorporated into the façade of the end units facing the public street so that these dwellings appear as detached homes from the street. Further, the end units will be 3 storeys in height while the interior units, not visible from the street, will be 4 storeys with the fourth storey tucked unobtrusively into the roof line of the building. The development respects the maximum linear height permitted in the Zoning By-law (10.7 metres). As many trees as possible along the front and rear lot lines will be retained. An Ecological Offsetting Plan has been prepared to off-set impacts of the proposed development on the natural features associated with Mary Fix Creek. A Landscape Plan will be submitted with the Site Plan Application and the plan will provide measures to screen the proposed development from adjacent properties.

8.6 Buildings and Site Development

8.6.1 Buildings and Building Types

8.6.1.2 Low-rise buildings will be designed to integrate architecturally with the surrounding context and to adhere to all other policies of this Plan.

8.6.2 Context

8.6.2.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area.

8.6.2.2 Developments will be compatible with and provide appropriate transition to existing and planned development by having regard for the following elements:

- a. Natural Heritage System, Water Resource System, natural hazards (flooding and erosion) and natural and cultural heritage features;
- b. Street and block patterns;
- c. The size and configuration of properties along a street, including lot frontages and areas;
- d. Continuity and enhancement of streetscapes;



- e. The size and distribution of building mass and height;
- f. Appropriate height transition to adjacent buildings including considerations for applicable angular planes and separation distances;
- g. The orientation of buildings, structures and landscapes on a property;
- h. Views, sunlight and wind conditions;
- i. The local vernacular and architectural character as represented by the rhythm, textures and building materials;
- j. Privacy and overlook; and
- k. The function and use of the buildings, structures and landscapes.

8.6.2.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

8.6.2.8 New development will address existing vegetation patterns and ensure preservation and/or enhancement of the Urban Forest.

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 proposal includes preservation of as many mature trees as possible along the rear and side lot lines. An Ecological Offsetting Plan proposes native plantings within the lands that are being dedicated to the City to compensate for vegetation removal and impacts to the natural heritage features. A Landscape Plan will be prepared and submitted through the site plan approval process to ensure that privacy screening is provided through appropriate fencing and landscape plantings.

8.6.3 Site Development

8.6.3.1 High quality, diverse and innovative design will be promoted in a form that respects and enhances the immediate context and creates a quality living or working environment.

8.6.3.14 Site development will be required to:

- a. incorporate stormwater best management practices;
- b. provide thriving, regionally diverse planting schemes that compliment public realm and private development lands;
- c. protect and enhance habitat;
- d. preserve mature trees on public and private lands;
- e. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment;
- f. provide landscaping that beautifies the site and complements the building form; and
- g. ensure utilities are properly integrated, wherever feasible, by locating services in street rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:



- i. Land use pattern of the area in which the easement is to be placed is minimally affected; and
- ii. Environmental policies of this Plan are observed.

A Stormwater Management Report and plan has been prepared for the proposal. 10 year post-development flows will be controlled to the 2 year rate. Trees will be retained and protected as much as feasible. The Ecological Offsetting Plan proposes plantings to enhance wildlife habitat associated with the creek. The proposed electrical transformer and community mailbox are proposed to be located in the Common Element Condominium roadway, adjacent to the Harborn Road right of way.

8.6.4 Parking, Servicing and Loading

8.6.4.1 Parking will be located underground, internal to the building or to the rear of buildings.

8.6.4.7 Service, loading and waste storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Parking for residents of the development will be accommodated in private garages integrated into every dwelling unit and on private driveways. Visitor parking will be located on the CEC roadway and behind the dwelling units, and therefore, not visible from the street. Similarly, the garbage bin for bulky items will be located at the rear of the site, will be screened and not visible from the public realm. Waste will be stored at individual dwelling units and left at the curb of the CEC roadway for weekly pick up by the Region.

Chapter 10 Land Use Designations

10.2 General Land Use

10.2.3 Greenlands

10.2.3.1 Lands designated Greenlands are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

10.2.3.8 For existing lots of record, development will not be permitted to extend within the regulatory storm floodplain or hazard lands associated with a valley and watercourse corridor if there are lands suitable for development on the property beyond the hazard lands, wetlands and shorelines.

10.2.3.9 Development in regulated areas is subject to approvals by the appropriate conservation authority.

Lands on the subject property that are within 10 metres of the stable top of bank as established by the Slope Stability Assessment, will be designated Greenlands and dedicated to the City of Mississauga. All residential lots are outside the hazard lands and associated 10 metre setback, as



required by Credit Valley Conservation. A copy of the draft Official Plan Amendment is provided in Appendix A.

10.2.5 Residential

10.2.5.4 Lands designated Residential Low Rise I will permit all low-rise street-facing dwellings, up to three storeys.

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

The existing Residential Low Rise I designation does permit street facing townhomes but does not permit townhomes on a Common Element Condominium Road. As such, the lands must be redesignated Residential Low Rise II to permit the proposed built form.

Chapter 15 Neighbourhoods

15.1.1 General

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.

15.1.1.5 Neighbourhoods will not be the focus of major intensification and should be regarded as predominantly residential areas supported by compatible retail and services.

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.

15.1.1.17 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

The proposal will expand housing options in a neighbourhood that is predominantly developed with detached dwellings. The proposed townhouse-built form represents low scale, modest intensification that is compatible with nearby development. The proposed height does not exceed the By-law permission of 10.7 metres. The interior units will have 4 storeys, whereas the By-law permits a maximum of 3 storeys. However, the fourth storey will be located within the roofline of the building to minimize the appearance of height. The proposal will be supportive of higher order transit on Hurontario Street.



7.5 Zoning By-law

The subject land is zoned RL (Residential Large Lot) under Zoning By-law 0225-2007. The Zoning Map is provided in Figure 17. The RL zone permits detached, semi-detached and fourplex dwellings. As such, the lands will need to be rezoned to RM6 (Townhouses on a CEC road) which permits townhome dwellings on a CEC roadway. The proposed development does not meet all RM6 zone standards and site-specific zoning will be required. The table below compares the RM6 zone standards with the proposed development.

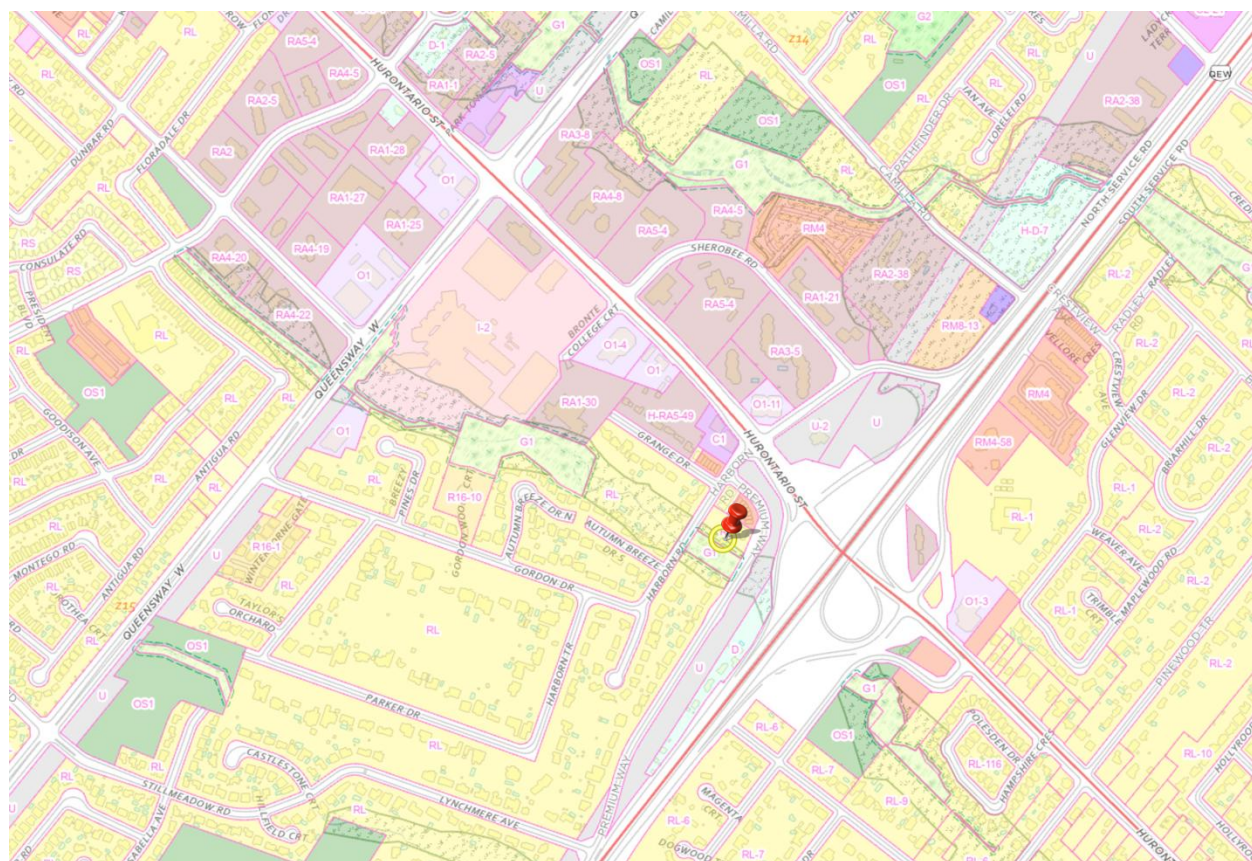


Figure 16: Zoning Map (RL), Mississauga Zoning By-law

By-law Standard	By-law Requirement	Proposed	Complies
Minimum Lot Area-Interior Lot	115 sq. metres	120.83 sq. metres	Yes
Minimum Lot Area – CEC Corner Lot	190 sq. metres	227.40 sq. metres	Yes
Minimum Lot Frontage – Interior Lot	5.0 metres	5.60 metres	Yes
Minimum Lot Frontage – CEC Corner Lot	8.3 metres	7.59 metres (Lot 1)	No
Minimum Dwelling Unit Width	5.0 metres	5.60 meters	Yes



Minimum Front Yard – Interior Lot/CEC Corner Lot	4.5 metres	4.5 metres	Yes
Minimum Setback of Garage Face to CEC – Road or CEC-Sidewalk	6.0 metres	6.31 metres	Yes
Minimum Interior Side Yard	1.5 metres	0.80 metres (Lot 7)	No
Minimum Interior Side Yard – Where Interior Side Lot Line is the Rear Lot Line of Abutting Parcel	2.5 metres	Not Applicable	Not Applicable
Minimum Rear Yard – Interior Lot/CEC Corner Lot	7.5 metres	Units 1-7: 5.06 metres	No
		Units 8-10: 6.10metres	
		Unit 11-12: 4.0 metres	
Maximum Height	10.7 metres and 3 storeys	Units 1 & 8: 10.7 m & 3 metres storeys	No
		Units 2- 7 and 9-12: 10.7 metres and 4 storeys	
Minimum Landscaped Area	25% of lot area	26% of lot area	Yes
Minimum Setback of a Townhouse to a CEC Visitor Parking Space	3.3 metres	0.8 metres	No
Maximum encroachment of a porch or deck, inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	1.5 metres	1.44 metres	Yes
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey ,or awning into the required rear yard.	5.0 metres	1.0 metre	Yes
Maximum encroachment of a balcony, window well, chimney, pilaster or corbel, window well, and stairs with a maximum of 3 risers into a required rear yard	1.0 metres	Units 1-7: 2.06 metres	No
		Units 8-10: 2.05 metres	
		Unit 11: 1.07 metres	
		Unit 12: 0.59 metres	
Minimum setback of a townhouse to a CEC visitor parking space	3.3 metres	0.8 metres	No
Minimum setback of a townhouse to a CEC amenity area	1.5 metres	1.5 metres	Yes
Attached Garage	Required	Provided	Yes



Minimum parking spaces	2 per unit	2 per unit	Yes
Minimum visitor parking spaces	0.25 per unit = 3 spaces	4 spaces	Yes
Maximum driveway width-lot frontage less than 6.0 metres	3.0 metres	3.0 metres	Yes
Minimum width of a CEC road	7.0 metres	7.0 metres	Yes
Minimum width of a CEC road butting a visitor parking space	6.0 metres	6.84 metres	Yes
Minimum width of a CEC sidewalk	2.0 metres	1.8 metres	No

A copy of the Draft Zoning By-law is included in Appendix B to this report.

8.0 Waste Management Strategy

The development proposal includes a CEC roadway that has been designed to accommodate Region of Peel waste vehicles. As such, it is proposed that residents of each unit place their waste bins at the curb in front of their dwelling unit for weekly collection by the Region. The hammerhead provided at the south end of the private road will allow waste vehicles to turn around on site and exit the development facing forward. In addition, each lot has sufficient frontage to accommodate waste bins at the curb without encroaching onto driveway areas. A waste enclosure is proposed for bulky items.

9.0 Public Consultation Strategy

The Planning Act sets out public notice requirements for development applications including installation of public notice signs on the property and holding a statutory public meeting to allow members of the community to comment on the application. Notice of the public meeting is mailed by first class mail to all residents within 120 metres of the subject lands a minimum of 20 days before the Statutory Public Meeting. Input from the Statutory Public Meeting will be considered and formal responses required to address comments from the meeting. The proposal may be revised to address comments, as necessary.

The City of Mississauga also requires that developers hold a Community Information Meeting to seek public input on the proposed development prior to submission of a complete application. The Community Information Meeting for the proposal was held on May 23, 2025. Approximately 40 area residents attended the meeting along with City staff and Ward 7 Councillor, Dipika Damerla. Comments received at the public meeting included concerns about the proposed height, density and front and rear yard setbacks. Following the Community Information Meeting, the developers entered into lengthy discussions with the Ward Councillor and the Gordon Woods Homeowners Association. The proposal was subsequently revised to address the concern of residents as follows:

1. Number of proposed dwelling units was reduced from 18 to 12.
2. Minimum front yard setback from Harborn Road was increased to 4.5 metres to match the front yard setback of the detached homes to the east.



3. The proposed height of the project was reduced to meet the RM6 requirement of 10.7 metres from Context Grade to mid point of a sloped roof.
4. The proposal was redesigned so that the townhomes that front onto Harborn will reflect single family home character and will have no more than 3 storeys. Interior units will have 4 storeys with the upper storey integrated into the roof line.

10.0 Analysis and Justification

Applications for amendment to the City of Mississauga Official Plan, 2051, amendment to the City of Mississauga Zoning By-law 0225-2007 and approval of a plan of subdivision are required to permit development of 12 townhouse units on a CEC roadway. The following is a summary of each application:

10.1 Proposed Amendment to Mississauga Official Plan, 2051

The subject lands are currently designated Residential Low Rise I with Natural Hazard overlay on Schedule 7 of the in-effect Official Plan. The Residential Low Rise I designation permits all types of street-facing dwellings to a maximum height of 3 storeys. The development proposal requires redesignation of all lands outside the long term stable slope and associated 10 metre buffer to Residential Low Rise II to permit all types of townhomes, including townhomes on a CEC roadway, and apartment buildings to a maximum height of 4 storeys. All lands within the long term stable slope line and associated 10 metre buffer are to be designated Greenlands. The proposal does not exceed the height restriction for the LR II designation A draft Official Plan Amendment is included in Appendix 1.

10.2 Proposed Amendment to City of Mississauga Zoning By-law 0225-2007

The subject lands are currently zoned RL (Residential Large Lot) which permits detached, semi-detached and fourplex dwellings. The amendment to Zoning By-law 0225-2007 will rezone land to RM6 (Townhomes on a CEC roadway). The proposal does not meet the RM6 zone requirements for minimum lot frontage for a CEC-corner lot (unit #1), minimum rear yard for all units, and maximum number of storeys for all interior units, as well as other zone standards. As such, site specific zoning is being requested. All lands within the long term stable slope and associated 10 metre buffer are to be zoned G1 (Greenlands – Natural Hazards) and transferred to public ownership. A draft Zoning By-law Amendment is included in Appendix 2.

10.3 Plan of Subdivision

Subdivide the subject site into 4 blocks, as follows:

- Two blocks (Block 1 and 2) for the proposed buildings;
- One block (Block 3) for the common elements including road, playground, community mailbox and hydro transformer;
- One block (Block 4) for the lands within the Long Term Stable Slope and associated 10 metre buffer to be dedicated to the City of Mississauga.



10.4 Justification

The development that is proposed for the subject lands represents compact transit-supportive development that will utilize existing public infrastructure including roads, water and wastewater services. The lands are within the existing built-up area and close to existing bus transit lines and will be within walking distance of a transit station on the light rail transit line that is now under construction. The subject properties are close to urban amenities including higher order transit, shopping, restaurants, health care facilities, schools and other public services. The lands are currently underutilized and the modest level of intensification that is proposed will help to leverage public investments and support local business. Further, the built form proposed has been designed to integrate into the existing low-rise, low-density character of the Gordon Woods neighbourhood. The proposed development will help to diversity the type of housing available in the neighbourhood and aid in achieving targets for production of dwelling units other than detached or semi-detached homes.

The subject lands are located within a Neighbourhood. Policies in the Official Plan consider that neighbourhoods are stable but not static. As such, some redevelopment and intensification is anticipated in neighbourhoods, subject to the provisions of the Plan. The location of the proposed site makes it a good candidate for modest intensification and the thoughtful design of the proposal will ensure that the final development is consistent with the existing character of the neighbourhood.



11.0 Conclusion

We respectfully recommend approval of the applications for the following reasons:

1. The proposed development is consistent with policies of the Provincial Planning Statement, 2024 which promotes development of a range of a range and mix of housing options within settlement areas and close to Major Transit Station Areas. The site's natural features will be protected and enhanced.
2. The proposal is consistent with the policies of the Region of Peel Official Plan, April 2022. The lands are within the Urban System and Built-Up Area and within walking distance of a Primary Major Transit Station Area. The development meets policies for growth management, intensification, strategic growth areas and housing.
3. The proposed Official Plan Amendment aligns with Mississauga Official Plan, 2051 because the level of intensification that is proposed will retain the city structure while diversifying housing available in the neighbourhood and supporting investment in public transit. The project has been designed so that the units that are visible from the public realm appear as detached homes to be consistent with the existing character of the Gordon Woods neighbourhood.
4. The development proposal will meet the majority of the RM6 development standards including linear height, parking, lot frontage and area, landscape area, dwelling width and front yard setback. Site specific standards are requested for the minimum required rear yard, balcony encroachment into a rear yard as well as the maximum number of storeys permitted.

We trust that the foregoing adequately explains and justifies the proposal. Should you have any questions, please do not hesitate to contact me.

Yours truly,

William Oughtred



Planner's Certificate:

I hereby certify that this report was reviewed by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

Tracey Pillon-Abbs, RPP
Principal Planner
Pillon Abbs Inc.





Appendix A

DRAFT OFFICIAL PLAN AMENDMENT



DRAFT OFFICIAL PLAN AMENDMENT

Amendment No. XX

To

Mississauga Official Plan, 2051

The following text and Schedule “A” attached constitute Official Plan Amendment No. XX to the City of Mississauga Official Plan, 2051.

PURPOSE

The purpose of this Amendment is to permit the development of a 12 unit residential townhouse development on the subject lands. Pedestrian and vehicular access to the development and visitor parking will be accommodated on a Common Element Condominium (CEC) roadway.

LOCATION

The subject lands affected by this Amendment are located at 50-60 Harborn Road in Ward 7. The subject lands are located within the Cooksville Neighbourhood (West) as identified in the Mississauga Official Plan, 2051.

BASIS

The Mississauga Official Plan, 2051, came into effect on March 24, 2026, save and except for those policies and land use designations which have been appealed to the Ontario Land Tribunal.

The subject lands are designated “Low Rise I” with “Natural Hazard Overlay” in the Cooksville Neighbourhood (West) as identified in the Mississauga Official Plan 2051. The Low Rise I designation permits low-rise, street facing dwellings up to three storeys. The proposal to develop four storey townhomes on a common element condominium roadway requires that the subject lands be redesignated to Low Rise II which permits all types of townhouse dwellings up to 4 storeys and apartment buildings up to 4 storeys. Lands within 10 metres of the established Long Term Stable Top of Slope are to be designated “Greenlands” and will be dedicated to the City of Mississauga.

The proposal is acceptable from a planning perspective and should be approved for the following reasons:

1. The proposed development is supportive of policies in the Provincial Planning Statement, 2024, which promote a range and mix of housing options and residential intensification on underutilized lands within built-up areas that can be serviced by existing infrastructure and will be supportive of existing or proposed higher order transit.



2. The proposed development provides new housing supply through intensification of 2 underutilized residential lots and makes efficient use of available infrastructure and public facilities including higher order transit.
3. The proposed development represents gentle intensification with a size and scale that is compatible with the existing and planned context of the neighbourhood.
4. Lands with natural heritage features are to be dedicated to the City of Mississauga and will be designated Greenlands.
5. The proposal is for low density, low rise residential units and meets the policies for Neighbourhoods. The City structure is maintained.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 7, Land Use Designations, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Residential Low Rise I to Residential Low Rise II and Greenlands, as shown on Schedule “A” of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan 2051 will be amended in accordance with this Amendment.

The subject lands will be rezoned concurrently to implement this Amendment.

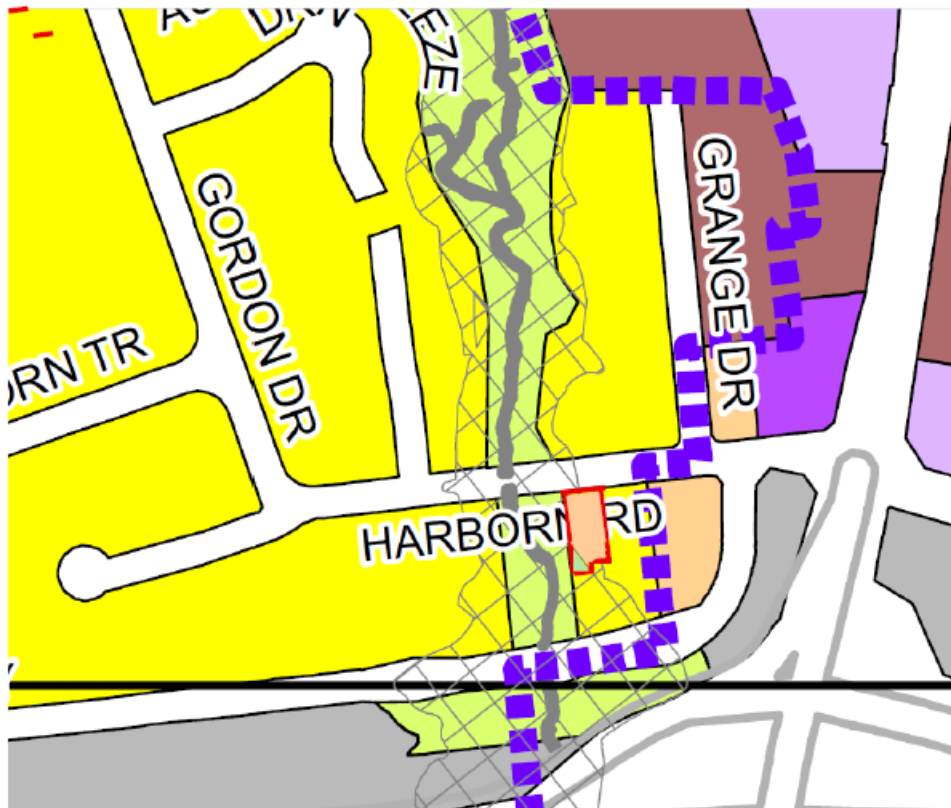
This Amendment has been prepared based on the Mississauga Official Plan 2051 approved by the Ministry of Municipal Affairs and Housing, with modifications, on March 24, 2026.

INTERPRETATION

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

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

SCHEDULE 'A'





Appendix B

DRAFT ZONING BY-LAW AMENDMENT



DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXXX-2026

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

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

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.12.2.XX	Exception RM-XX	Map #15	By-law
In an RM-XX zone the applicable regulations shall be as specified for an RM zone except that the following regulations shall apply.			
Regulations			
4.12.2.XX.1	Minimum lot frontage -CEC- corner lot		7.59 m
4.12.2.XX.2	Minimum interior side yard – Unattached side		0.80 m
4.12.2.XX.3	Minimum rear yard -Interior lot/CEC- corner lot – Block A, Units 1 - 7		5.0 m
4.12.2.XX.4	Minimum rear yard – Interior lot/CEC - corner lot – Block B, Units 8-10		6.0 m
4.12.2.XX.5	Minimum rear yard – Interior lot/CEC - corner lot – Block B, Units 11 & 12		4.0 m
4.12.2.XX.6	Maximum height – Interior lot		10.7 m & 4 storeys
4.12.2.XX.7	Maximum encroachment of a balcony into a required rear yard		2.10 m
4.12.2.XX.8	Minimum setback of a townhouse to a CEC -visitor parking space		0.80 m
4.12.2.XX.9	Minimum width of a sidewalk		1.80 m
4.12.2.XX.10	Minimum setback of a building to G1 zone		4.0 m



4.12.2.XX.11	Minimum setback of a porch including stairs to G1 zone	3.27 m
4.12.2.XX.12	Minimum setback of balcony to G1 zone	2.03 m

2. Map Number 15 of Schedule “B” to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law is amended by changing thereon from “RL” to “RM6-XX and “G1” and the zoning of Part of Lot 1, Range 3, Credit Indian Reserve, in the City of Mississauga, PROVIDED HOWEVER THAT the “RM6-XX” and “G1” zoning shall only apply to the lands with are shown on the attached Schedule “A”, which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the RM6-XX and G1 zoning indicated thereon.
3. This By-law will not come into full force and effect until Mississauga Official Plan Amendment XX is in full force and effect.

APPENDIX “A” TO BY-LAW NUMBER XXXX-2026

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit townhomes on a common element condominium roadway on the subject property.

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “RL” (Residential Large Lot-Typical Lots) to “RM6-XX” (Townhomes on a CEC roadway-Exception).

“RL” permits detached dwellings, semi-detached dwellings and fourplex dwellings.

“RM6-XX” permits townhomes on a common element condominium roadway with a maximum height of 10.7 metres and four storeys.

Location of Lands Affected

South side of Harborn Road, west of Grange Road, in the City of Mississauga, as shown on the attached Map designated as Schedule “A”.



SCHEDULE 'A'

