Sajecki Planning

Planning Rationale Report

2121 Rathburn Road East
City of Mississauga

September 2026



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Appendix

1. INTRODUCTION

This Planning Rationale Report has been prepared by Sajecki Planning Inc. on behalf of CAPREIT Apartment Inc. (the Owner) to support amendments to the City of Mississauga Zoning By-law 0225-2007. The Zoning By-law Amendment (ZBA) application pertains to 2121 Rathburn Road East (the site), in Ward 3 of the City of Mississauga.

The site is located on the west side of Rathburn Road East, abutting Etobicoke Creek to the north and west within the Rathwood Neighbourhood. It has a total area of approximately 1.7 hectares and currently features a "tower-in-the-park" design, with the existing 13-storey apartment building being surrounded by vast open areas, a surface parking lot, and outdoor amenity spaces. The site is designated *Residential High-Rise* in the City of Mississauga Official Plan (Official Plan) and is zoned Residential Apartments 4 with an exception (RA4-1) as per the Zoning By-law.

The ZBA application seeks to permit a single block of stacked back-to-back townhouses along the Rathburn Road East, while retaining the existing high-rise apartment building. The proposal includes a total gross floor area (GFA) of 4,770 square metres with 40 townhouse units.

The proposed development has undergone an extensive development review through the ongoing Site Plan Approval (SPA) process. The SPA application was filed in September 2025, following an initial Pre-Application Meeting (PAM) that was held in June 2025. At that time, it was understood that the project could proceed through a SPA and Minor Variance process to meet the original development charge reduction deadline of November 13, 2026. Based on more recent feedback received through the Committee of Adjustment process, a ZBA application is now being advanced to facilitate the proposed development.

This report is part of a complete application submission under the Planning Act for ZBA applications. The purpose of the Planning Rationale Report is to provide:

- An overview of the site and local area context;
- A review of the applicable provincial and municipal policy and regulatory frameworks;
- An explanation of the proposed built form, uses, and development statistics;
- A summary of all supporting studies and technical reports; and
- A description and justification of the proposed amendment to the Zoning By-law.

A planning application checklist, dated September 1, 2026, establishes the submission requirements for a complete application and is attached as *Appendix A*.



Figure 1: Aerial photo of subject site

2. SITE AND SURROUNDINGS

The site is in the Rathwood Neighbourhood in Ward 3 in the City of Mississauga. It has a total area of approximately 17,878 square metres and is situated along the west side of Rathburn Road East, bounded by Etobicoke Creek to the north and west. It currently features a "tower-in-the-park" design, with the existing 13-storey apartment building containing 139 rental units. The existing tower is surrounded by vast open areas, a surface parking lot, and outdoor amenity spaces. The portion of the property subject to the proposed infill is approximately 4,044 square metres.

The immediate surrounding area includes Etobicoke Creek to the north and west; Rathburn Road East to the east; and low-density residential dwellings along Garnetwood Chase to the south.



Figure 2: View of the existing 13-storey apartment along Rathburn Road East



Figure 3: Existing site conditions

2.1 Planning History

The proposed development has been advanced through an extensive municipal development review process, beginning with a Pre-Application Meeting (PAM) held in June 2025. Since then, the project has progressed through multiple SPA submissions and detailed technical review, with the intent of securing zoning approvals through the Minor Variance process.

At the outset, this approach was understood to provide a pathway to advance the project expeditiously to meet the original Development Charges (DC) reduction deadline of November 13, 2026. Based on recent feedback from the Committee of Adjustment, it has become clear that the Committee is likely not prepared to approve a Minor Variance to enable the proposed development. As such, a Zoning By-law Amendment is being filed to achieve zoning certainty.

For reference, key milestones to date are as follows:

- **June 4, 2025:** Pre-Application Consultation Meeting (PAM) - SPA
- **September 12, 2025:** First SPA Submission
- **December 2, 2025:** Tenant Engagement Session
- **March 6, 2026:** Second SPA Submission
- **July 30, 2026:** Third SPA Submission
- **August 14, 2026**: Follow-up Correspondence to Tenants
- **August 27, 2026**: Minor Variance Hearing – Application Deferred
- **August 27, 2026**: Pre-Application Consultation Submission - ZBA

Throughout the SPA process, the Applicant has been coordinating closely with the City's Planning, Transportation, Landscape and Urban Design staff, as well as Alectra, to advance and refine the proposed development. The SPA process has included multiple submissions and detailed review of the site plan, landscape design, building design, and services.

The Committee of Adjustment hearing was held on August 27, 2026, at which time the application was deferred. Following further consideration of the planning and zoning framework, the Applicant is now applying for a ZBA application to establish the permissions required to facilitate the proposed development.

The architectural plans and supporting studies submitted in support of this ZBA application are generally consistent with the materials filed through the SPA process. Given that the SPA application is in the final stages of review and approval, major planning, design and technical issues have largely been resolved.

2.2 Surrounding Area

Area Context

The site is located in Rathwood, an established residential neighbourhood. The land uses adjacent to the site include a mix of low-density residential neighbourhoods comprised of single-family dwellings, townhouses, residential apartments with surface parking, and recreational green spaces.



Figure 4: Context map

Immediate Surroundings

North: Directly north of the subject site is Etobicoke Creek, a large green space. North of the creek is the City of Toronto.

South: Directly south of the site is a row of low-rise, detached single-family homes fronting Garnetwood Chase. Low-rise residential uses continue further south along Rathburn Road East. Further southeast is Garnetwood Park, beyond which is a retail plaza (Kingsbury Centre) with surface parking, offering a supermarket, bank, food establishments, and other amenities.

East: Directly east of the site is Rathburn Road East, a Neighbourhood Major Collector Road as identified in *Schedule 3: Long Term Street Network* of the City of Mississauga Official Plan. East of this is a low-rise residential area comprised of rows of multiple townhouse blocks.

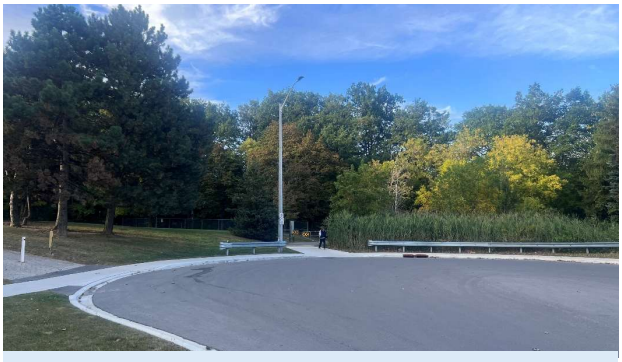
West: Etobicoke Creek is located directly west of the subject site. West of the creek is the City of Toronto.



Existing townhouses along Rathburn Road, east of subject site



Etobicoke Creek and natural lands bordering the rear of the subject site



Rathburn Road East cul-de-sac and trail entrance, north of the subject site



Rathburn Road East looking south, showing the recently reconstructed street and boulevard

2.3 Nearby Development Activity

Development activity is taking place within the vicinity of the site. Recently proposed and approved developments within 1 kilometre of the site are detailed in *Table 1* below.

Table 1: Nearby development activity within a 1.0 kilometre radius (updated September 9, 2026).

#	Address	Type	Status	Use	Height (Storeys)	Residential Units	Distance from Site
1	4100 Ponytrail Drive and 1850 Rathburn Road East	ZBA OPA	Under Review	Residential	20, 20, 20	695	~930 m



Figure 5: Rendering of proposed development on 4100 Ponytrail Drive and 1850 Rathburn Road East (Courtesy of 4 Architecture Inc.)

2.4 Transportation Network

The following subsections outline the transportation network that connects the subject lands to other parts of Mississauga and the wider region

2.4.1 Road Network

Rathburn Road East is a generally east-west road running from Creditview Road in the Erindale Neighbourhood to the west to Etobicoke Creek in the east. In proximity to the subject site, four lanes of traffic accommodate vehicles in both directions. This road also has a separated bike lane that accommodates both directions of bike traffic. Sidewalks line both sides of the street, and roadside parking is permitted. In proximity to the subject site, Rathburn Road East is identified as a Neighbourhood Major Collector Road in *Schedule 3: Long Term Street Network* of the City of Mississauga Official Plan. It has a designated right-of-way width of 35 metres in proximity to the site. Many local roads branch off Rathburn Road East, the closest being Garnetwood Chase.

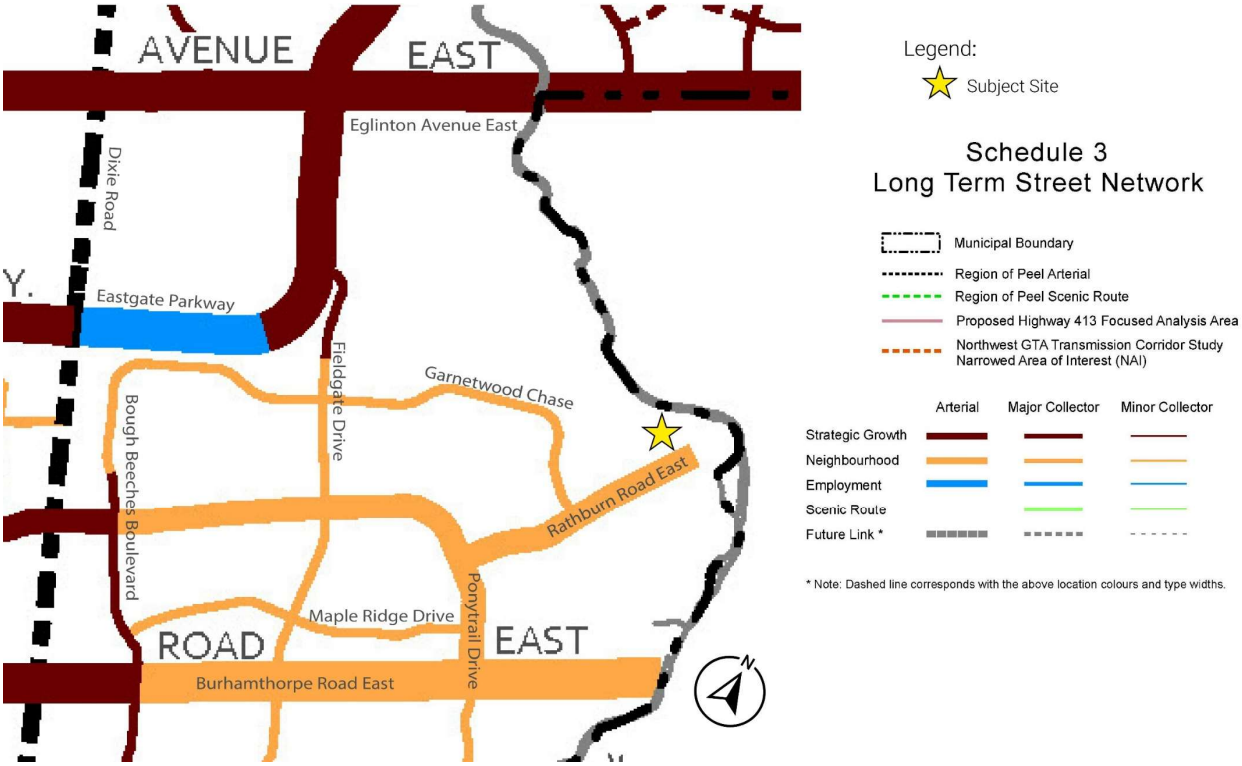


Figure 6: Site within Official Plan Schedule 3 - Long Term Street Network

2.4.2 Transit Network

Bus Services

Bus stops along Rathburn Road East, at the meeting point of Rathburn Road East and Ponytail Drive, supports the following MiWay route:

> **Route 20:** Provides regular service every day generally east-west along Rathburn Road East, Ponytrail Drive, Burnhamthorpe Road, Highway 427 and Dundas Street West between the Kipling Bus Terminal and the City Centre Transit Terminal.

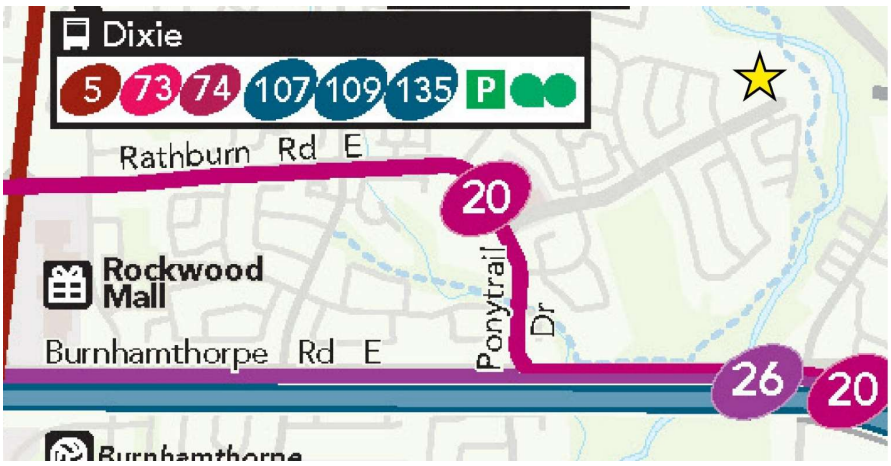


Figure 7: MiWay Bus Route Map

2.4.3 Future Transit Services

Official Plan Schedule 4: Long Term Transit Network identifies Burnhamthorpe Road, south of the site, and Eglinton Avenue West, north of the site, as Transit Priority Corridors. East Gate Parkway and Eglinton Avenue East, west and north of the site, are identified as Bus Rapid Transit Corridors.

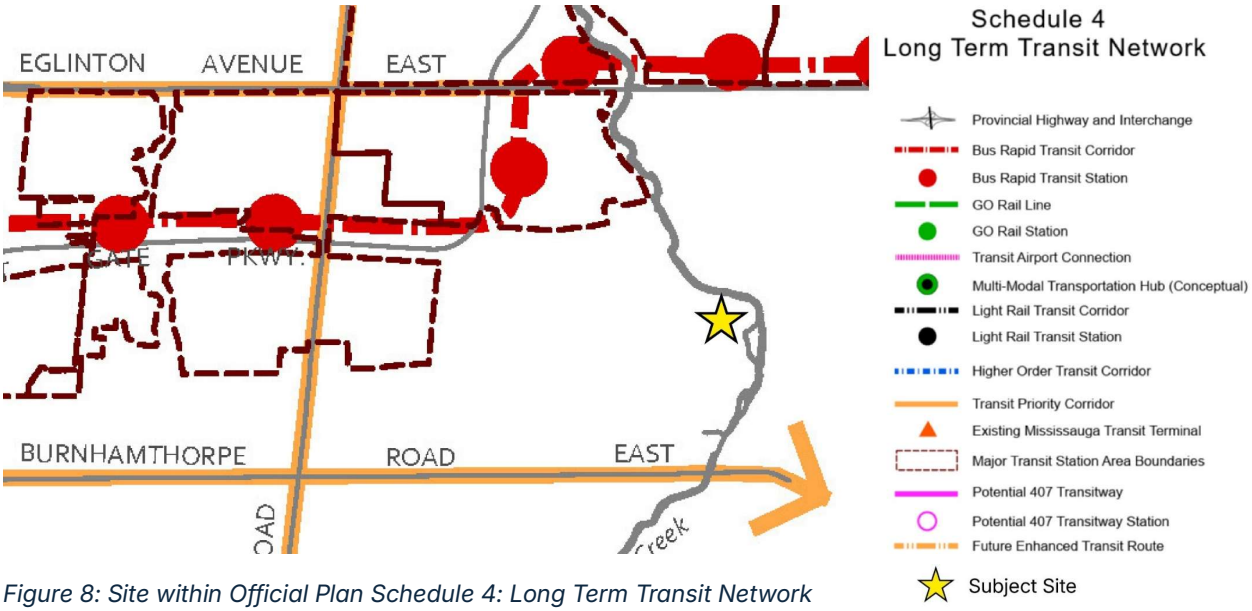


Figure 8: Site within Official Plan Schedule 4: Long Term Transit Network

2.4.3 Cycling and Pedestrian Network

Per Schedule 5 – Long-term Cycling Routes of the Official Plan, the subject lands are located in proximity to the *Primary On-Road / Boulevard Routes* of Rathburn Road East and Ponytrail Drive. Rathburn Road, in proximity to the subject site, features two-way protected bike lanes, which were implemented through the Rathburn Road and Ponytrail Drive Integrated Road Project. The site is also close to the East Hydro One Corridor Trail and Etobicoke Creek, *Primary Off-Road Routes*.

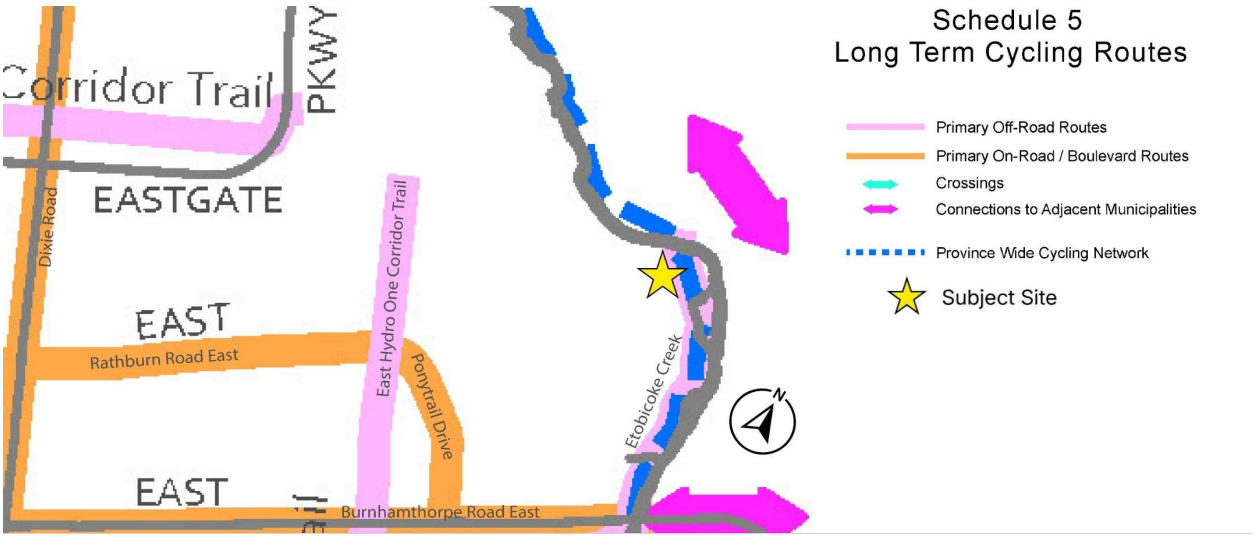


Figure 9: Official Plan Schedule 5 - Long Term Cycling Routes

3. PROPOSAL

3.1 Development Overview

The proposed development facilitates the creation of family-oriented grade-related housing through the introduction of a single block of stacked back-to-back townhouses comprising 40 rental units. The existing 13-storey apartment building and all existing rental units will be retained, as will the existing surface parking area along the northern edge of the site. The proposal is comprised entirely of three- and four-bedroom townhouse units, contributing to the supply of larger rental housing options within the existing residential community.

The proposed townhouses are designed to integrate with the existing apartment site, while introducing new pedestrian connections, landscaped buffers, and shared amenity areas. The development is supported by the retention of the existing vehicular access points and parking supply, with additional surface parking provided to the rear of the proposed townhouse block. Bicycle parking is accommodated within the existing surface and below-grade parking areas.

Table 2 provides a summary of the project statistics. A more detailed description of the proposal is provided below.

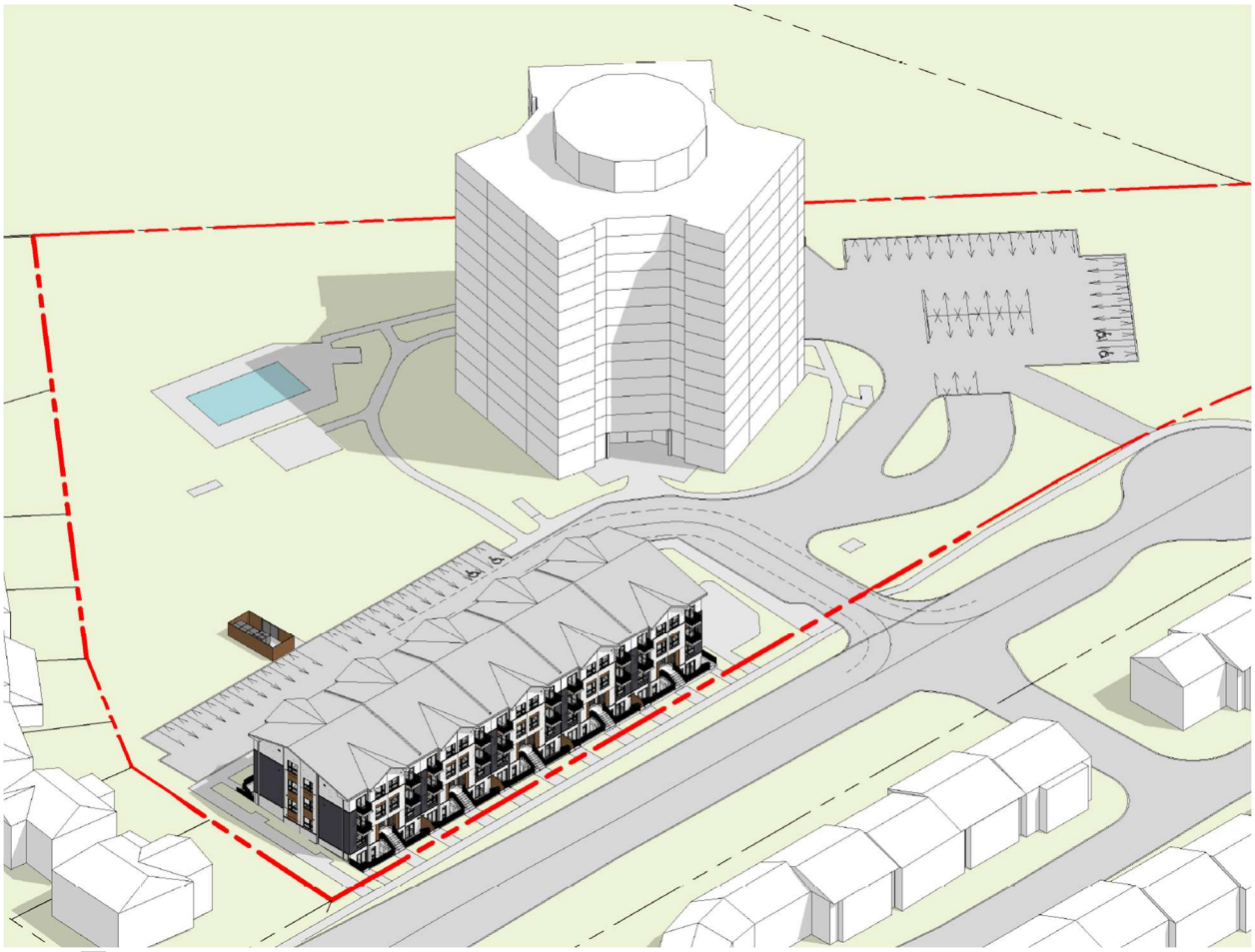


Figure 10: 3D massing view of the proposed townhouses (Courtesy: Kohn Architects Inc.)

Table 2: Key project statistics

Gross Site Area	**17,878 m² (192,433 ft²)**
Development Site Area	**4,044 m² (43,524 ft²)**
Building Height	**Existing Apartment:** 13 Storeys **Proposed Townhouses:** 3 Storeys + Basement
Gross Floor Area (GFA)	**19,441 m² (209,269 ft²)**
Existing Apartment	~14,671 m² (157,922 ft²)
Proposed Townhouses	4,770 m² (51,347 ft²)
Floor Space Index (FSI)	**1.1**
Retained Apartment Units	**139**
New Townhouse Units	**40 (100%)**
3 Bedroom	20 (50%)
3 Bedroom + Den	16 (40%)
4 Bedroom	4 (10%)
Communal Outdoor Amenity Space	**985 m² (10,602 ft²)** *(provided for both existing and proposed units)*
Private Outdoor Amenity Area	**487 m² (5,242 ft²)** *(Sunken patios at 6.0 m² per below-grade unit and 4.5 m² per above-grade unit)*
Retained Indoor Amenity Area	**281 m² (3,025 ft²)**
Vehicular Parking Supply	**238 spaces** (200 resident and 38 visitor)
Bicycle Parking	**30 spaces**

Site Layout and Circulation

The proposed townhouse block is located along Rathburn Road East. The existing apartment building is centrally located on the property and will remain. The townhouse block is sited to allow for mid-block pedestrian connections, while retaining the main driveway access and providing convenient circulation between the townhouse block, the existing apartment building, and other areas of the site.

New pedestrian connections provide direct and convenient routes between the townhouse block and the broader site. The site layout also incorporates landscaped areas and buffers around the townhouses, helping to define pedestrian routes and improve the interface between the new development and the existing residential context.

Massing and Built Form
The proposed townhouse block is three storeys in height, with a raised basement level intended to improve access to natural light for lower-level units and provide private outdoor patio space. The 40-unit development has a total residential gross floor area of approximately 4,770 square metres. The unit mix consists of 50% (20 units) three-bedroom, 40% (16 units) three-bedroom plus den, and 10% (4 units) four-bedroom homes. The built form incorporates sloped roof elements, with a maximum building height of 13.2 metres.

The proposed townhouse blocks are modest in scale and provide an appropriate transition between the surrounding low-rise detached dwellings to the west and the existing high-rise apartment building on the property. The townhouse block is oriented along Rathburn Road East to minimize potential shadow impacts on the adjacent low-density residential areas. The proposed built form also incorporates appropriate separation from the existing apartment building, helping to maintain open space and access to light**.**

Landscaping and Streetscaping Improvements
The proposed townhouse development will frame Rathburn Road East and contribute to a high-quality public realm and streetscape condition along the recently reconstructed roadway. The development provides a minimum 3.0 metre landscaped buffer along the street frontage that accommodates tree planting and other landscaping, while establishing a landscaped transition between the public realm and townhouse entrances. Together, the proposed landscaping and the improvements completed as part of the Rathburn Road reconstruction will contribute to an enhanced pedestrian environment and a more cohesive streetscape along the frontage. Additionally, the proposed landscape plan includes the installation of a 1.5 metre high chain-link fence along the west property line adjacent to the *Greenlands* and terminating at the existing trail stairway, as requested by staff.

Parking and Servicing
A total of 238 vehicular parking spaces are provided to serve the existing building and the proposed townhouse block. This includes 21 new surface parking spaces proposed to the rear of the townhouse block. The development will also provide 30 bicycle parking spaces, including long-term and short-term spaces, together with a bicycle repair station. The overall parking supply meets the required parking regulations from the City's Zoning By-law.

The existing driveway and fire route serving the apartment building is intended to be maintained, but will be extended further into the property to support the proposed townhouse development. Waste collection for the proposed townhouse block is accommodated through a dedicated waste collection area located adjacent to the new surface parking area. The existing garbage and recycling enclosures serving the apartment building will be retained.

Amenity Areas
A total of 985 square metres of communal outdoor amenity space is provided for the existing apartment building and proposed townhouses. The proposed outdoor amenity space is located between the driveway and the proposed townhouse block, while the existing outdoor amenity space is retained further within the site. Together, these amenity areas provide convenient access for residents across the site.

In addition, private outdoor amenity space is maintained at 6.0 square metres for the below-grade units, while units above grade feature two balconies that together provide 4.5 square metres of private outdoor amenity space per unit.

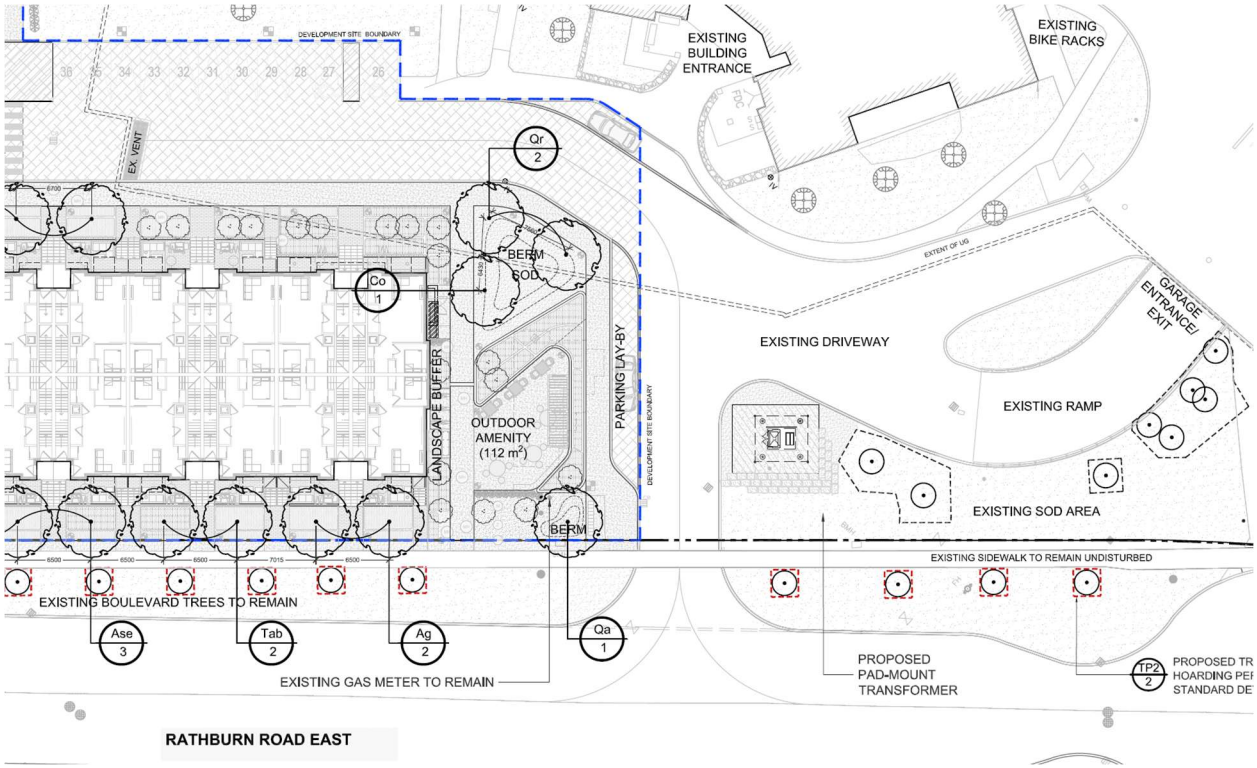


Figure 11: Existing and proposed outdoor amenity areas (Courtesy: The MBTW Group)

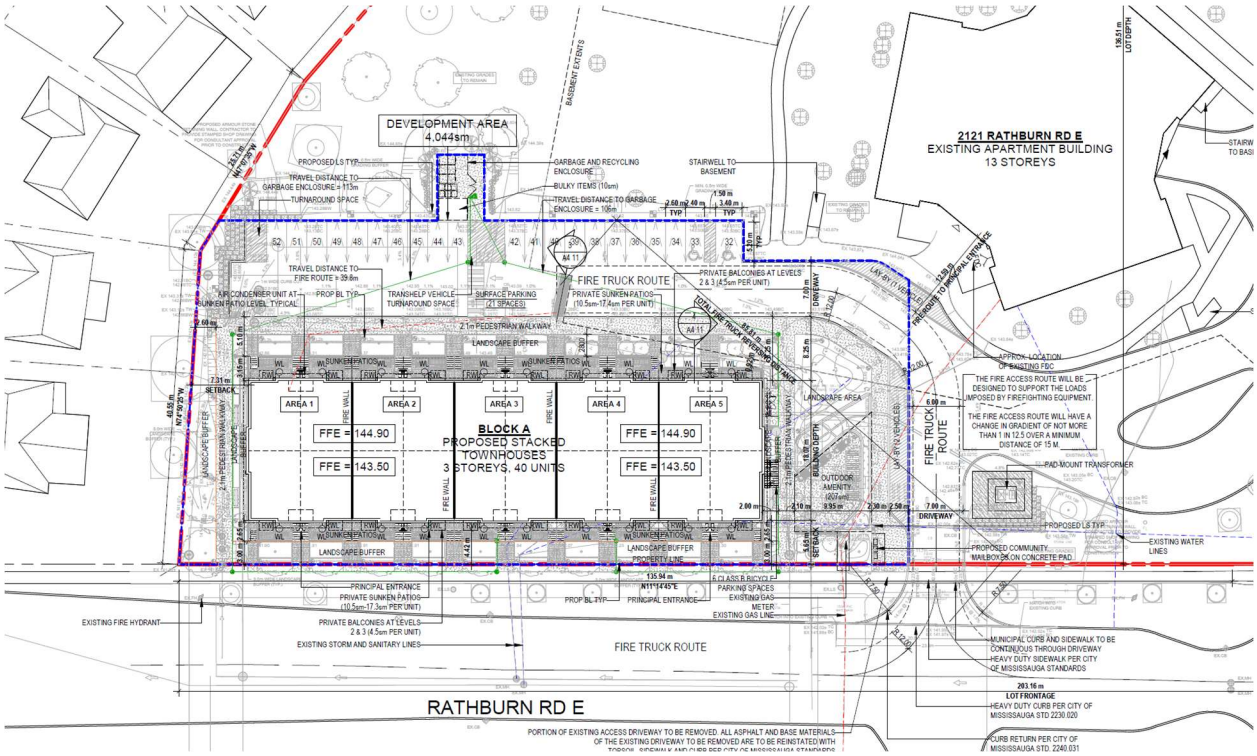


Figure 12: Site Plan (Courtesy: Kohn Architects Inc.)



Figure 13: View along Rathburn Road (Courtesy: Kohn Architects Inc.)

3.2 Required Approvals

As discussed below, a Zoning By-law Amendment is required to facilitate the proposed development and to align the Zoning By-law with the underlying Official Plan permissions. In addition, the property is subject to Site Plan Control and approval of a Site Plan Application is also needed.

Official Plan Context

The site is designated *Residential High-Rise* in the City of Mississauga Official Plan. The *Residential High-Rise designation* permits residential apartment buildings and supports the integration of townhouses and lower-rise residential buildings on apartment sites.

The site is located within the Rathwood Neighbourhood Character Area, a mature neighbourhood where future development is intended to respect the surrounding context, including height, scale, and building typology. In addition, Policy 10.2.5.11 provides that lands designated *Residential High-Rise* may permit residential built forms identified within the *Residential Low-Rise II* designation, including all types of townhouse dwellings up to four storeys, where they are accessory to an apartment on the same property.

In this context, the proposed three-storey stacked back-to-back townhouses are appropriately integrated with the existing 13-storey apartment building and conform with the applicable Official Plan policies. No amendment to the Official Plan is required.

Zoning By-law Amendment

The site is zoned Residential Apartment with a site-specific exception 1 (RA4-1) as per Zoning By-law 0225-2007. This zoning permits residential apartment uses but does not permit townhouse forms. The zoning permits a maximum FSI of 1.0 and a maximum height of 18 storeys.

A ZBA is required to permit the proposed development on the site, including the proposed stacked back-to-back townhouse use, density, landscape buffers, and minimum private outdoor space per unit. The subject property is proposed to be rezoned to RA4-XX (Apartments) with an exception that permits the additional stacked back-to-back townhouse use and related performance standards. A draft ZBA is attached in *Appendix B* and submitted under a separate cover.

3.3 Public Consultation

The public consultation approach will follow the statutory requirements outlined in the *Planning Act*, with additional engagement envisioned to ensure transparency and communication with existing tenants and the local community.

As part of the development process, a Tenant Engagement Session was held on December 2, 2025, shortly after the filing of the initial SPA submission. The session provided an opportunity to present the preliminary development concept to existing tenants and receive feedback. Tenants received additional project updates in writing in August 2026.

The Applicant will continue to engage with stakeholders and the public throughout the development review process. It is anticipated that a formal Community Meeting will be arranged through the Councillor's office following the submission of the application and after the municipal election. The Applicant also intends to provide additional tenant engagement at key project milestones.

All application materials will be made available online, and an application notice sign will be posted on the site and updated as necessary. The Applicant will continue to work closely with City staff and the local Councillor regarding any questions or comments received by members of the public.

4. POLICY FRAMEWORK

4.1 Overview

This section provides an overview of provincial and municipal planning policies that apply to the site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement (PPS), considers matters of provincial interest under the Planning Act, conforms to the City of Mississauga Official Plan, and appropriately considers applicable urban design guidelines.

4.2 Planning Act R.S.O. 1990, c. P.13

The Planning Act R.S.O. 1990, c. P.13 (Planning Act) is provincial legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the tools, processes and mechanisms to exercise this control.

Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard for when carrying out their responsibilities. Matters that apply to the proposed development include:

> (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;
>
> (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
>
> (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
>
> (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 3(5) of the Planning Act states that planning decisions must be consistent with ministerial policy statements and conform to, or not conflict with, provincial plans in effect on that date.

Summary Opinion

The proposed development has regard for provincial objectives set out in the Planning Act, specifically by increasing the diversity of housing types available in the neighbourhood through the introduction of a stacked townhouse block. The development provides for context-sensitive intensification and infill within an established neighbourhood, ensuring efficient utilization of land, infrastructure, and local amenities. The proposed development is designed to fit cohesively with the existing neighbourhood and is expected to contribute positively to the public realm.

4.3 Provincial Planning Statement 2024

The Provincial Planning Statement (PPS) 2024 is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The PPS 2024 came into effect on October 20, 2024, replacing both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019). The Planning Act requires all decisions affecting planning matters to be consistent with the PPS.

The vision outlined in Chapter 1 of the PPS emphasizes the importance of increasing the supply of housing to support growth and long-term prosperity. The PPS identifies the Province's goal of building 1.5 million homes by 2031, with growth prioritized within urban and rural settlement areas to protect the long-term viability of more sensitive rural areas. The vision also underscores the importance of prioritizing compact, transit-supportive design and optimizing investments in infrastructure and public service facilities. The PPS states that municipal official plans are the most important tool for implementing the vision and objectives of the PPS.

Chapter 2 of the PPS provides a number of policies intended to support housing development and the creation of strong and competitive communities. Policy 2.1.4a) requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years. Policy 2.1.6 promotes the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment uses, and public service facilities.

The PPS encourages the development of a range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies contained in Section 2.2 require planning authorities to facilitate all housing options and all types of residential intensification. In addition, the policies promote residential densities which efficiently use land, resources and infrastructure, and support the use of active transportation. Policy 2.2.1d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

The PPS states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including major transit station areas. Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS encourages municipalities to identify strategic growth areas which are to be a focus for growth, intensification, a range of housing, and a mix of uses to support the achievement of complete communities and compact built form.

Chapter 3 of the PPS addresses matters related to the provision of infrastructure and municipal services. Policy 3.1.1 requires infrastructure and public service facilities to be coordinated with land use planning so that they are financially viable over their life cycle and are available to meet current and projected needs. Moreover, the PPS encourages the optimization of infrastructure use before consideration is given to development of new infrastructure. Policy 3.2.2 encourages the efficient use of existing and planned transportation infrastructure through the use of transportation demand management strategies, where feasible.

Lastly, the Appendix to the PPS, 2024 lists 29 "Large and Fast-Growing Municipalities," including the City of Mississauga, that are subject to specific policies related to growth, development, and planning.

Summary Opinion

The proposed back-to-back stacked townhouse development is consistent with the PPS, as it supports the development of complete communities by contributing to a broader range and mix of housing options within an established urban area. The proposed development represents an efficient and appropriate form of residential intensification that optimizes the use of land and existing infrastructure while introducing a compact, ground-related housing form that complements the surrounding residential neighbourhood context. Integrating the proposed townhouses within a more traditional "tower-in-the-park" setting with substantial communal outdoor amenity space further

contributes to a high-quality residential environment. Collectively, the proposal increases housing choice, supports the efficient use of land and infrastructure, and contributes to the creation of a complete, well-designed community.

4.4 City of Mississauga Official Plan

City Council adopted the City of Mississauga Official Plan on April 16, 2025, and the Minister of Municipal Affairs approved it with modifications on March 24, 2026. This section provides an overview of the key chapters and policies of the Official Plan relevant to the subject site and proposed development. A summary opinion evaluating the proposal against the applicable policy framework is provided at the end and considers the site's context, planned function, built form, and contribution to the City's broader housing and growth objectives.

Table 3: Mississauga Official Plan Schedule Designations

***Official Plan* Schedule**	**Designation**
Schedule 1 – City Structure	*Neighbourhood*
Schedule 3 – Long Term Street Network	Located along Rathburn Road East, which is designated as a *Neighbourhood Major Collector* Road.
Schedule 4 – Long Term Transit Network	Within approximately 1 kilometre from Burnhamthorpe Road East, a *Transit Priority Corridor*.
Schedule 5 – Long Term Cycling Routes	Located along Rathburn Road East and approximately 500 metres from Ponytail Drive, both identified as a *Primary On-Road / Boulevard Route*.
Schedule 7 – Land Use Designations	*Residential High-Rise*

Chapter 2 – Vision

Chapter 2 of the Official Plan sets out guiding principles for Mississauga's growth and development. The guiding principles include creating distinct, vibrant, and complete communities; planning for a wide range of housing options; prioritizing pedestrians and providing a wide range of mobility options; and supporting sustainable, climate-resilient growth. To achieve the guiding principles, the Official Plan identifies the following areas for strategic actions: Growth Management and Strategic Growth Areas, Natural Environment and Climate Change, Housing and Community Infrastructure, Heritage and Culture, Transportation, Urban Form and Design, Economy and Collaboration. This chapter also recognizes that Mississauga is transitioning from a largely suburban municipality and aims to be a more complete, urban and transit-supportive city.

Chapter 3 – Directing New Development

Chapter 3 of the Official Plan directs development and growth within Mississauga. Notably, the City's growth management framework anticipates that the majority of growth will be accommodated within Strategic Growth Areas and existing urban areas, to ensure that development is mixed-use, compact, and transit- and active transportation-supportive (Policy 3.2.5). The Official Plan also directs that a range of housing options are permitted within low-rise residential *Neighbourhoods* (Policy 3.2.5.c.).

Chapter 5 – Housing Choices and Affordable Homes

Chapter 5 of the Official Plan outlines how Mississauga will provide a broad range of housing options and tenures to meet increasing demand. Notably, Section 5.2 sets out new housing supply objectives to ensure an appropriate range and mix of housing options. Policy 5.2.2 directs that Mississauga will require an appropriate mix of housing by density, type, and affordability throughout the city. Further, to achieve a balanced mix of unit types and sizes, the Official Plan encourages developments with over 50 units to provide 50% of units as a mix of 2- and 3-bedroom homes (Policy 5.2.3).

Section 5.3 outlines the mechanisms in place to achieve the City's housing objectives. Subsection 5.3.1 provides direction intended to support the creation of complete communities. Relevant policies seek to ensure that the quality and quantity of the existing housing stock is maintained (Policy 5.3.1.5); promote the provision of housing that meets the needs of young adults, older adults, and families (Policy 5.3.1.8); and directing that housing be designed to support a healthy lifestyle, including access to all modes of transportation (Policy 5.3.10). Section 5.3.2 further emphasizes the need to diversify the housing supply, and establishes direction for missing middle housing, including low-rise, multi-unit infill development. This section notes that Mississauga will enable greater housing flexibility "especially within neighbourhoods" and recognizes that "additional ground-related housing is needed" to respond to the growing diversity of households.

Section 5.3.4 of the Official Plan focuses on protecting and expanding the rental housing stock, which is recognized as an important component of a sustainable housing supply. The City will ensure purpose-built rental housing supports a range of housing and affordability needs (Policy 5.3.4.3). Policies in this section discourage demolishing or converting existing residential rental properties.

Notably, on January 29, 2026, the Ministry of Municipal Affairs and Housing (MMAH) filed Ontario Regulation 15/26, which amends Ontario Regulation 232/18 to pause the implementation of Inclusionary Zoning in municipalities such as the City of Mississauga for developments where a complete application is submitted on or before July 1, 2027. This legislation is intended to minimize housing construction costs given the current economic context.

Chapter 7 – Getting Around Our Communities

Schedule 6 of the Official Plan identifies a planned right-of-way width of 35 metres along a portion of Rathburn Road East, with the remaining portions of Rathburn Road East within Mississauga planned for a 30 metre right-of-way width. Chapter 7 provides direction for the design of complete streets and identifies streetscape, pedestrian, cycling and public realm improvements as components of the transportation network. Policy 7.3.2.3(e) requires the conveyance of lands from abutting properties for the widening of roads as a condition of subdivision, severance, minor variance, condominium or site plan approval.

While the Official Plan identifies a planned increase in the right-of-way of Rathburn Road East, based on discussions held with City Staff, the previously contemplated road widening is no longer required. A key reason for this decision is that in 2025, the City completed the reconstruction of Rathburn Road East, which introduced several streetscape improvements, including a multi-use trail, new tree planting, enhanced boulevards, and other public realm enhancements. Furthermore, it is recognized that the remainder of Rathburn Road to the west and to the east (within the City of Toronto) is designated as a 30 metre right-of-way.

Accordingly, no additional land conveyance for road widening is proposed as part of this application. The proposal considers a 3.0 metre landscape buffer along Rathburn Road East, contributing to the enhanced streetscape and public realm along the corridor.

Chapter 8 – Well Designed Healthy Communities

Chapter 8 of the Official Plan establishes the urban form and design framework that complements the City Structure policies and supports the development of a resilient, healthy, and accessible city. This framework is intended to guide the city's evolution and intensification in a way that supports its overall vision; promotes health and a low-carbon future; protects and enhances natural systems; advances design excellence; prioritizes accessibility; and ensures the connectivity, compatibility, and integration of surrounding uses (Section 8.1).

Sections 8.2 and 8.3 guide the city's urban form and pattern. These sections reiterate that density can be accommodated compatibly through good urban design, expressly noting that infill and redevelopment within *Neighbourhoods* will respect the local planning context (Policy 8.2.3). The city vision is intended to be supported by development that demonstrates context sensitivity and transition, including to the public realm (Policy 8.2.10.c).

Notably, per Policy 8.3.12, new development is not required to mirror existing development, but will:

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

Section 8.4 outlines public realm policies. Developments at intersections and major streets should be of a highly attractive urban quality (Policy 8.4.1.12). The City encourages achieving an attractive, comfortable, and safe public realm through landscaping, screening, and appropriate treatment of parking and service areas (Policy 8.4.1.16). Recognizing the importance of open spaces to an area's character and quality of life, the Official Plan directs that residential developments of significant size provide common outdoor on-site amenity areas suitable for the intended users (Policy 8.4.5.8).

Section 8.6 outlines policies regarding buildings and site development, and subsection 8.6.1 defines low-rise, mid-rise, and high-rise buildings. Building and site design must be compatible with the surrounding context, uses, public realm, and landscape; create a sense of enclosure along the street edge; and provide transitions between buildings of different heights (Policies 8.6.2.1, 8.6.2.3, and 8.6.2.5). As per Policy 8.6.2.2, development will provide an appropriate transition to existing and planned development by having regard for street and block patterns, the size and configuration of properties along the street, building massing and height, privacy and overlook, and streetscape continuity, among other matters. Buildings are to create a sense of place through distinctive architecture, streetscaping, public art, and other means (Policy 8.6.3.2), and site development should respect and maintain existing grades on-site (Policy 8.6.3.8). Collectively, these policies emphasize assessing development based on its actual built-form relationship with the surrounding context rather than density or typology alone.

Chapter 10 – Land Use Designations

The site is designated *Residential High-Rise* per Schedule 7 of the Official Plan. In addition to uses permitted in all designations, such as community and transportation infrastructure, conservation, parkland and transit facilities, the *Residential High-Rise* land use permits home occupation, additional needs housing, and dwelling units in buildings above eight storeys, with a maximum height specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height is that of the tallest existing building on the property (Policies 10.2.5.2 and 10.2.5.10). Importantly, Policy 10.2.5.11 further permits uses from the *Residential Low-Rise II* designation, including townhouse dwellings up to four storeys, where they are accessory to apartment dwellings on the same property.

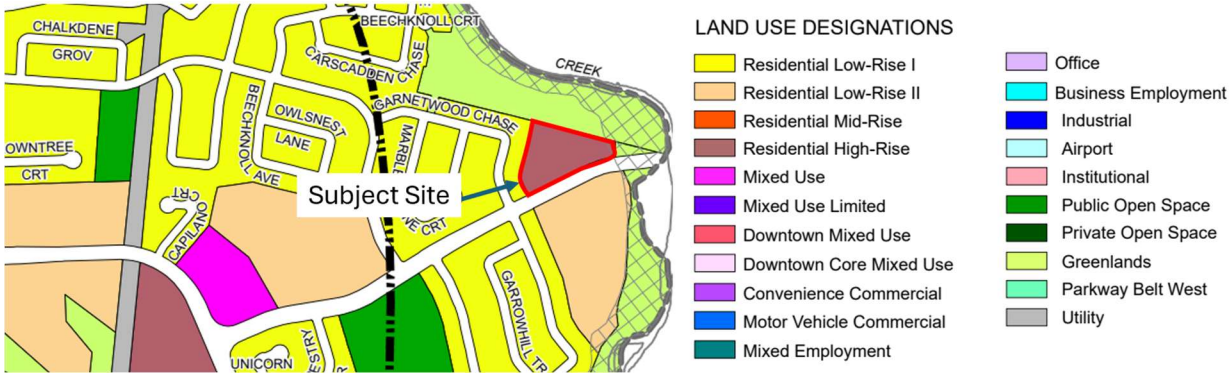


Figure 14: City of Mississauga Official Plan – Schedule 7 Land Use Designations

Chapter 15 – Neighbourhoods

Chapter 15 of the Official Plan establishes policies and a vision for Mississauga's neighbourhoods, promoting a broader range of housing forms to meet the growing need for affordable and accessible housing options. Importantly, the City supports a full range of housing options and built forms and promotes a variety of residential built forms and arrangements that respond to the needs of current and future residents, while requiring appropriate transitions in height, built form, and density to surrounding lands (Policy 15.1.1.4). Intensification within Neighbourhoods will also be considered where development is compatible in built form and scale with surrounding development and enhances the existing or planned context (Policy 15.1.1.6). Development is further expected to be sensitive to the existing and planned context and provide appropriate transitions in use, built form, density and scale (Policy 15.1.1.7).

The Official Plan notes that Rathwood is a mature neighbourhood consisting mainly of detached homes, with semi-detached, townhouse, and apartment dwellings along arterial and major roads. Notably, the Official Plan states that new apartment dwellings will be directed to these streets to reinforce a sense of place and create a complete, healthy community.

Summary Opinion

The proposed development represents an appropriate form of residential intensification within an existing Mississauga *Neighbourhood*. The development introduces 40 purpose-built rental apartment units in a "tower-in-the-park" style residential apartment setting, providing additional rental housing supply without displacing or negatively impacting the existing rental housing on site.

The site is well positioned to accommodate growth given its access to established municipal services, transit, parks, schools, and other community amenities within the Rathburn neighbourhood. The addition of 40 family-sized units will expand the range of housing available in the area and contribute to a greater diversity in both housing form and tenure. The proposed development will also support efficient use of existing land and infrastructure, while providing additional opportunities for households to remain in the community as their housing needs evolve.

The proposed development also significantly exceeds the City's target for new developments to include 50% family-sized units. All 40 proposed purpose-built rental units are intended for larger households, comprising 20 three-bedroom, 16 three-bedroom plus den, and 4 four-bedroom units. Accordingly, the development significantly increases Mississauga's family rental housing and broadens housing options for families not typically served by standard apartments.

From a built-form perspective, the proposed development is designed as a context-sensitive addition to the property, with consideration for the surrounding low-density housing pattern. Compatibility is achieved through the building's scale, massing, orientation, setbacks, landscaping, and relationship to neighbouring properties. The thoughtful design allows the site to accommodate additional residential density while maintaining an appropriate interface with the surrounding low- and high-rise housing typologies. Fronting on Rathburn Road East, the townhouse block will help animate the street through individual entrances, landscaping, balconies, and architectural articulation. Lastly, the inclusion of 985 square metres of outdoor amenity area complements the family-sized rental units and supports a high-quality, livable environment.

The proposed stacked back-to-back townhouses are a permitted use in the *Residential High-Rise* land use designation. While townhouse dwellings up to four storeys are permitted, the proposed development seeks a modest three-storey building height. This approach ensures the new townhouses integrate well with the existing apartment building on site and with the surrounding context.

The proposed stacked back-to-back townhouse development is aligned with the site's Neighbourhood function, as identified on Schedule 1 – City Structure of the Official Plan. The proposal represents a modest form of residential intensification that adds housing choice while remaining compatible with the surrounding residential context. The proposed three-storey townhouse block complements the existing 13-storey, 139-unit apartment building on the site by introducing a lower-scale, ground-related built form that responds to the character of the surrounding neighbourhood. By adding family-sized, purpose-built rental units to an established rental property, the development broadens the range of housing forms available on the site while supporting the continued evolution of the Neighbourhood in a manner that is sensitive to its existing and planned function.

4.5 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The Zoning By-law regulates the use of land, buildings, and structures to implement the Official Plan. The subject site is zoned as a Residential Apartment 4 with site-specific exception 1 (RA4-1), which permits apartment buildings up to 18 storeys in height and a maximum FSI of 1.0.

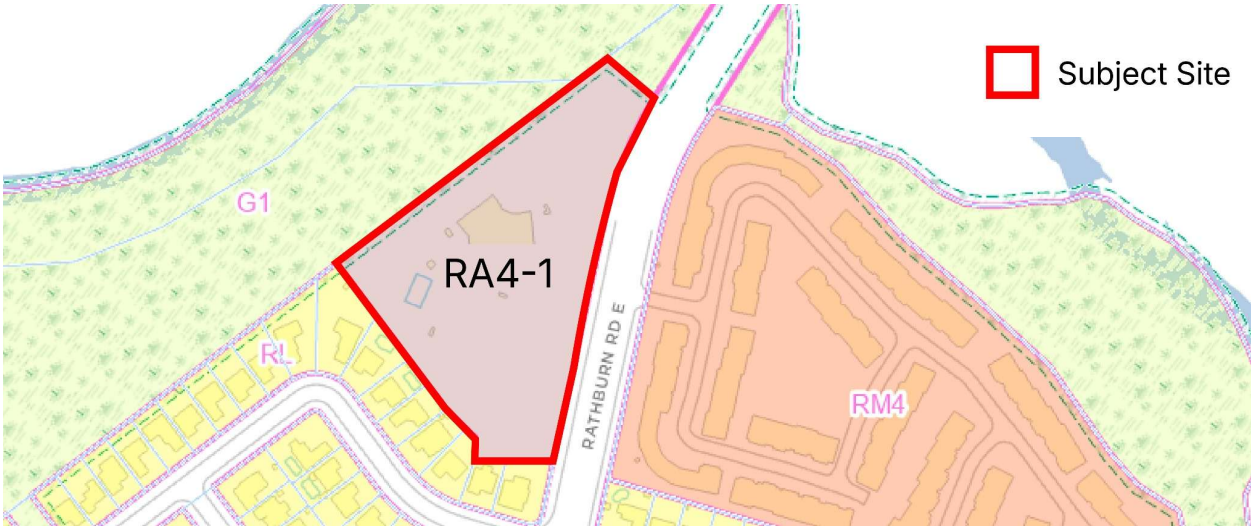


Figure 15: City of Mississauga Zoning By-law 0225-2007 map excerpt

A Draft Zoning By-law Amendment has been prepared in support of this application. The proposed ZBA establishes a new site-specific exception to the RA4 Zone to permit the proposed stacked back-to-back townhouse use and the associated site-specific performance standards. The proposed Zoning By-law Amendment would update the zoning regulations to align with the land use permissions in the new Official Plan, which permit townhouses on properties designated *Residential High-Rise*.

4.6 Additional Considerations

Mayor's Housing Task Force

The Mayor's Housing Task Force Report, launched by Mayor Carolyn Parrish, addresses Mississauga's deepening housing crisis through collaboration with over 30 industry and non-profit housing leaders. The report outlines 30 actionable recommendations to reduce development costs, streamline approval processes, reform zoning regulations, and create sustainable funding models for affordable housing. The City aims to facilitate 370,000 new homes by 2051, up from the previous target of 246,000, by unlocking supply and lowering costs.

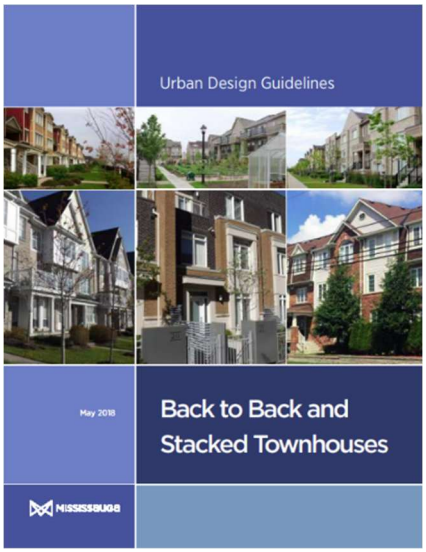


The Report notes that Mississauga's affordability crisis is severe, with home prices and rents out of reach for most residents, leading to population stagnation and an exodus of young people. High development charges, soaring land and construction costs, limited government funding, and

regulatory delays further exacerbate the problem. To address these challenges, the task force recommends waiving or deferring development fees for affordable and rental housing, simplifying zoning for more mid-rise and transit-oriented projects, and modernizing design standards. The City has already begun to act, including updating its Official Plan, reducing its Development Charges, introducing financial incentives for affordable rental units, and pre-zoning for as-of-right development in key growth areas.

The report emphasizes that municipalities cannot solve the housing crisis alone. It advocates for a coordinated effort across all levels of government to create the conditions for housing to be built faster, more affordably, and at the scale required. Using Mississauga as a blueprint, the report aims to inspire other jurisdictions to take similarly bold steps, ensuring growing cities remain accessible to families, young people, and future generations.

Back-to-Back and Stacked Townhouses Urban Design Guidelines (2018)



The City of Mississauga developed the Back-to-Back and Stacked Townhouses Urban Design Guidelines in 2018 to guide how new developments can integrate into surrounding neighbourhoods while creating attractive, pedestrian-oriented streets and high-quality private and common amenity spaces. As the City transitions from greenfield development, back-to-back and stacked townhouses represent an appropriate form of gentle infill and intensification, introducing additional housing choice and density while maintaining a low-rise built form that can be sensitively integrated into established neighbourhoods.

The Guidelines direct that development respond appropriately to the existing and planned neighbourhood context, including surrounding building types, heights, setbacks, and streetscape character. Building height, length, and massing should be designed to minimize impacts on adjacent properties and provide appropriate transitions to lower-scale development. The Guidelines also direct that units address and have entrances oriented toward public streets, internal streets, and pedestrian routes. Particular consideration is also given to the design of back-to-back units, where the absence of conventional rear yards requires careful attention to building configuration, outdoor amenity space, landscaping and privacy. Overall, developments are encouraged to provide a high-quality, pedestrian-oriented built form that contributes positively to the public realm.

5. SUPPORTING STUDIES AND REPORTS

5.1 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was completed by AS&G Archaeological Consulting Inc. on September 11, 2025. The Stage 1 background research entailed a property inspection and desktop review of ground conditions using contemporary satellite imagery and historical atlas maps. This research determined that archaeologically significant materials may be recoverable within portions of the project area. It was also determined that large portions of the project area, and the entire development area, have undergone deep disturbances in the past. As such, the Stage 2 archaeological assessment must be conducted in areas identified as retaining archaeological potential outside the development area. A systematic shovel test pit survey at five metre intervals shall be undertaken in these areas.

5.2 Shadow Study

Shadow studies were completed by Kohn Partnership Architects Inc. for the proposed development at 2121 Rathburn Road East. The study evaluated the extent of shadows resulting from the proposed development on surrounding areas and assessed compliance with applicable Shadow Impact Criteria. Following an analysis of shadows on June 21st, September 21st, and December 21st, it was concluded that the required sunlight thresholds were met on the proposed outdoor amenity area during the tested dates and times in June and September. The proposed amenity area's location along Rathburn Road provides generous sunlight access throughout the day in June and throughout the morning and evening hours in September. In December, when shadows are most extensive, the outdoor amenity area does not meet the sun access factor criteria.

5.3 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (FSSMR), prepared by Envision Consultants Ltd., supports the Zoning By-law Amendment (ZBA) application for the proposed residential development at 2121 Rathburn Road East. The study evaluates the feasibility of water servicing, sanitary servicing, and stormwater management for the development, and assesses stormwater quantity, quality, runoff volume, and erosion control. The proposed development's projected population is approximately 137 people. Key Servicing Findings:

- **Water Servicing**: Each townhouse unit will have one 25mm diameter copper water service connection, and the unit service connections will be serviced by an internal 100mm watermain network. The internal 10mm watermain network will loop to the existing 300mm watermain on Rathburn Road East via two 150mm municipal water service connections.
- **Fire Hydrant**: On June 19, 2025, a hydrant flow test was performed by Lozzi Aqua Check. The test demonstrated that the existing municipal water supply has sufficient capacity to support the proposed development.
- **Sanitary Servicing**: The increase in peak sanitary design flow resulting from the development to the sanitary sewer is 1.84 L/s. The Region will use its sanitary infrastructure model to confirm whether the sanitary sewer system has sufficient capacity to meet the estimated sanitary demand from the proposed development. The existing infrastructure includes a 250mm sanitary sewer system along Rathburn Road East.

- **Stormwater Management**: Two GreenStorm ST underground stormwater cisterns are designed to control flow from the proposed development, with stormwater management Tank '1' being designed for an effective storage volume of 129.36 m^3 and stormwater management Tank '2' providing an effective storage volume of 45.42 m^3. A Jellyfish JF4-1-1 water treatment unit is proposed upstream of stormwater management Tank '1' to treat runoff and enhance stormwater quality control for the site. Sustainable LID practices are incorporated into runoff volume reduction measures, including 1,093 m^2 of softscape area to support green infrastructure and overall water balance.

Overall, the report demonstrates that the site can be developed in compliance with City of Mississauga and Region of Peel functional servicing and stormwater management requirements.

5.4 Arborist Report

A Tree Inventory and Preservation Plan was prepared by MBTW Group. The study identifies and assesses trees on the site and within the right-of-way. The current condition of each tree and its potential for preservation is evaluated. The team inventoried and classified 169 trees by species, size, health, and structural integrity. Amongst the 169 trees, 13 are owned by the City of Mississauga as they are within the right-of-way along Rathburn Road East.

The plan proposes that 27 trees located on the subject property be removed to support the proposed development. The trees recommended for removal range in condition from Poor to Good. To satisfy the conditions required for the issuance of the Tree Removal Permit, the planting of 55 new trees will be required. The plan supports the use of tree preservation fencing in accordance with the TP-1 plan. The plan also includes other protective guidelines for tree preservation to ensure each tree's long-term health and stability. Among other items, the tree maintenance program addresses compliance with the Migratory Bird Conservation Act, the use of hydrovac excavators to identify tree roots in conflict with the proposed construction, the use of low-nitrogen fertilizer to promote root growth, and irrigation to compensate for root loss during drought.

Overall, the report seeks to balance the desire to preserve trees with the needs of the proposed development.

5.5 Transportation Report

A Transportation Impact Assessment was prepared by BA Group for the proposed development. The site is located on the northwest side of the terminus of Rathburn Road East.

The development proposes new at-grade parking spaces behind the townhouse block. The existing surface parking at the north end of the site will be retained. The development proposes 21 new at-grade parking spaces, and residents of the new residential units will have access to the existing parking garage, which will be retained. In total, the site will contain 238 parking spaces serving all 179 residential units (139 existing apartments and 40 new townhouse units). The proposed parking supply exceeds the minimum requirement from the Zoning By-law of 237 spaces. The existing loading area will also be maintained. The existing driveway on Rathburn Road East will continue to provide vehicular access to visitors and resident parking.

The site supports active transportation, being served by MiWay Bus Route 20, and sidewalks and pathways within the immediate site area connect to numerous shops, restaurants, entertainment, parks, schools and community centres. The proposed parking supply is 238 spaces, which exceeds

the minimum parking requirement of 237 spaces under Zoning By-law 0225-2007 by one space. The development will also provide 30 bicycle parking spaces, including long-term and short-term spaces, together with a bicycle repair station.

Spectrum Traffic Data Inc., on behalf of BA Group, collected base traffic volume data. The report concludes that the proposed townhouse units are projected to generate 19 to 22 two-way vehicle trips in the weekday morning and afternoon peak hours. The site driveway intersection and the opposing driveway into the neighbouring housing complex will continue to operate acceptably under both existing and future scenarios.

5.6 Environmental Noise Assessment

An Environmental Noise Assessment was conducted by Valcoustics Canada Ltd. for the proposed infill residential development to assess compliance with environmental noise guidelines in support of the application. The study reviewed transportation noise sources, including road traffic on Rathburn Road East and Centennial Park Boulevard. The sound level generated by Rathburn Road East and Centennial Park Boulevard at the grade-level patio is below 55 dBA, therefore sound barriers are not required for noise control purposes. There are also no ventilation requirements for the development based on the daytime and nighttime sound levels.

The anticipated stationary noise source with the potential to impact the proposed development is the existing 13-storey apartment building at 2121 Rathburn Road East. The specific noise sources are the rooftop mechanical equipment, parking exhaust fans and emergency backup generator. The development is acoustically feasible and is predicted to be a suitable acoustic environment where applicable transportation and stationary noise guidelines limits are met without any mitigation.

5.7 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was conducted for proposed development at 2121 Rathburn Road East. The assessment was completed by Premier Environmental Services in accordance with Ontario Regulation (O.Reg.) 153/04 of the Environmental Protection Act. The objective of the Phase 1 ESA was to determine if there is evidence of actual or potential contamination at or adjacent to the site.

Historical records, including a review of aerial photographs and city directories, found that the Subject Property has historically been used as a quarry and was then backfilled and developed. The placement of fill material was previously identified as an Area of Potential Environmental Concern (APEC), and was later tested through a Phase 2 ESA investigation. The fill material was found to meet applicable site condition standards, and is found to not be of actual environmental concern.

The site is considered to be a low-risk site in terms of Excess Soil. However, because an APEC was previously identified on the site, a registry posting on RPRA Excess Soil board should excess soil be hauled offsite.

5.8 Geotechnical Investigation Report

A geotechnical engineering report was prepared by MTE Consultants Inc. The geotechnical investigation was intended to determine the subsoil and groundwater conditions that may affect the design and construction of the proposed development, and to provide geotechnical engineering recommendations for the development. The investigation included three boreholes drilled on June 17,

2025, which revealed a layer of ground surface cover (topsoil and asphalt pavement) overlying existing fills, which was underlain by native sandy clayey silt and clayey silt/shale complex.

Key geotechnical recommendations include the ground surface cover being stripped and removed from the area of the proposed development, and the topsoil being separated from other deleterious materials and stockpiled. Further, all foundation exposed to seasonal freezing conditions should be provided with at least 1.2 m of earth cover after final grading or equivalent of frost protection to minimize the potential for damage due to frost action. A minimum width of 600 mm is recommended for strip footings, and floor slabs should be supported by at least 150 mm of OPSS.MUNI 1010 Granular A, compacted to 98% of standard Proctor maximum dry density, or its approved equivalent is also recommended, amongst other recommendations. MTE Consultants Inc. states regular geotechnical inspections and testing is required during construction of any engineered fill, and regular geotechnical inspections and material testing should be carried out during construction.

In regards to site servicing, trench excavation should be carried out in accordance with the Ontario Occupational Health and Safety Act & Regulations for Construction Projects. Normal conventional excavation equipment will be suitable for excavating trenches within the materials present. If groundwater seepage into the excavation occurs, dewatering should be achievable by properly filtered sumps and pumps. To prevent disturbance of the soil at the bedding level, ideally the groundwater table should be lowered to at least 0.6 m below the base of the trench. Pipe bedding should be in accordance with pipe manufacture recommendations, and appropriate local municipality requirements and standards. To prevent the movement of water along the pipe bedding, the installation of 1m long concrete or clay cutoff collar is recommended. The backfill above the bedding should consist of imported or inorganic onsite soils placed in 200 mm thick lifts and uniformly compacted to 95% SPMDD. Backfilling operations should follow closely after excavation such that an open trench is only exposed for a short length.

Overall, the geotechnical investigation report provides critical recommendations to ensure the stability and long-term performance of the proposed development.

5.9 Hydrogeological Report

A Hydrogeological Investigation was prepared by MTE Consultants Inc. The investigation includes an overview of the existing hydrogeological conditions at the site, an assessment of anticipated construction dewatering flow rates for a generic construction scenario, groundwater quality, and the development of a water balance for pre- and post-development conditions.

The investigation included site visits and the collection and interpretation of available reports and data, including the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records.

Based on the findings from the hydrogeological assessment and associated potential impacts due to development, the following monitoring and mitigation program is provided:

- If the groundwater encountered during excavation activities is discharged to the City of Mississauga Storm Sewer, pre-treatment will be required prior to discharge.
- If the groundwater encountered during excavation activities and long-term dewatering is to be discharged into a Regional Municipality of Peel sanitary or City of Mississauga storm sewer, a sewer discharge permit under the Regional Municipality of Peel Sewer Use Bylaw 53-2010 or City of Mississauga Storm Sewer Use By-law 0046-2022 must be granted prior to discharge.
- The design of low impact development or mitigation measures to minimize the pre- and post-development deficit will be addressed during the detailed design stage.

6. SUMMARY PLANNING ANALYSIS

Based on the policy analysis undertaken, it is our opinion that the proposal is consistent with the *PPS 2024* and conforms to the City of Mississauga Official Plan. The following sub-sections highlight the proposal's key planning merits and explain how the proposed development represents good planning.

Expanding the Supply of Family-Sized Rental Housing

The proposed development will contribute positively to Mississauga's housing supply by adding 40 purpose-built rental units, all designed to accommodate families and larger households. The proposed unit mix includes 20 three-bedroom units, 16 three-bedroom-plus-den units, and 4 four-bedroom units, providing rental options that are typically less prevalent in the existing housing market.

The proposal responds to the PPS 2024 direction to support an appropriate range and mix of housing options to meet the needs of current and future residents. By combining larger rental units with a compact, ground-related built form, the development provides an alternative to both conventional low-density ownership housing and traditional high-rise apartment units. Approximately 985 square metres of communal outdoor amenity space will further support residents' needs by providing accessible space for recreation, gathering, play, and social interaction.

Together, the proposed tenure, unit mix, built form, and amenity space will establish a family-oriented residential environment while contributing to a more diverse and complete community.

Residential Infill that Optimizes the Use of Land and Infrastructure

The proposal represents an efficient use of land within an established residential area supported by municipal infrastructure, services, transportation networks, parks, and community amenities. The subject site currently contains a 13-storey rental apartment building, surrounded by open and underutilized land. The proposed development introduces additional housing within the underutilized portions of the site fronting Rathburn Road East while retaining the existing apartment building and its rental housing stock. As demonstrated through the supporting technical studies, the additional density can be supported by existing roads and municipal infrastructure. The proposal therefore represents an orderly and efficient form of residential intensification within Mississauga's existing urban area.

Built Form that Achieves a Transition in Scale and Fit with the Neighbourhood

While the existing Zoning By-law permissions permit the development of taller apartment buildings on the property, the proposal seeks to add a block of three-storey townhouses – a more gentle form of infill. The proposed scale of development represents a modest and measured form of intensification that carefully responds to the immediate surrounding context. Specifically, the proposed townhouse form is similar in scale to the existing townhouse complex situated directly across the street, and is compatible with the two-storey single-family homes located directly to the south along Garnetwood Chase. Moreover, the townhouse block is situated over 7 metres from the rear yards of the abutting properties to the south, with a generous landscape buffer provided along the property line to support tree plantings, facilitate a transition in scale, and mitigate shadow impacts on adjacent properties.

Introducing Missing Middle Housing and Supporting Greater Housing Choice

The proposed stacked back-to-back townhouses contribute an important missing middle housing form within the Rathwood neighbourhood. The development achieves greater residential density than conventional detached and semi-detached housing while maintaining a low-rise, pedestrian-scaled character that distinguishes it from traditional apartment development. The proposed housing

typology and unit mix provide an opportunity to accommodate additional households within an established neighbourhood in a form that is compatible with its existing residential character.

The proposal also expands housing choice by combining a missing middle built form with purpose-built rental tenure and larger unit sizes. All 40 proposed units contain three or more bedrooms, creating housing opportunities for families and larger households seeking rental accommodation in a ground-related format. The proposal therefore contributes not only additional units, but greater diversity in housing form, tenure, and unit size, supporting a broader range of household needs within the community.

Strengthening the Street Edge and Public Realm

The proposed development will improve the relationship between the subject property and the surrounding public realm by introducing pedestrian-scaled residential buildings along the street frontage. The townhouse block will create a more defined street edge, frame the existing apartment building, and establish a stronger visual and physical connection between the property and the surrounding neighbourhood.

A minimum contiguous 3.0 metre landscape buffer will provide opportunities for tree planting and enhanced landscaping along public sidewalks and private walkways. Architectural features such as balconies, vertical articulation, and varied rooflines will divide the townhouse block into visually distinct components, reducing the perception of building mass and adding interest at the pedestrian level. Private residential entrances are also located along the street. Collectively, these elements will create a greener, safer, more attractive, and more engaging streetscape.

Implementing the New Official Plan Through the Zoning By-law Amendment

The proposed Zoning By-law Amendment will establish the permissions and site-specific development standards necessary to accommodate stacked back-to-back townhouses within the existing Residential Apartment (RA4) Zone. The amendment will not alter the property's established residential function; rather, it will broaden the range of residential building forms that can be accommodated on the site.

Although the existing RA4 zoning primarily anticipates apartment development, the proposed townhouses are a lower-rise, less intensive built form that responds appropriately to the low-rise residential context surrounding the property. The amendment will enable residential infill on an underutilized portion of an existing apartment site while retaining the existing rental building and adding family-sized rental housing. In doing so, the amendment will implement Official Plan objectives related to housing choice, intensification, infill development, and missing middle housing through a development form tailored to the physical characteristics and context of the subject lands.

Importantly, the City’s Official Plan permits all types of townhouse dwellings up to four storeys in height when accessory to apartment dwellings on the same property. The addition of one townhouse block containing 40 units will complement and be accessory to the 139 apartment units in the existing 13-storey tower, in conformance with the Official Plan land use policies.

Overall, the proposal represents an efficient and orderly use of an established residential property, adds 40 family-sized purpose-built rental units, and introduces a complementary low-rise housing form alongside the existing apartment building. The proposed Zoning By-law Amendment is therefore appropriate for the subject lands, represents good planning, and will facilitate a well-designed and context-sensitive form of residential intensification.

Technical Matters Studied and Addressed through the Site Plan Process

An SPA application was filed in September 2025 to enable the proposed development. The application has been reviewed in detail by City staff, and two resubmissions of the application have since been filed. In support of the SPA application, numerous drawings and technical studies were prepared and subsequently refined through consultation with City staff and commenting agencies. As a result of the detailed review process that has occurred over the past 12 months, all significant planning, design and technical matters have been resolved.

The supporting studies address matters including transportation and parking, municipal servicing, stormwater management, grading and drainage, environmental noise and mitigation, and tree preservation and replacement. Collectively, this work demonstrates that the proposed development can be appropriately accommodated on the site without unacceptable impacts on municipal infrastructure, the transportation network, or surrounding properties. Importantly, the proposed vehicular parking supply exceeds the parking requirements from the City's Zoning By-law, ensuring that all residents and visitors are readily able to make use of available parking spaces.

This Zoning By-law Amendment application is being advanced following a comprehensive site plan review process. As a result, many of the technical, functional, and design considerations typically addressed later in the development approvals process have already been examined and refined in consultation with the City. Any further modifications arising through consideration of the Zoning By-law Amendment can be incorporated into the ongoing Site Plan Approval application, providing a coordinated path toward implementation.

7. CONCLUSION

Based on the information presented in this Planning Rationale Report and the findings of the supporting technical reports and studies, it is our opinion that the proposed development and associated Zoning By-law Amendment constitute appropriate infill intensification for the site and represent good planning.

The proposal efficiently uses an existing residential site while retaining the existing 13-storey apartment building and all existing rental units. It also adds new rental housing, including a range of larger family-sized units, along with new pedestrian connections, landscaped areas, and shared amenity spaces. The proposed three-storey townhouse scale is sensitive to the neighbourhood context and facilitates an appropriate transition in scale to adjacent properties.

In summary, in our opinion, the proposed development represents good planning as it:

- Is consistent with the Provincial Planning Statement;
- Conforms with policy direction of the City of Mississauga Official Plan;
- Supports the creation of a complete community by introducing 40 new rental units, consisting of three- and four-bedroom homes, within an established residential neighbourhood;
- Represents an appropriate form of grade-related housing, context-sensitive intensification that fits appropriately with the existing apartment building and the surrounding residential neighbourhood;
- Makes efficient use of existing infrastructure and municipal services; and
- Will not create adverse impacts on the surrounding area or the abutting natural lands.

In our professional planning opinion, the proposed development constitutes good planning, supports the creation of additional rental housing, and represents sensitive infill on an existing apartment site in the City of Mississauga.

Respectfully submitted,



Tony De Franco
MScPl, RPP, MCIP
Lead, Development Planning
Sajecki Planning Inc

Appendix A:

Planning Application Checklist

Sajecki Planning

Submission Requirements Checklist

Type of Application:

☐ Official Plan Amendment (OPA) ☐ Removal of H (H-OZ)

☒ Rezoning (OZ) ☐ Plan of Subdivision (T)

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

MISSISSAUGA

General Information		
Address / Legal Description of Site 2121 Rathburn Road East	Ward No. 3	Meeting Date waived
Description of Proposal Stacked back-to-back townhouses		
Applicant Name Tony De Franco – Sajecki Planning	Planner Name Michal Stolarczyk	Pre-Application Meeting No. 26-150

Standard Requirements	
☒ Official Plan Amendment and/or Rezoning Application Form, including **ALL** Schedules	☒ City Application Fees / Deposits
☒ Commenting Agency Fee Collection Form	☒ Region of Peel Commenting Fee Receipt (prior to formal application submission)
☒ Cover Letter including the proposed tenure	☒ Planning Justification Report
☒ Context Plan / Map	☒ Parcel Register showing Easements / Restrictions on Title
☒ Concept / Site Plan	☒ Zoning By-law – Table/List of requested Site-Specific Exemptions)
☒ Grading / Site Servicing Plan / Cross Sections / Underground Parking Plans	☒ Geotechnical Report
☒ Floor Plans	☒ Functional Servicing Report (FSR)
☒ Building Elevations	☒ Stormwater Management Report
☒ Recent Survey Plan	☒ Storm Sewer Use By-law Acknowledgement form
☒ Tree Inventory/Tree Preservation Plan	☒ Arborist Report
☒ Archaeological Assessment	☒ Traffic Impact Study
☒ Draft Notice Sign Mock-up & Proof of Notice Sign Installation	☒ Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
☒ Community Engagement Meeting - if a meeting is warranted by Ward Councillor, a Community Engagement Report is required	☒ Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA

Site Specific Requirements	
	Submission Requirements Notes – See Terms of Reference for more detail information when the following study(s) are required
☐ Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	when site is within Conservation Authority or GTAA review area
☐ Plan of Subdivision Application Form	with Subdivision Proposal
☐ Draft Plan of Subdivision	with Subdivision Proposal
☐ Official Plan – Table/List of requested Site-Specific Exemptions	with Official Plan Amendment Application
☐ Digital 3D Building Mass Model (pdf and Sketchup, AutoCAD, Revit, 3DsMAX or Collada)	when buildings are greater than 10.7 metres in height
☐ Parking Utilization Study	when 10% or more parking deficiency is proposed
☐ Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)	when site is within City's Intensification Areas in the Official Plan
☐ Right-of-Way Package	when a public road is proposed
☐ Pedestrian Wind Comfort and Safety Study	when proposal is greater than 20 metres or more in height (refer to Terms of Reference for detail requirement information)
☒ Shadow Study	when proposal is greater than 10.7 metres in height
☒ Noise and Vibration Study	all proposal with or near a noise sensitive land use defined by the Ministry of Environment (MOE), Conservation and Parks, NPC-300 Environmental Noise Guideline
☐ Air Quality Study	when proposal includes sensitive uses and is within 1000 metres from industrial uses with emission
☐ Land Use Compatibility Study	when the proposal is for residential that is within an Employment Area and/or a previous Employment Area **OR**

	When site is on Dundas Street and designated as Mixed Use Limited designated
☐ Urban Design Advisory Panel	when a site is: • in the City Centre • all major proposed development in Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, Major Transit Stations, Special Purpose Area • all major mixed use and high-density residential development applications
☒ Hydrogeological Report	when underground parking is proposed
☐ Slope Stability Study / Top of Bank Survey	when site is near Hazards Lands
☐ Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission	when site has environmental significance
☐ Heritage Impact Assessment	when the property is listed or designated as Heritage significance
☐ Parkland Dedication Study	when Parks and Culture Planning Section confirms a need for unencumbered park on the property
Other Site Specific Requirements	**Notes/Explanation**

Other Information

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

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

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

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

Sheet Size	Approval Stamp Size / Location
36" x 48"	• 3" width x 2" height • ¾" from edge of sheet in both directions
24" x 36"	• 3" width x 2" height • ¾" from edge of sheet in both directions
18" x 24"	• 3" width x 2" height • ½" from edge of sheet in both directions
11" x 17"	• 3" width x 2" height • ½" from edge of sheet in both directions

File Naming Standards for Drawings

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

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

The chart below for are examples of file naming conventions.

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

File Naming Standards for Documents

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

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

File Type Standards

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

File Size Restrictions

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

Appendix B:

Draft Zoning By-law Amendment

Sajecki Planning

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2026

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

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

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

1. The lands subject to this By-law consist of PLAN M60 BLK HHH, City of Mississauga, as shown on Schedule “A”, “B”, and “C” attached hereto, and that Schedule “A”, “B”, and “C” forms part of this By-law.

2. Map number 26 of “Schedule A” to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing “RA4-1” to “RA4-XX”, in the City of Mississauga, provided that the “RA4-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the red line with the “RA4-XX” zoning indicated thereon;

3. The areas of proposed townhouse blocks and existing apartment building are reflected on Schedule “B”.

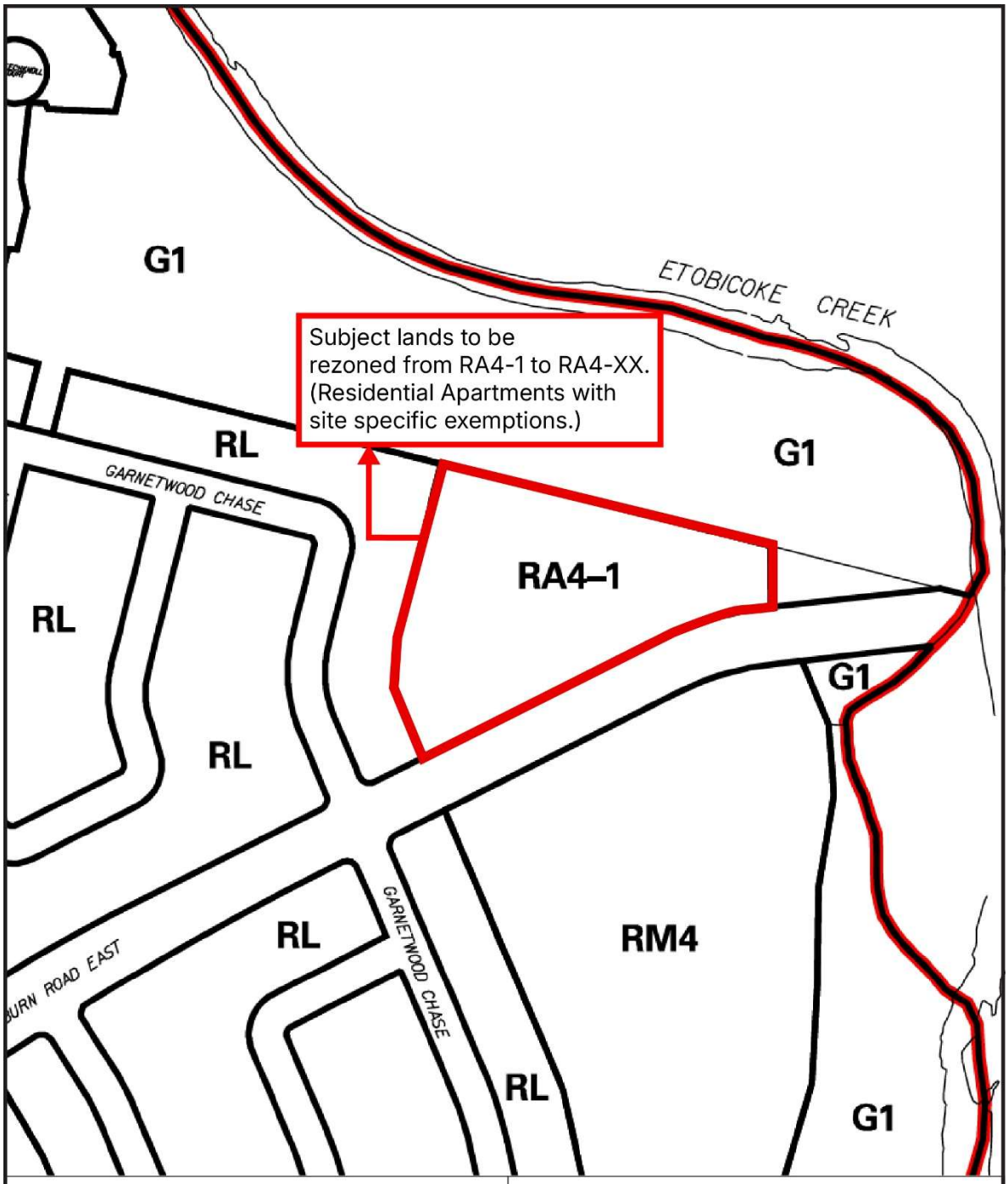
4. The various heights, setbacks, stepback, and separation distances are reflected on Schedule “C”.

5. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding Exception Table 4.15.5.XX and adding the following:

4.15.5.XX	Exception RA4-XX	Map #26	By-law: XXX-2026
In a RA4 zone the permitted **uses** and applicable regulations shall be as specified for a RA4 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.5.XX.1	(1) **Back To Back Townhouse** and **Stacked Townhouse**		
Regulations			
4.15.5.XX.2	Notwithstanding any other provision of this By-law, a physical service and utilities structure and pad for providing electric power transmission shall not be subject to the zone regulations		
4.15.6.XX.3	Any **building** or **structure** existing on the site prior to the passing of this By-law are deemed to be compliant with the Zoning By-law.		
4.15.5.XX.4	For the purposes of this By-law, all lands zoned RA4-XX shall be considered one **lot**		
4.15.5.XX.5	**Back To Back Townhouses** and **Stacked Townhouses** shall only be permitted in Area '1' and ‘2’ as identified on RA4-XX Schedule B of this Exception		

4.15.5.XX.6	Minimum **centerline setbacks** between the centerline of the right-of-way and the nearest part of any building or structure excluding all cantilevers and projections	18.1 m
4.15.5.XX.7	Notwithstanding Regulation 2.1.22, minimum **eaves encroachment** from the exterior wall of the building into any yard in Area '1'	1.0 m
4.15.5.XX.8	Notwithstanding Regulation 4.1.5.1, maximum **patio encroachment** from the outermost face of the building into any yard in Area '1'	2.3 m
4.15.5.XX.9	Maximum **Floor Space Index – Apartment Zone**	1.1
4.15.5.XX.10	Minimum **Front Yard** – Area '1'	5.3 m
4.15.5.XX.11	Minimum **Interior Yard,** where any portion of the interior side lot line abuts a zone permitting detached dwellings and/or semi-detached.	7.0 m
4.15.5.XX.12	Minimum depth of a **Landscape Buffer** abutting a lot line that is a street line	3.0 m
4.15.5.XX.13	Minimum depth of a **Landscape Buffer** abutting lands with a Residential Zone with the exception of an Apartment Zone	2.6 m
4.15.5.XX.14	Minimum **Outdoor Amenity Area** for the entire site	900 m^2
4.15.5.XX.15	A required **Outdoor Amenity Area** may be encumbered.	
4.15.5.XX.16	Minimum contiguous private outdoor amenity space per townhouse unit when located on a **balcony**	2.2 m^2
	All site development plans shall comply with Schedule RA4-XX of this Exception	

DRAFT



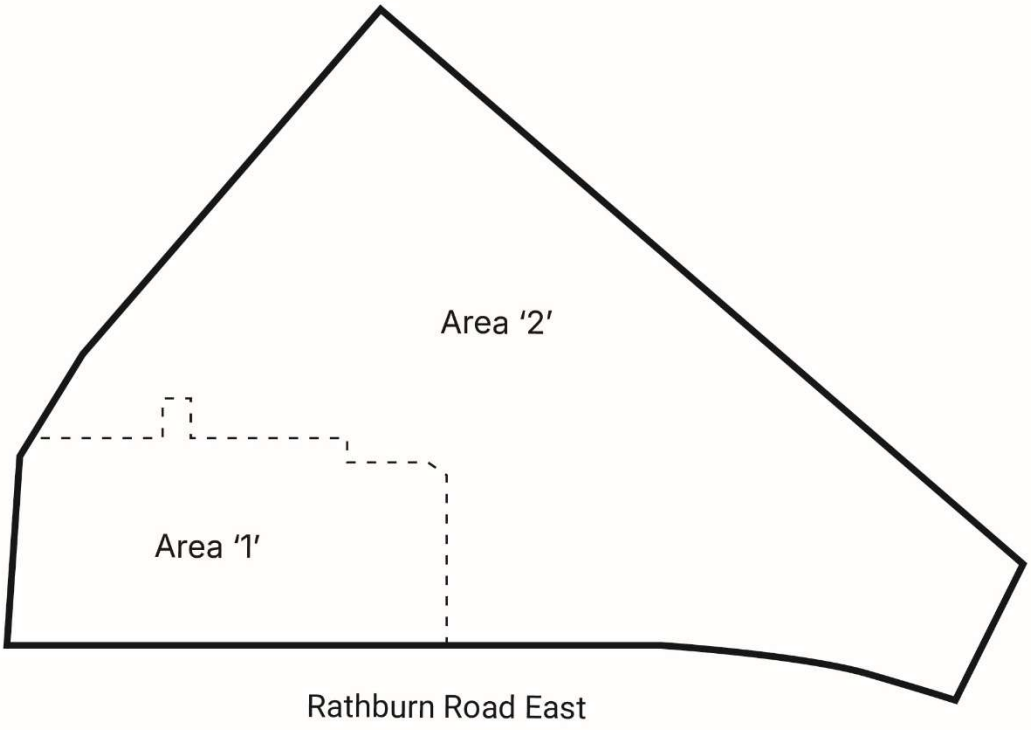
THIS IS SCHEDULE "A"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN M60 BLK HHH

City of Mississauga
Regional Municipality of Peel
Subject Property (2121 Rathburn Road East)

Not to Scale

September 2026

Sajecki Planning



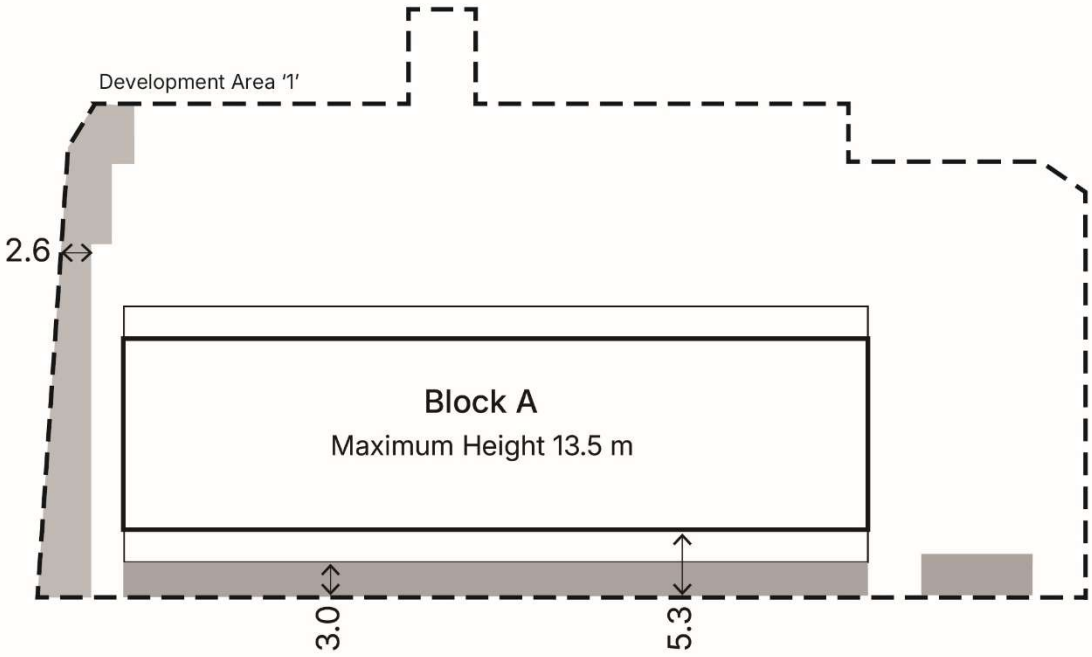
THIS IS SCHEDULE "B"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN M60 BLK HHH

City of Mississauga
Regional Municipality of Peel
Subject Property (2121 Rathburn Road East)

Not to Scale

September 2026

Sajecki Planning



Rathburn Road East

THIS IS SCHEDULE "C"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN M60 BLK HHH

City of Mississauga
Regional Municipality of Peel
Subject Property (2121 Rathburn Road East)

Not to Scale

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

This is not a Plan of Survey.

Development Area '1'
Landscape Buffer
Sunken Patios

September 2026

Sajecki Planning

S|P

2026