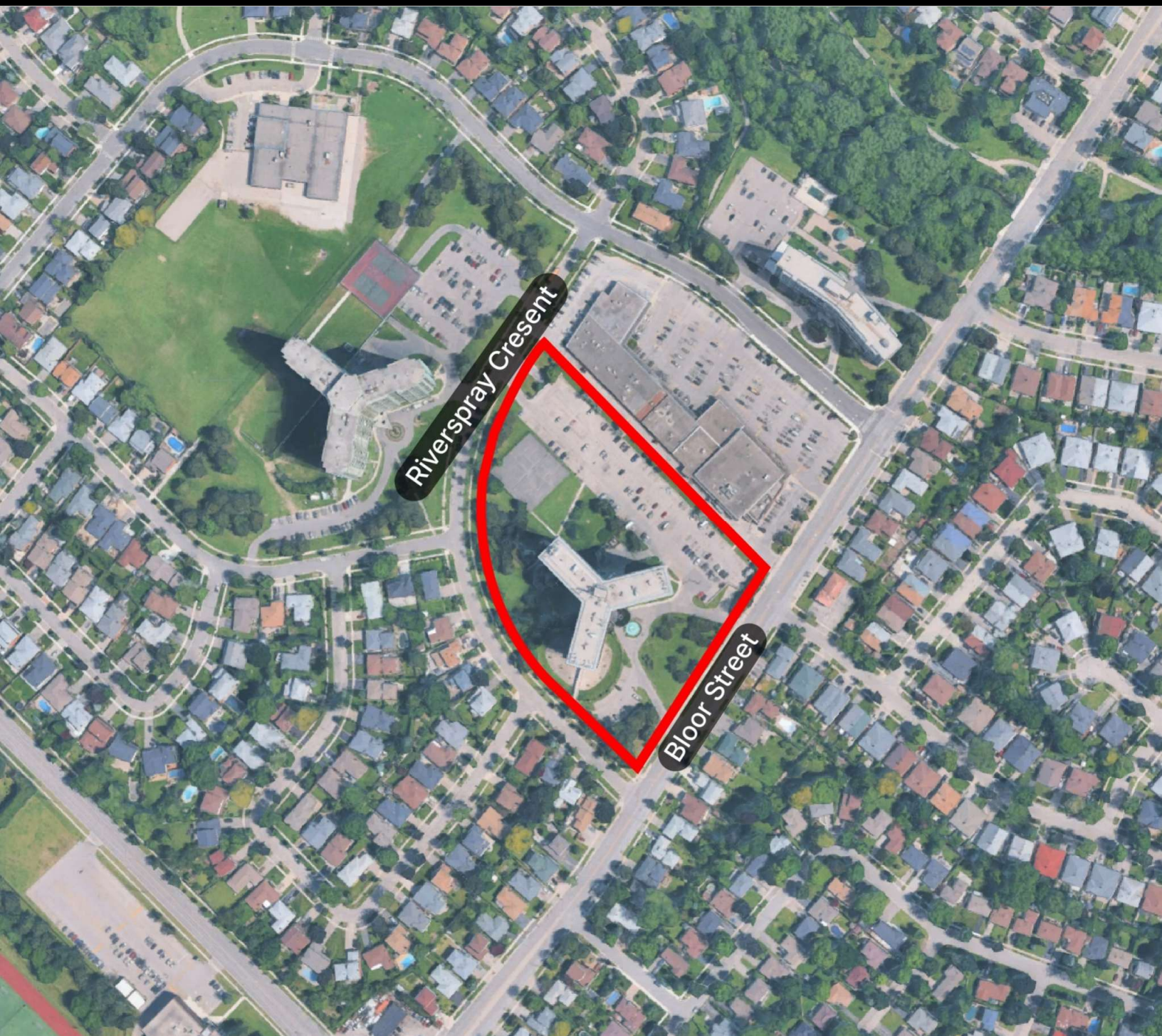
Sajecki Planning

Planning Rationale Report

1055 Bloor Street, Mississauga, Ontario

September 2026



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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 1055 Bloor Street (the site), in Ward 3 of the City of Mississauga.

The site is located at the northeast corner of Bloor Street and Riverspray Crescent within the Applewood Neighbourhood. It has a total area of approximately 2.8 hectares and currently features a "tower-in-the-park" design, with the existing 17-storey apartment building containing 323 units 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 5 with an exception (RA5-1) as per the Zoning By-law.

The ZBA application seeks to permit four blocks of stacked back-to-back townhouse buildings along the site's two street frontages, while retaining the existing high-rise apartment building. The proposal includes a total gross floor area (GFA) of 13,392 square metres and 112 townhouse units.

The proposed development has been subject to an extensive development review process through the ongoing Site Plan Approval (SPA) application. The SPA application was filed in August 2025, following an initial Pre-Application Meeting that was held in April 2025. At that time, it was understood that the project could proceed through an 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 Applewood Neighbourhood in Ward 3 in the City of Mississauga. It has a total area of approximately 28,234 square metres and is situated along the north side of Bloor Street and east of Riverspray Crescent. It currently features a "tower-in-the park" design, with the existing 17-storey apartment building containing 323 units. The existing tower is surrounded by vast open areas, a surface parking lot, and outdoor amenity spaces. The portion of the property that is subject to the proposed infill is approximately 7,594 square metres in size.

The immediate surrounding area includes a 20-storey rental apartment building with surface parking and tennis court to the north; a retail plaza to the east; Bloor Street to the south; and low-density residential dwellings along Riverspray Crescent to the west.

The site is well-served by transit, with its location less than 2.0 kilometres west of the Dixie GO Station. The area has been subject to intensification in recent years, characterized by the prominence of mid-rise residential developments and proposed applications.

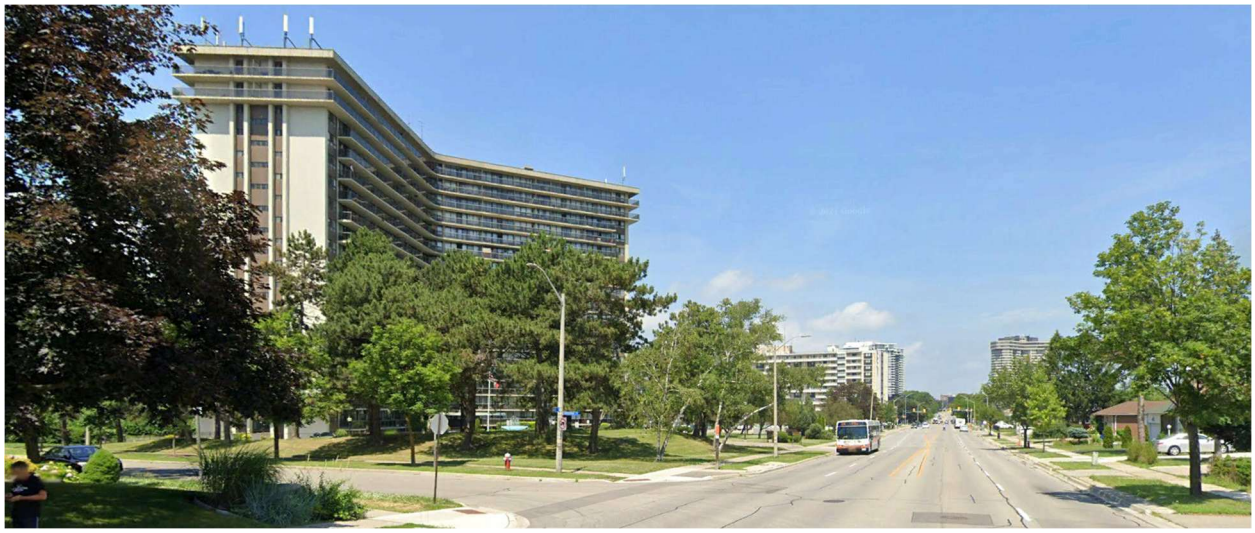


Figure 2: View of the existing 17-storey apartment along Bloor Street



Figure 3: Existing site conditions

2.1 Planning History

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

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 received through the Committee of Adjustment, it has come to light 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:

- **April 23, 2025:** Pre-Application Consultation Meeting (PAM) - SPA
- **August 15, 2025:** First SPA Submission
- **October 16, 2025:** Tenant Engagement Session
- **January 28, 2026:** Second SPA Resubmission
- **March 19, 2026**: Third SPA Resubmission (Scoped) – Zoning Review
- **June 1, 2026:** Fourth SPA Resubmission (Scoped) – Zoning Review
- **July 31, 2026**: Follow-up Correspondence to Tenants
- **August 20, 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, 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, parking supply, services, and zoning matters.

The Committee of Adjustment hearing was held on August 20, 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 to establish the permissions required to facilitate the proposed development.

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

2.2 Surrounding Area

Area Context

The site is located in Applewood, an established neighbourhood. The land uses adjacent to the site include a mix of low- to high-density residential apartments with surface parking lots and below-grade parking, single-family dwellings, and low-rise commercial buildings.

The orientation of Project North and True North is illustrated in *Figure 4.* Project north is derived from Bloor Street generally being an east-west corridor. The description of the immediate context is based on the Project North orientation.



Figure 4: Context map

Immediate Surroundings

North: Directly north of the subject site is Riverspray Crescent, a local road connecting Runningbrook Drive and Bloor Street. North of Riverspray Crescent is a 20-storey rental apartment building with surface parking. North of this building is St. Teresa of Calcutta Catholic Elementary School. Other community amenities, including Cedarbrook Park, Rathburn District Park and Applewood Hills Greenbelt Trail exist further north.

South: Directly south of the site is Bloor Street, a Neighbourhood Arterial Road. South of Bloor Street is a low-rise residential neighbourhood, comprised mostly of detached one- to two-storey single family homes fronting a network of local streets. Further south is Dixie Public School and Applewood Heights Park.

East: Adjacent to the site to the east is a retail plaza comprised of restaurants, a grocery store, and other retail establishments, along with surface parking. East of this plaza is Runningbrook Drive, beyond which is a 12-storey apartment building. Low-rise residential neighbourhoods exist further east, as well as the Burnhamthorpe Public School in proximity to Dixie Road.

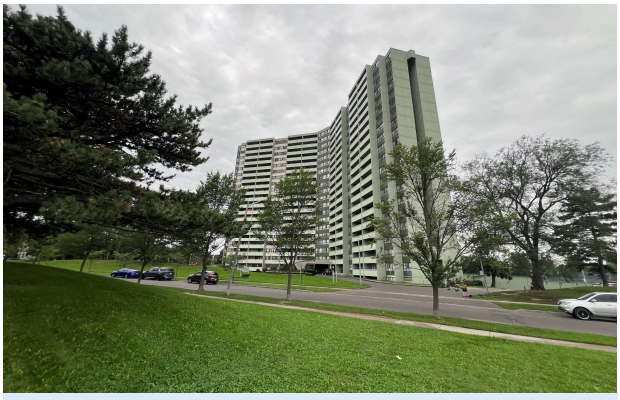
West: Directly west of the site is Riverspray Crescent. West of this local road is a low-rise residential neighbourhood characterized by single-family detached homes. Further west is Tomken Road, a north-south street. West of this is Applewood Heights Secondary School, Bloor Athletic Field, Silverthorn Public School, and Silverthorn Park, largely surrounded by residential low-rise neighbourhoods.



Retail Plaza, east of site



Streamway Cresent, residential neighbourhood west of site



3400 Riverspray Crescent, apartment building north of site



Bloor Street, south of the site, with the subject site in background

2.3 Nearby Development Activity

Recently proposed and approved developments within 1.2 kilometre of the site are summarized below. The majority of recent development activity is mid-rise or high-rise in scale.

Table 1: Nearby development activity within an 1.2 kilometre radius (updated September 1, 2026)

#	Address	Type	Status	Use	Height (Storeys)	Residential Units	Distance from Site (~)
1	971 Burnhamthorpe Road East	OPA, ZBA	Approved with Hold	Mixed-use	6	52	930 m
2	1315 Silver Spear Road	OPA, ZBA	Under Review	Residential	9	179	1.1 km
3	1470 Williamsport Drive	OPA, ZBA	Under Review	Residential	12, 12	255	1.1 km
4	3150 – 3170 Golden Orchard Drive	OPA, ZBA	N/A	Residential	12, 24	480	1.1 km
5	3480 Havenwood Drive and 1485 Williamsport Drive	OPA, ZBA	Under Review	Residential	10	154	1.2 km
6	4094 Tomken Road	OPA, ZBA	Approved	Residential	12, 12	241	1.2 km
7	1225 Dundas Street East	OPA, ZBA SPA	Under Review	Mixed-use	16	553	1.2 km

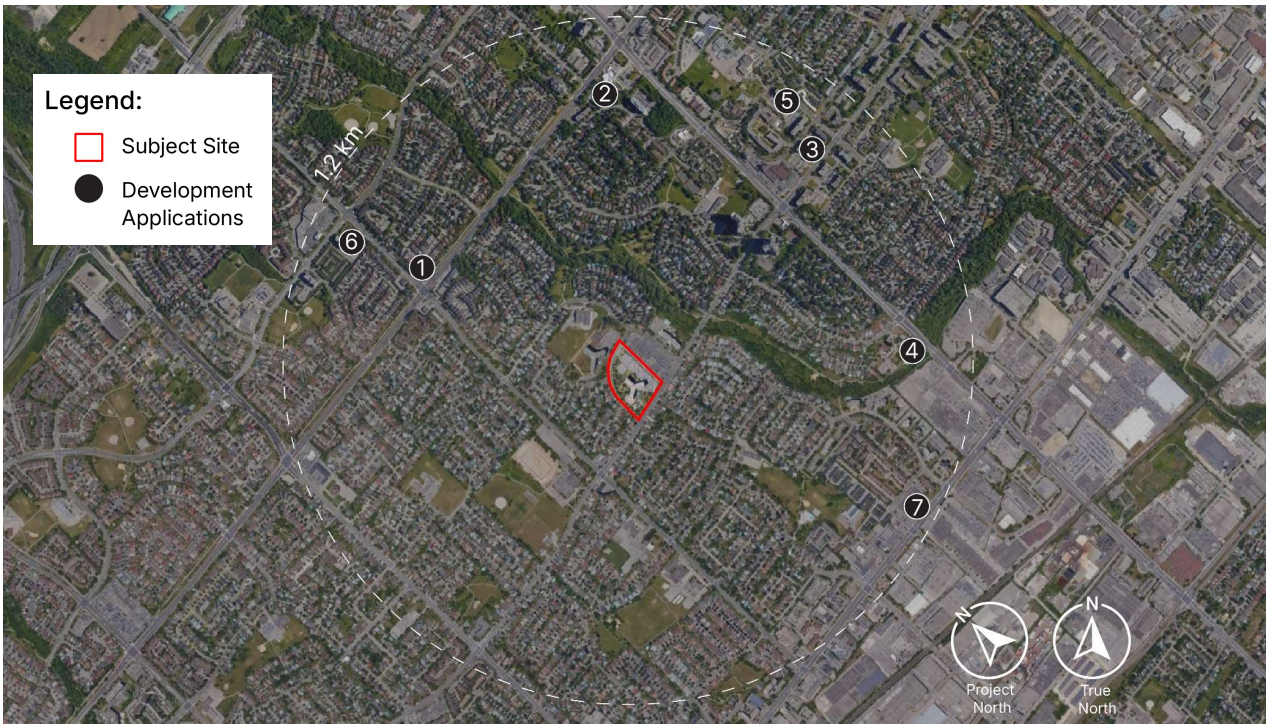


Figure 5: Nearby development activity within 1.2 kilometres of the site

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

Bloor Street is an east-west road running from the east side of Don Valley in the City of Toronto to Central Parkway in Mississauga. In proximity to the subject site, four lanes of traffic accommodate vehicles in both directions. Sidewalks are located on both sides of the street, and roadside parking is not permitted. In proximity to the subject site, Bloor Street is identified as a Neighbourhood Arterial Road in *Schedule 3: Long Term Street Network* of the City of Mississauga Official Plan. It has a designated right-of-way width of 26 metres.

Riverspray Crescent connects Bloor Street to Runningbrook Drive and is a local road that runs west and north of the site. Traffic flows in both directions and sidewalks are located on both sides of the street.



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

2.4.2 Transit Network

Bus Services

Bus stops along Bloor Street and at the intersection of Bloor Street and Tomken Road support the following MiWay routes:

Route 3: Provides regular service every day along Bloor Street between the Kipling Bus Terminal and City Centre Transit Terminal.

Route 51: Provides service Monday to Saturday, generally north-south along Tomken Road between Dixie GO Station and Bramalea GO Station.

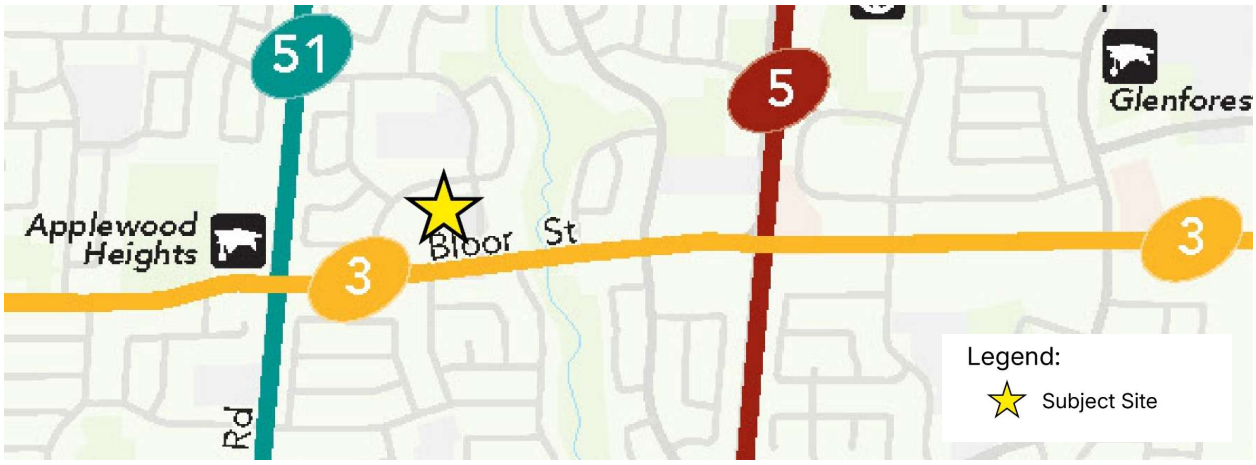


Figure 7: MiWay Bus Route Map

2.4.3 Future Transit Services

The Official Plan Schedule 4: Long Term Transit Network identifies Dixie Road, east of the subject site, and Burnhamthorpe Road, north of the site, as Transit Priority Corridors.

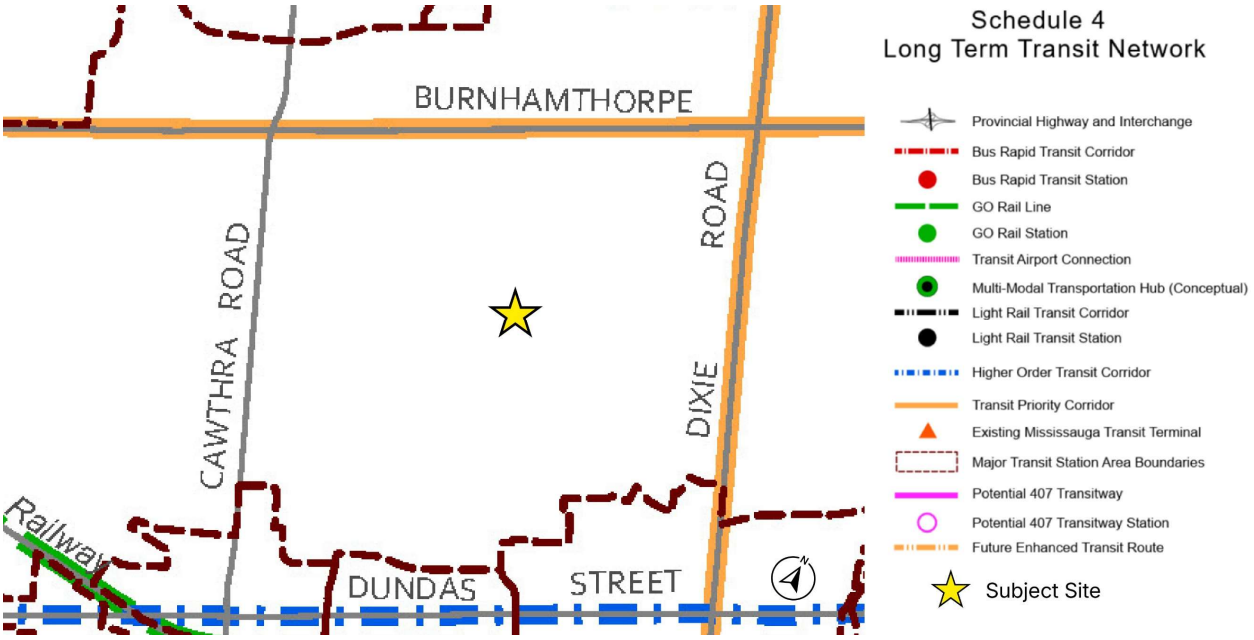


Figure 8: Site within Official Plan Schedule 4: Long Term Transit Network

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 Bloor Street, Tomken Road and Dixie Road. These routes will run east-west, north-south and north-south, respectively. The site is also close to Etobicoke Creek Trail, a Primary Off-Road Route.

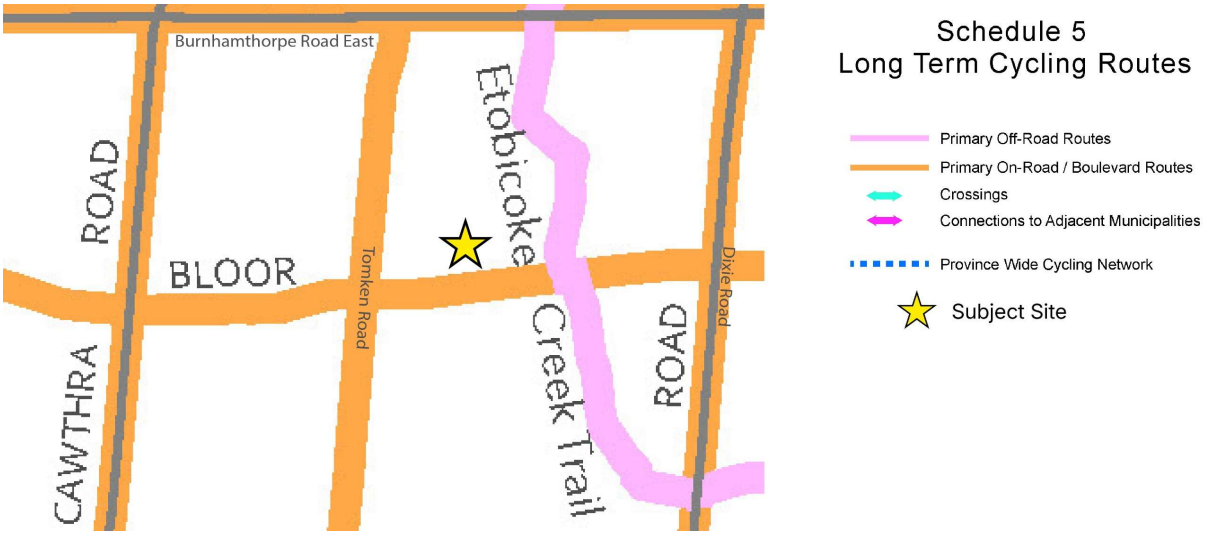


Figure 9: Site within Official Plan Schedule 5 - Long Term Cycling Routes

2.4.4 Bloor Street Integrated Road Project

The Bloor Street Integrated Road Project was initiated by the City of Mississauga to evaluate the preliminary design and planning of various road improvements to the Bloor Street Corridor from Central Parkway East to Etobicoke Creek (*Figure 10*). The Project was completed in 2023, however its implementation has been put on hold indefinitely.

The Project addresses several street improvement initiatives, including paving, road safety, noise walls, cycling facilities, street lighting, and transit facilities. The subject site is in the Central Character Area of the study area.

In June 2023, City Council decided to move forward with Alternative 6 (*Figure 11*), which includes the following features:

- Two travel lanes (one lane in each direction)
- Continuous two-way left turn lane
- Widened sidewalks on both sides of the road
- In-boulevard cycle tracks, adjacent to curb lane on both sides of the road
- Best opportunity to accommodate trees on both sides of the road

The Bloor Street Corridor currently accommodates MiWay routes, with most transit stops located at intersections within the curb lane. Under the proposed Alternative 6, a greater number of transit stops would be located within exclusive right-turn lanes or lay-by lanes. This change enhances safety and reduces operational impacts and delays for motorists using the curb lane.

These improvements are intended to contribute to a pedestrian experience that is safe, active and vibrant. The proposal has also taken future bike lane integration into account, providing bike parking spaces to encourage cycling use and reduce reliance on vehicles.

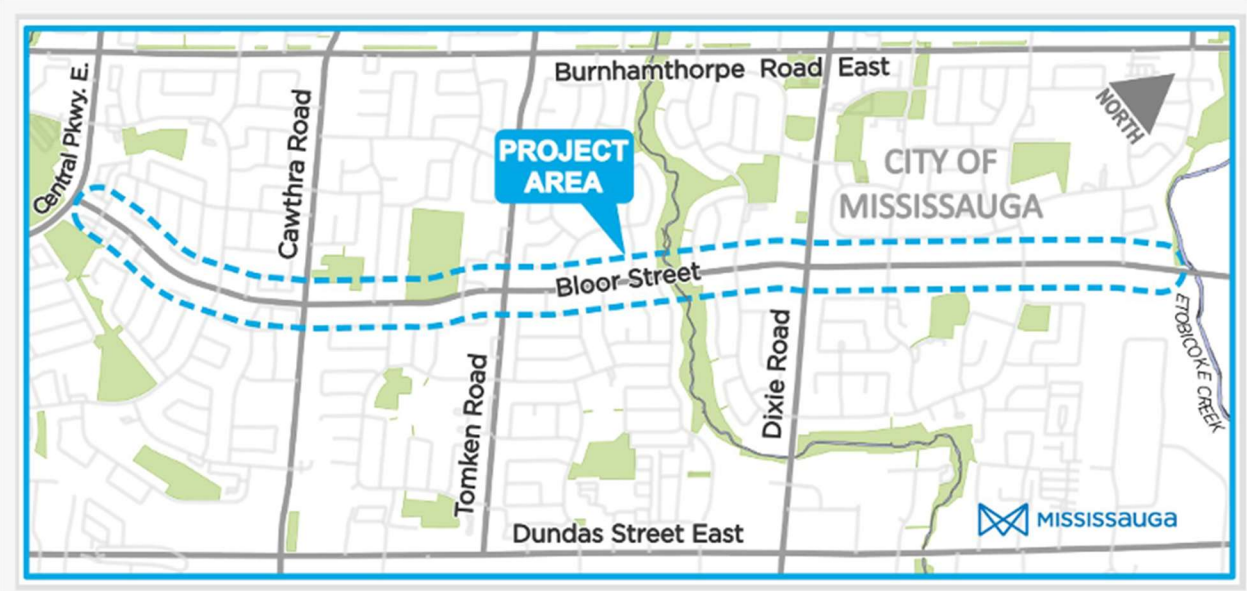


Figure 10: Project Area - Bloor Street Integrated Road Project (Source: City of Mississauga)

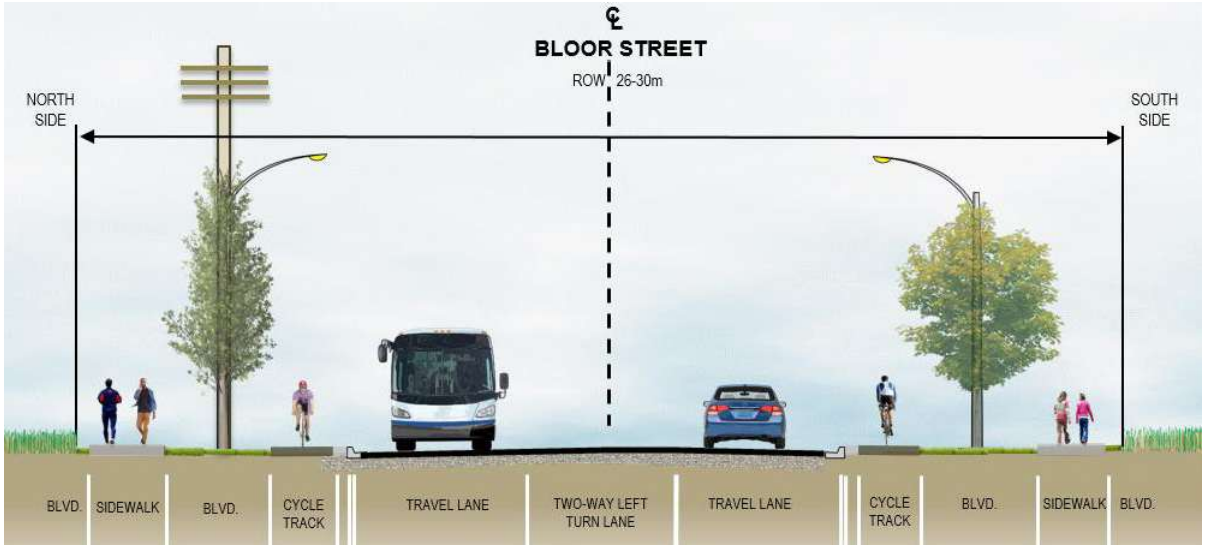


Figure 11: Approved Alternative 6 - Bloor Street Integrated Road Project (Source: City of Mississauga)

3. PROPOSAL

3.1 Development Overview

The proposed development facilitates the creation of family-oriented grade-related housing through the introduction of four blocks of stacked back-to-back townhouses, comprising 112 rental units. The existing 17-storey apartment building and all existing rental units will be retained, as will the existing surface parking area along the east edge of the site. The proposal is comprised entirely of three- and four-bedroom units, contributing to the supply of larger rental housing options within the existing residential community.

The proposed townhouse blocks 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 bicycle parking accommodated within the existing surface and below-grade parking areas.

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



Figure 12: 3D massing view of the proposed townhouses (Courtesy: Kohn Architects Inc.)

Table 2 – Key project statistics

Gross Site Area	**28,234 m² (303,918 ft²)**
Development Site Area	**7,594 m² (81,741 ft²)**
Building Height	**Existing Apartment:** 17 Storeys **Proposed Townhouse:** 3 Storeys + Basement Level
Gross Floor Area (GFA)	**44,692 m² (481,219 ft²)**
Existing Apartment	~31,314 m² (337,061 ft²)
Proposed Townhouses	13,392 m² (144,158 ft²)
Floor Space Index (FSI)	**1.6**
Retained Apartment Units	**323**
New Townhouse Units	**112 (100%)**
3 Bedroom	56 (50%)
3 Bedroom + Den	40 (36%)
4 Bedroom	16 (14%)
Communal Outdoor Amenity Space	**2,208 m² (23,767 ft²)** *(provided for both existing and proposed units)*
Private Outdoor Amenity Area	**2,453 m² (26,404 ft²)** *(6.0 m² per below-grade unit and 4.5 m² per above-grade unit)*
Retained Indoor Amenity Area	**168 m² (1,808 ft²)**
Vehicular Parking Supply	**445 spaces** (384 resident and 61 visitor)
Bicycle Parking	**75 spaces**

Site Layout and Circulation

The proposal consists of four townhouse blocks, with two located along Bloor Street (Blocks A and B) and two block along Riverspray Crescent (Blocks C and D). The existing apartment building is centrally located on the property and will remain. The townhouse blocks are arranged to allow for mid-block pedestrian connections, supporting direct and convenient movement between the streets, townhouse blocks, existing apartment building, and other areas of the site.

Two of the three existing driveway accesses from Bloor Street and Riverspray Crescent will be retained to serve the existing building and the proposed townhouses. The one existing driveway off of Bloor Street closest to Riverspray Crescent is not required from a circulation perspective and will be removed, helping to enhance the public realm and support pedestrian safety. A new pedestrian

connection off of Riverspray Crescent between Blocks C and D is also proposed to enhance connectivity and site porosity, while also acting as an emergency fire truck access route if required.

Massing and Built Form

The proposed townhouse blocks are 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 112-unit development has a total residential gross floor area of approximately 13,392 square metres. The unit mix consists of 50% (56 units) three-bedroom, 36% (40 units) three-bedroom plus den, and 14% (16 units) four-bedroom homes. The built form incorporates sloped roof elements, with a maximum building height of 13.5 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 blocks are oriented to minimize potential shadow impacts on the adjacent low-density residential areas along Riverspray Crescent. The proposed built form also incorporates appropriate separation from the existing apartment building, helping to maintain spatial separation and access to light.



Figure 13: Elevation of proposed townhouse block (Courtesy: Kohn Architects Inc.)

Landscaping and Streetscaping Improvements

The proposed townhouse development will frame Bloor Street and Riverspray Crescent, helping to establish a high-quality public realm and streetscape condition, and enhancing activity levels along the street. A minimum 3.0 metre landscaped buffer is provided along both street frontages, which increases to 5.3 metres in some areas. These setbacks accommodate landscaping and tree planting, while also establishing a landscaped transition between the public realm and townhouse entrances.

Short-term bicycle parking is provided on site near the mid-block pedestrian connection to provide convenient access for residents and visitors. A 10-metre daylight triangle is proposed at the intersection of Bloor Street and Riverspray Crescent to improve sightlines and enhance safety.

Amenity Areas

A total of 2,208 square metres of communal outdoor amenity space is provided for both the existing apartment building and proposed townhouses. Outdoor amenity space is located within the centre of the site, generally between the existing apartment building and the proposed townhouses. The location of the outdoor amenity space ensures convenient access for all residents.

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

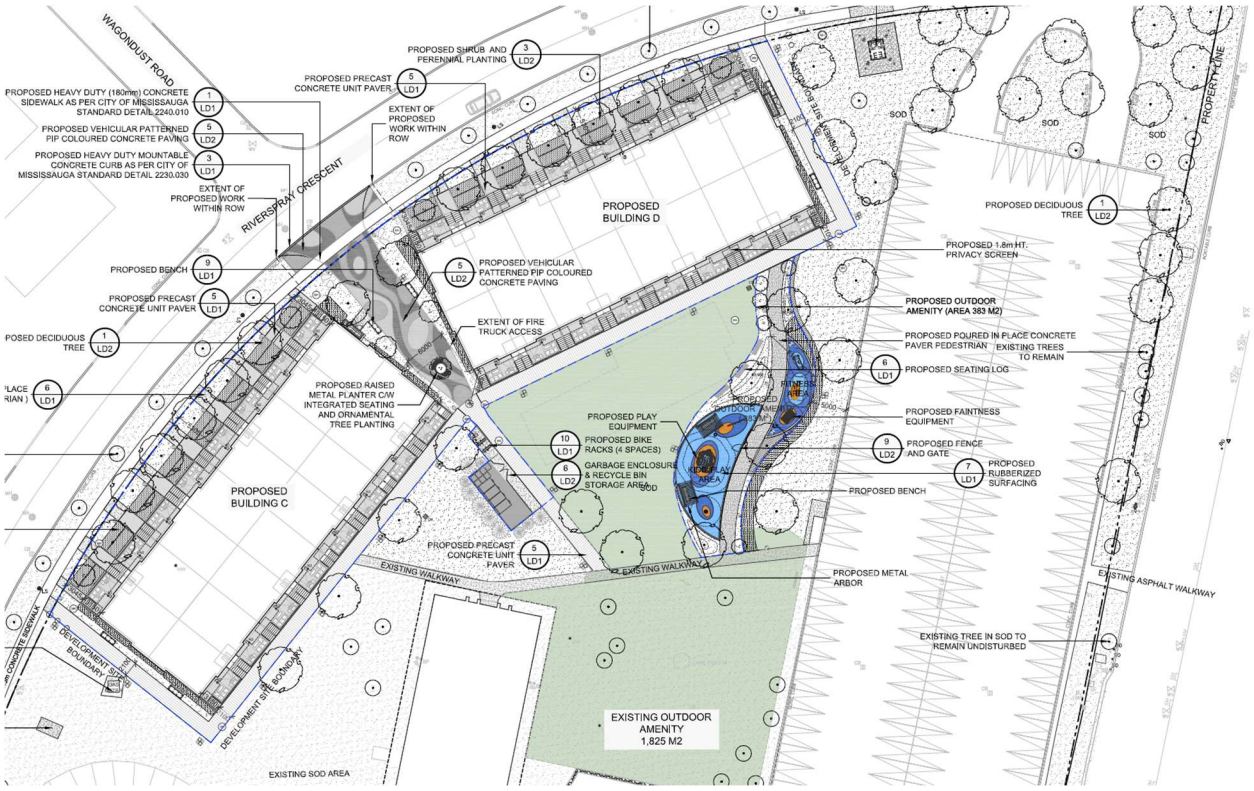


Figure 14: Existing and proposed outdoor amenity areas (Courtesy: The MBTW Group)

Parking and Servicing

The proposed development will be served by the site's retained and reconfigured parking facilities, which will provide a total of 445 parking spaces for the existing apartment building and proposed townhouses. A key element of the project is the ability to leverage the surplus parking supply that currently exists on the property today to accommodate additional residents.

A Parking Utilization Study prepared by BA Group supports the adequacy of the proposed parking supply and rates. The parking supply has been carefully planned based on existing parking utilization rates for the existing apartment building, and supplemented by parking surveys and data from similar developments nearby. The total parking supply of 445 spaces is distributed as follows:

- 249 resident spaces and 46 visitor spaces serving the 323 existing rental apartment units;
- 135 resident spaces and 15 visitor spaces serving the 112 new townhouse units.

The development will also provide 75 bicycle parking spaces, including long-term and short-term spaces, together with a bicycle repair station.

Waste collection for the proposed townhouses is accommodated through two waste collection areas, serving Blocks A and B and Blocks C and D, respectively. The average travel distance from the townhouse units to the proposed garbage and recycling enclosures is approximately 93 to 100 metres, providing convenient access to waste collection facilities for residents. The existing garbage and recycling enclosure for the existing apartment building remains.

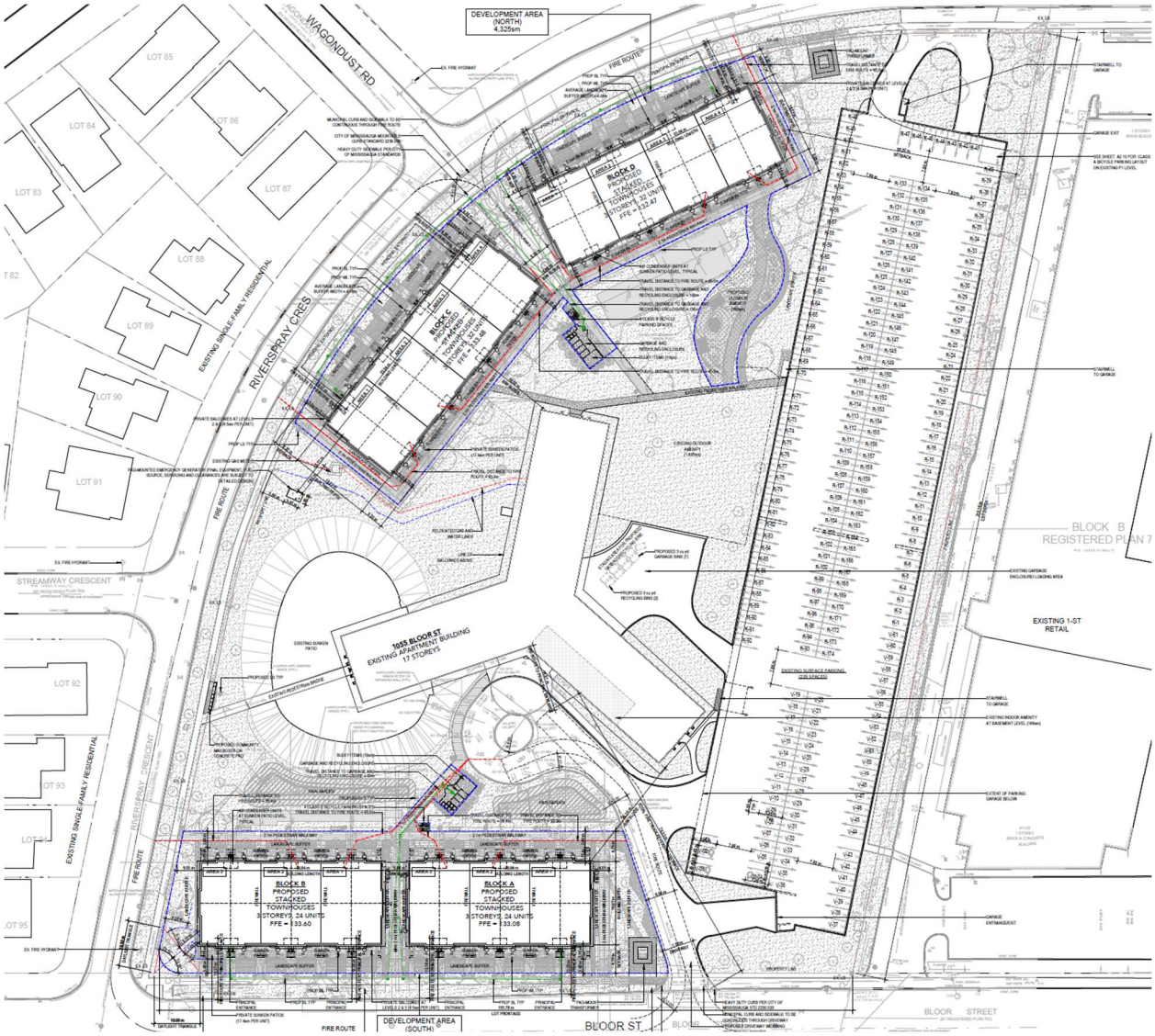


Figure 15: Site Plan (Courtesy: Kohn Architects Inc.)



Figure 16: 3D view of the townhouse Block C along Riverspray Crescent (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 required.

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 within apartment sites.

The site is located within the Applewood Neighbourhood Character Area, a mature neighbourhood that envisions future mid-rise development along Collector roads, including Bloor Street. In addition, Policy 10.2.5.11 provides that lands designated *Residential High-Rise* may permit dwelling 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 17-storey apartment building and conform with the applicable Official Plan policies. No amendment to the Official Plan is required.

Required Zoning By-law Amendment

The site is zoned Residential Apartment with a site-specific exception 1 (RA5-1) 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 1.2 and a maximum height of 25 storeys.

An amendment is required to permit the development, including the proposed stacked back-to-back townhouse use, density, landscape buffers, front and exterior side yard, among other matters. The subject property is proposed to be rezoned to RA5-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 October 16, 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. The local Councillor also attended the session. Tenants received additional project updates in writing on July 31, 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. Additional tenant engagement is also planned at key milestones throughout the project.

All application materials will be made available both 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 stacked back-to-back townhouses has regard for matters of provincial interest under the Planning Act by contributing to a full range of housing options within an existing neighbourhood. The proposal represents appropriate residential intensification and infill development within Mississauga's established urban area, making efficient use of land, infrastructure, and services. The proposed townhouse building form is compatible with the surrounding neighbourhood and will contribute positively to the streetscape and sense of place.

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 aligns with the PPS by supporting residential intensification, increasing rental housing supply, and promoting the efficient use of land and existing infrastructure in settlement areas. The proposal represents an appropriate form of infill development that will make more efficient use of a large, underutilized site within Mississauga's established urban area. The stacked back-to-back townhouse form provides a compact, ground-related housing option that modestly increases residential density and contributes to greater housing choice while representing an appropriate transition between traditional low-rise housing and higher-

density forms. Overall, the proposal supports the creation of a more complete community by accommodating additional housing within the existing built-up area and optimizing the use of existing land, infrastructure, services and amenities.

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 Bloor Street, which is designated as a *Neighbourhood Arterial* Road.
Schedule 4 – Long Term Transit Network	Within approximately 1 kilometre from Dixie Road, a *Transit Priority Corridor*.
Schedule 5 – Long Term Cycling Routes	Located along Bloor Street and approximately 300 metres from Tomken Road, 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 8 – Well Designed Healthy Communities

Chapter 8 of the Official Plan establishes the urban form and design framework that complements the City Structure policies to support the development of a resilient, healthy, and accessible city. The urban design framework is intended to help the city evolve and intensify in a way that supports its overall vision; is healthy and low-carbon; protects and enhances natural systems; promotes 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.

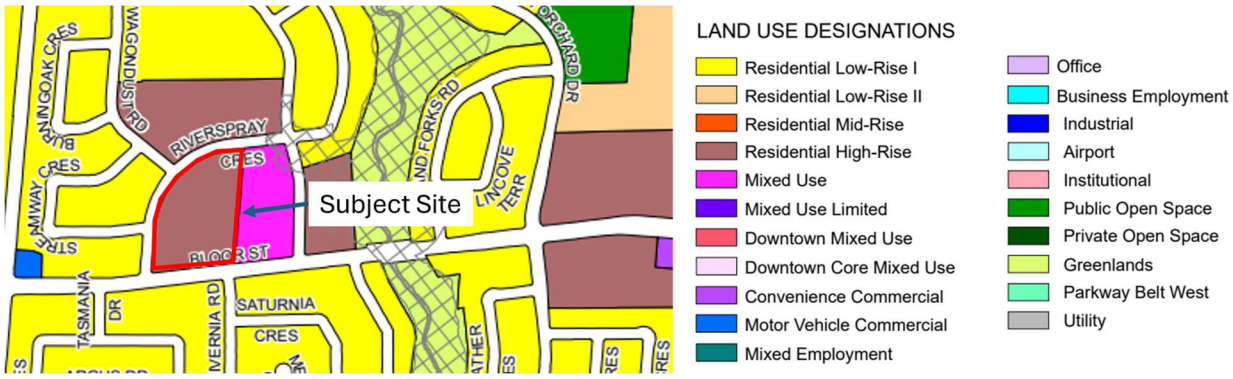


Figure 17: City of Mississauga Official Plan – Schedule 7 Land Use Designations map excerpt

Chapter 15 – Neighbourhoods

Chapter 15 of the Official Plan sets out policies and a vision for Mississauga's neighbourhoods, encouraging a wider variety of housing forms that support 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 Applewood is a mature neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Furthermore, the neighbourhood benefits from proximity to Dixie Road, which is a transit priority corridor.

Summary Opinion
The subject lands are located within an existing *Neighbourhood,* and the proposed residential infill development is appropriate for this location as it contributes additional density and makes efficient use of existing municipal services and infrastructure. The proposed development seeks to add purpose-built rental apartment units through infill on existing residential apartment lands, without impacting the existing rental housing stock. Furthermore, the proposed development seeks to add 121 family-sized units, helping to diversify the city's housing stock and contribute to the creation of healthy, transit-supportive, and complete communities. The site is ideally located for purpose-built rental housing in the established Applewood neighbourhood, which is well-supported by existing municipal infrastructure, streets, transit, parks, and community services.

The proposed development also significantly exceeds the city's encouraged 50% target for new developments to include family-sized units, as all 112 proposed purpose-built rental units are family-sized, comprising 56 three-bedroom, 40 three-bedroom plus den, and 16 four-bedroom units. The development therefore provides a strong contribution to Mississauga's supply of family-oriented rental housing. Further, the proposed development contributes to both housing-form and tenure diversity, responding directly to the housing needs of families, which are often more difficult to accommodate in traditional apartment typologies.

As acknowledged in the Official Plan, compatibility does not require replication of the surrounding detached or low-rise building forms. Instead, the proposed development can introduce greater density and housing diversity where its scale, massing and relationship to the surrounding properties are appropriately addressed. The proposed townhouse blocks thoughtfully frame and animate the subject site's street frontages along Bloor Street and Riverspray Crescent, while individual entrances, landscaping, balconies, and architectural articulation promote pedestrian activity and visual interest within the public realm. Given the family-oriented nature of the proposed units, the provision of 2,208 square metres of communal outdoor amenity space particularly supports the intended resident population and a well-designed development.

With regard to the Official Plan's public realm policies, the proposed development has regard for the surrounding context and achieves an appropriate transition from the surrounding low-density neighbourhood to the existing 17-storey apartment by adding three-storey townhouse blocks. The proposal has been thoughtfully designed with consideration for the surrounding context. It provides appropriate transitions based on street and block patterns, lot configuration, streetscape continuity,

building mass and height, building orientation, privacy, and shadows. Moreover, the proposed development will help to improve the public realm by eliminating one of the three existing driveways into the property, allowing for a more contiguous and safer pedestrian experience.

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 where accessory to an apartment dwelling, the proposed development seeks a modest three-storey building height. In this context, the proposed stacked townhouse development is appropriately integrated with the existing apartment building on the site and conforms with land use policy permissions in the Official Plan.

In the context of the site's *Neighbourhood* function, as denoted in *Schedule 1 - City Structure*, the proposed stacked back-to-back townhouses represent an appropriate evolution of the Neighbourhood, balancing housing diversification and intensification with compatibility and transition. The proposed three-storey built form introduces a greater range of housing options and densities while remaining consistent with the low-rise character and scale of the surrounding residential uses. The four townhouse blocks also provide an appropriate built-form transition from the existing 17-storey apartment building. Overall, the proposed development contributes additional family-sized rental units for existing and future residents in a form that is sensitive to, and compatible with, the existing and planned *Neighbourhood* 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 5 with site-specific exception 1 (RA5-1), which permits apartment buildings up to 25-storeys in height and a maximum FSI of 1.2.

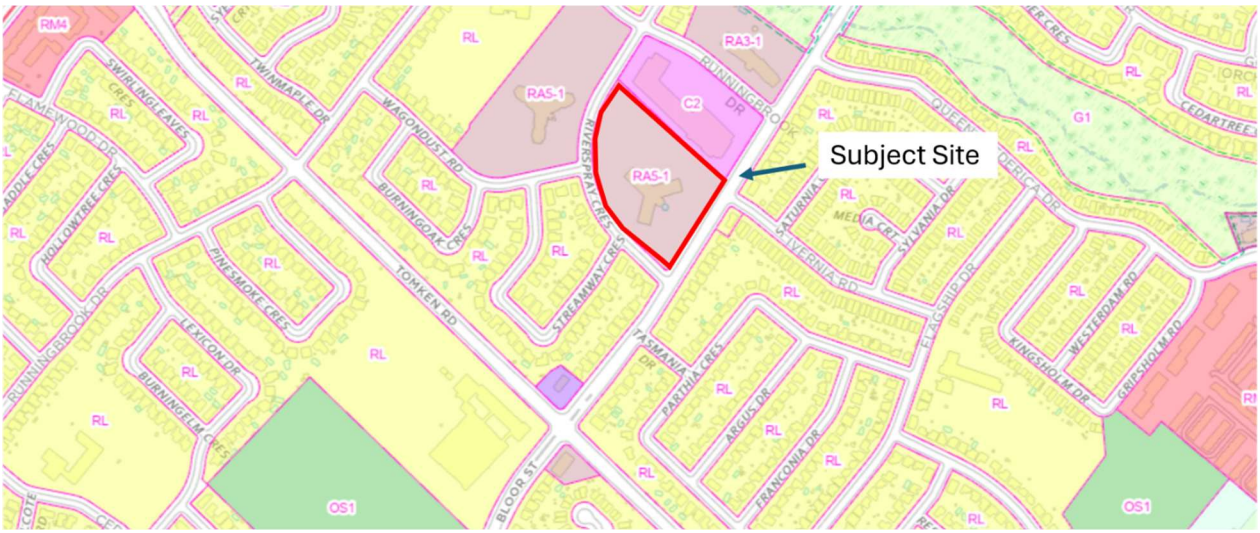


Figure 18: City of Mississauga Zoning By-law 0225-2007 map excerpt

As part of the SPA process, a detailed zoning review was undertaken to assess the proposed development against the applicable provisions of Zoning By-law 0225-2007. The review identified zoning permissions required to facilitate the proposed stacked back-to-back townhouse development, including the townhouse use and applicable regulations related to FSI, landscaped buffers, front and exterior side yards, parking, and minimum private outdoor amenity space.

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 RA5 Zone to permit the proposed stacked back-to-back townhouse use and the associated site-specific performance standards. The Draft Zoning By-law Amendment also seeks to implement the proposed parking rates. The requested parking rate reductions are supported by a thorough technical analysis and Parking Utilization Study that was undertaken by BA Group.

In summary, 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.

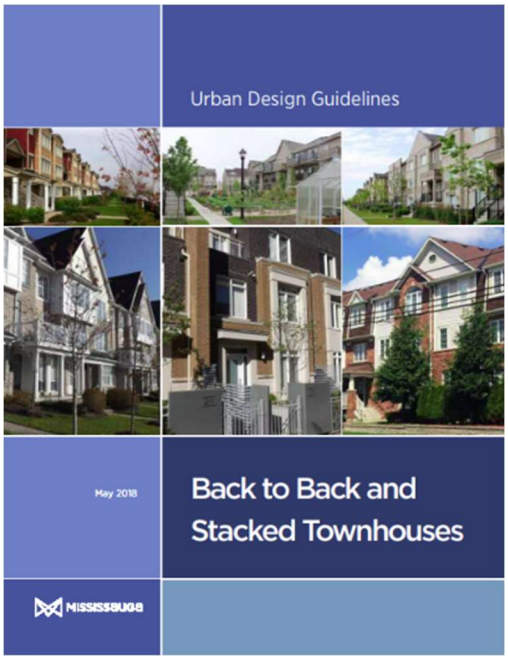
The report emphasizes that municipalities cannot solve the housing crisis alone. It advocates for a coordinated effort across all levels of government to create the conditions for housing to be built faster, more affordably, and at the scale required. Using Mississauga as a blueprint, the report aims 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 Archaeological Services Inc. (ASI) on November 4, 2019. The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the subject property, along with nineteenth- and twentieth-century settlement trends, and a review of available aerial imagery. This research determined that there is potential for the presence of both Indigenous and Euro-Canadian archaeological resources within the subject property. However, due to widespread and intensive ground disturbance throughout the subject property as a result of past grading and construction activities, it was concluded that the recovery of *in-situ* archaeological material was unlikely. As such, ASI recommended that no further archaeological assessment be required.

5.2 Shadow Study

Shadow studies were completed by Kohn Partnership Architects Inc. The study evaluated the potential persistence of shadows 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. During the month of December, the outdoor amenity area does not meet the criteria of sun access factor, as the area is mostly obscured by the existing building shadow.

5.3 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Envision Consultants Ltd. 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 projected population of the proposed development is approximately 386 persons.

Key findings include the following:

- **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. This network will loop between the existing 300mm watermain on Riverspray Crescent and 200mm watermain on Bloor Street via two 150mm municipal water service connections.
- **Fire Hydrant**: On May 8, 2025, a hydrant flow test was performed by Hydrant Testing Ontario. The test demonstrated that the existing municipal water supply can support the proposed development without the need for external upgrades or retrofit.
- **Sanitary Servicing**: The Region will use their sanitary infrastructure model to confirm whether sufficient capacity exists in the sanitary sewer system to meet the estimated sanitary demand from the proposed development. The existing infrastructure includes a 300mm sanitary sewer system along Bloor Street, 250mm sanitary system on Riverspray Crescent and 450mm sanitary sewer system on Runningbrook Crescent.

- **Stormwater Management**: Two stormwater cisterns are designed to control flow from the four blocks, with the Blocks A and B cistern being designed for an available total storage of 114.40m³ and the Blocks C and D cistern being designed for a total available storage of 178.42m³. Discharged flows will be directed to the Bloor Street municipal storm sewer system for Blocks A and B, and flows will be discharged to Riverspray Crescent for Blocks C and D. These cisterns will control stormwater flows for the two- to 100-year storm event. Runoff volume from a 5Smm rainfall event will be retained on-site. The runoff generated onsite is generally considered clean, as the site is comprised of surfaces that do not produce sediment, thus a water quality unit will not be necessary. The existing storm sewer system will not be adversely affected under post-development conditions and will have sufficient capacity to support flows from the proposed development.

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

The Tree Inventory and Preservation Plan was conducted 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. A total of 137 trees were inventoried and classified based on species, size, health, and structural integrity. Amongst the 137 trees, 28 are owned by the City of Mississauga as they are within the City-owned right-of-way along Riverspray Crescent.

The plan proposes that two city-owned trees and 68 privately-owned trees be removed to support the proposed development. The trees recommended for removal range in condition from Terminal Decline to Fair-Good. To satisfy the conditions required for the issuance of the Tree Removal Permit, the planting of 214 new trees will be required.

The plan supports the use of tree preservation fencing in accordance with the TP-1 plan. Other protective guidelines for tree preservation are included as part of the plan to ensure each tree's long-term health and stability. Amongst other items, the tree maintenance program addresses compliance with the Migratory Bird Conservation Act, the use of hydrovac excavators to identify tree roots that are in conflict with the proposed construction, the use of low nitrogen fertilizer to promote root generation, and irrigation to compensate for root loss during periods of drought.

Overall, the report seeks to balance the desire for preservation with the needs of the proposed development.

5.5 Transportation Report

A Transportation Impact Assessment (TIS) was prepared by BA Group for the proposed development. The site is located on the northeast quadrant of Bloor Street and Riverspray Crescent intersection. The site supports active transportation, being served by a MiWay bus transit route and being in proximity to the off-road cycling facility (Applewood Trail).

Spectrum Traffic Data Inc. on behalf of BA Group, collected turning movement counts and base traffic volume data. The report concludes that the proposed townhouse units are projected to generate 55 to 65 two-way vehicle trips in the weekday morning and afternoon peak hours. All site driveways and the intersection of Riverspray Crescent and Wagondust Road will continue to operate acceptably under these future conditions.

The report includes an assessment of potential transportation impacts on the local area. The traffic analysis indicates that new vehicle trips generated by the development will be predominantly directed to and from the nearby arterial road network, minimizing any substantial effects on the immediate residential area. The planned future road network is designed to handle such demand even with the potential Bloor Street redesign including reduced vehicular traffic capacity (one lane in each direction) and future cycle track implementation on both sides of Bloor Street. The proposed development's additional vehicle trips will not alter the character of the existing local street network, and incremental impact to the local neighborhood will likely not be noticeable.

The site is served by local surface transit which provides users the ability to connect to the surrounding area like Mississauga City Centre, higher-order transit services like Dixie GO station, and the greater transit network via Bloor Street. Additionally, the site is proposing an internal pathway network which provides fine-grained connections between Bloor Street, Riverspray Crescent and the site to adjacent commercial plazas, parks, and areas of attraction. Bicycle facilities will also be provided on site to ensure that sustainable modes of transportation are encouraged where possible.

BA Group concludes that the proposed development aims to provide a net positive impact to the community, through encouragement of sustainable transportation. Modest increases in peak hour vehicle activity as a result of the proposed development will not change the character of the surrounding road network.

An addendum was also prepared to address specific City Traffic comments. Further justification regarding the design of the proposed pedestrian connection between Blocks C and D and its functionality as an emergency access route was provided, including the following findings:

- The proposed access is required to provide complaint fire access to the inward facing townhouse units within Block C and D.
- Alternative access arrangements were reviewed and those would result in additional curb cuts, longer fire routes and/or impacts to existing parking and proposed amenity areas.
- The proposed access will be designed with a mountable curb, specialized paving, sidewalk, and landscaping/seating to discourage use by passenger vehicles.
- A sight distance review confirmed sufficient stopping sight distance for vehicles traveling along Riverspray Cresent, if a passenger vehicle inadvertently enters and reveres out of the emergency access.

5.6 Parking Utilization Study

A Parking Utilization Study was prepared by BA Group to support the proposed parking rates. The study considered observed resident and visitor parking demand at the existing apartment building and at a representative townhouse site. The surveys were undertaken using parameters coordinated with City staff and demonstrated unused resident parking capacity at the subject site, while also considering visitor demand and the operating characteristics of the townhouse proxy site.

No new parking is proposed for the development, given the oversupply of parking on site. Residents of the new residential units will have access to the existing parking garage and surface parking area, which will be retained. The existing loading area will also be maintained.

The proposed Zoning By-law Amendment seeks a reduction in the required parking ratios. The proposed reduced parking requirements result in a lower percentage of peak hour auto-driver trips compared to the required number of parking spaces that would otherwise be required by the Zoning By-law.

Based on the observed utilization and the proposed allocation of the final 445-space parking supply, BA Group concludes that the proposed parking supply will adequately serve the existing apartment building and proposed townhouse development. Visitor parking will operate as a shared supply across the site. Further details regarding the study methodology, occupancy conditions, observed demand and proposed rates are provided in the BA Group report.

5.7 Environmental Noise Study

An Environmental Noise Study 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 Bloor Street. Traffic volumes on other surrounding roads are expected to be minor. The sound level generated by Bloor Street at the common outdoor amenity area is below 55 dBA; therefore, sound barriers are not required for noise control purposes.

The anticipated stationary noise sources are the existing rooftop mechanical equipment, three grade level outdoor heat pumps at the south side of the outdoor parking lot, and the proposed outdoor condensing units servicing each townhouse. The sound level produced from these sources will still meet MECP noise guideline limits without any mitigation.

The study evaluated sound levels against the guideline limits specified by the Ministry of the Environment, Conservation, and Parks (MECP) and Region of Peel to determine the need for noise mitigation.

With appropriate acoustical design, the development is acoustically feasible and a suitable acoustic environment can be provided for the occupants without any mitigation.

5.8 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was conducted for the proposed development. The assessment was completed by Premier Environmental Services in accordance with the Canadian Standards Association (CSA) Z768-01 and 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, indicate that the site first developed for the current residential use in 1968, when the current 17-storey residential structure was constructed. Since that time, the site has consistently been used for residential purposes. No significant changes to the building or its use were observed between 1968 and 2026. Surrounding properties consist primarily of residential and commercial uses.

The review identified two Areas of Potential Environmental Concern (APECs), both of which are located outside of the proposed development area:

- APEC 1 is located north of the development area alongside the existing building. It has been identified due to a former underground heating oil storage tank
- APEC 2 is located at the east end of the property where the existing surface parking lot is situated. It has been identified due to heating oil being formerly stored in an underground storage tank.

APEC 1 is considered to have been addressed, as the laboratory results were found to be below the applicable Table 3 SCS. Based on the findings of the Phase 1 ESA, it is Premier Environmental Services' opinion that additional groundwater sampling would be required to confirm APEC 2 has been addressed.

5.9 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 four boreholes drilled on April 28, 2025, which revealed a layer of subsoil under the topsoil and asphalt pavement consisting of silt till, silt till/shale complex and highly weather shale.

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 o.6 m below the base of the trench. Pipe bedding should be in accordance with pipe manufacture recommendations, 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.

5.10 Hydrogeological Report

A Hydrogeological Investigation was prepared by MTE Consultants Inc. The investigation includes an overview of the existing hydrogeological conditions, 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:

- A permanent foundation sub-drain for proposed townhouse block A, C and D is recommended.
- 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.
- Baseline groundwater quality has been assessed and established before construction. However, groundwater quality can change based on several factors and should be monitored during construction dewatering and after construction to ensure that water quality meets the guidelines or regulations associated with any required permits.

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 subsections highlight the proposal's key planning merits and explain how the proposed development represents good planning.

Delivering Family-Oriented Rental Housing to Meet Market Needs

The PPS 2024 prioritizes increasing housing supply and providing a range and mix of housing options to meet the needs of current and future residents. The proposed development directly advances these objectives by introducing 112 new purpose-built rental units, all of which are family-sized (3 bedrooms or larger). The proposed unit mix includes 56 three-bedroom units, 40 three-bedroom plus den units, and 16 four-bedroom units.

The proposal aims to diversify Mississauga's rental housing supply by providing spacious units that can accommodate families and larger households. The stacked back-to-back townhouse form provides an important alternative to traditional low-density housing and apartment units, contributing a broader range of housing choices within an established residential community. Additionally, the proposal secures over 2,200 square metres of communal outdoor space, giving existing and future residents opportunities for recreation, gathering, and social interaction. The combination of larger rental units and substantial outdoor amenity space will support a family-oriented residential environment and help create a complete, livable community.

Responsive Residential Infill and Intensification

The proposed development represents an appropriate form of residential infill and intensification within the Applewood neighbourhood of Mississauga. The subject site includes an existing 17-storey apartment building and is supported by existing municipal infrastructure, services, community amenities, and transportation networks. The addition of stacked back-to-back townhouses will make more efficient use of the subject lands while retaining the existing apartment building and introducing additional family-sized rental units within the City’s established urban area.

The proposal represents a modest form of intensification that carefully responds to the existing and planned context. Rather than introducing an additional high-rise building on the site, the proposal accommodates additional housing through the addition of four three-storey stacked back-to-back townhouse blocks located along the site’s two street frontages. This compact form of development will optimize the use of an existing residential property and infrastructure while providing an appropriate transition between the existing 17-storey apartment building and the surrounding low-rise residential neighbourhood. Thus, the proposal represents orderly development and an appropriate location and form of residential growth and intensification.

Contextually Appropriate Built Form

The proposed infill responds to the existing high-rise tower on the subject lands and the established character of the surrounding neighbourhood, which includes townhouses, semi-detached, detached, and apartment dwellings. At three storeys, the proposed stacked back-to-back townhouses are compatible with the scale of surrounding development while providing an appropriate transition from the existing apartment building. The strategic positioning of the townhouse blocks along the street edges reinforces the existing residential streetscape and introduces a pedestrian-scaled built form that engages and animates the public realm.

The development will also include over 2,200 square metres of communal outdoor amenity space and does not impact the existing apartment's outdoor amenity space or surface parking. Accordingly, the siting, scale, and design of the proposed townhouse blocks will establish a complementary low-rise frame surrounding the existing apartment building, enhancing the site's relationship with the street, and positively contributing to the neighbourhood.

Supporting Missing Middle Housing

The proposed stacked back-to-back townhouses represent an increasingly important form of "missing middle" housing, providing greater density and housing choice than conventional low-density housing, such as traditional detached or semi-detached dwellings, while maintaining a lower-rise ground-oriented character compared to high-rise apartment buildings. The proposed development will broaden the range and mix of housing available within the neighbourhood and provide an alternative to the existing apartment housing on the subject lands while complementing the townhouse and low-rise residential forms found throughout the surrounding neighbourhood. This allows the site to accommodate additional households at an appropriate scale while increasing the diversity of housing available within the community.

Importantly, the proposal includes 112 new purpose-built rental units, all of which are family-sized, providing larger rental housing options that can accommodate families and a range of household sizes and needs. The combination of ground-related housing, larger unit sizes and communal outdoor amenity space will provide a much-needed alternative to traditional low-density ownership housing and conventional apartment units. In this regard, the proposal meaningfully contributes to the City's housing supply, increases housing choice, and supports a more diverse and complete community.

Enhancing and Animating the Public Realm

The proposed development will enhance and animate the public realm through thoughtful landscape design and pedestrian-scaled townhouse building forms. The four stacked back-to-back townhouse blocks are strategically located along the site's two street frontages, framing the existing 17-storey apartment building and establishing a strong relationship to the public realm. The street-fronting placement also reinforces the existing residential streetscape and established built form, providing a more pedestrian-scaled built form and enhancing the connection between the apartment building and surrounding neighbourhood.

The proposal achieves a minimum contiguous landscape buffer of 3.0 metres, which will accommodate tree planting and green buffers along the front yards and public sidewalks. The proposal also considers pedestrian comfort and mobility through landscaping and pedestrian connections, contributing to a more attractive, connected, and inviting public realm. A key improvement that will be enabled through the development is the elimination of one of the two driveways along Bloor Street, which will improve pedestrian safety, optimize traffic flow, and allow for a more continuous streetscape design to be achieved.

Lastly, the proposed development's architectural design carefully considers scale and massing. Each block of stacked back-to-back townhouses incorporates vertical articulation, balconies, and modulated rooflines to break up the building massing and reduce visual monotony, creating a more varied and visually engaging streetscape.

Parking Supply that Meets the Needs of Existing and Future Residents

A key feature of the development plan is the opportunity to leverage the existing oversupply of vehicular parking to accommodate additional residents. Currently, there is significant excess parking on the property that is not being utilized by existing tenants or visitors.

Through the proposed development, the site will be served by the retained parking facilities at grade and below-grade, which will provide a total of 445 parking spaces for the existing apartment tenants and future townhouse residents. The total parking supply consists of 249 resident spaces and 46 visitor spaces for the 323 existing rental apartment units, in addition to 135 resident spaces and 15 visitor spaces for the 112 new townhouse units.

The requested reduction in parking rates is supported by a Parking Utilization Study that was prepared by BA Group, which is available under separate cover. The proposed parking rates were determined based on resident and visitor parking demand studies, as well as parking utilization surveys of similar apartment and townhouse developments in the vicinity.

Based on BA Group's analysis, the proposed parking supply is appropriate to meet the needs of existing and future residents and visitors. In addition, the proposed reduced parking requirements result in a lower percentage of peak hour auto-driver trips compared to the required number of parking spaces based on the Zoning By-law standards.

The reduction in vehicular parking is complemented by transportation demand management measures that are being implemented through the development, including the provision of 75 bicycle parking spaces, as well as a bicycle repair station. The site plan also enhances pedestrian connections and streetscape conditions, which may encourage walking, promote transit use, and reduce demand for private vehicle use.

A Zoning By-law Amendment that Supports Implementation of the New Official Plan

The proposed Zoning By-law Amendment will permit stacked back-to-back townhouses within the existing Residential Apartment (RA5) zone and establish the site-specific development standards required to implement the proposed development. The amendment does not change the planned residential function of the lands; rather, it provides greater flexibility in the range of residential forms the site can accommodate.

While the RA5 Zone currently contemplates apartment development, the proposed stacked back-to-back townhouses represent a less intensive, low-rise residential form compatible with the townhouses and low-rise properties surrounding the site. The amendment conforms with the Official Plan, which encourages infill development, intensification, and missing middle housing, by accommodating additional housing on underutilized and vacant land surrounding the existing 17-storey rental apartment building. Strategically positioned fronting Bloor Street and Riverspray Crescent, the proposed development establishes an appropriate transition to the surrounding neighbourhood.

Overall, the proposed development represents an efficient and orderly use of an underutilized residential site capable of intensification, introduces 112 new family-sized rental units, and contributes to a broader range of housing options. It is our opinion that the proposed Zoning By-law Amendment is appropriate for the subject lands, represents good planning, and will facilitate a well-designed and contextually appropriate form of residential infill.

Technical Matters Studied and Addressed through the Site Plan Process

A number of technical studies have been completed in support of the proposed development to ensure the townhouses can be accommodated on the subject lands. These studies were originally prepared and submitted as part of a Site Plan Approval application, and were revised as needed throughout the review process to address comments received from City staff and other commenting agencies.

Collectively, these studies have assessed the proposal with respect to matters including environmental noise and mitigation measures, transportation and parking, existing trees and opportunities for preservation and replacement, municipal servicing capacity, stormwater management, grading and drainage. The studies support the conclusion that the proposed development can be accommodated without adverse impacts on the surrounding transportation network, municipal infrastructure, or adjacent properties.

Since this Zoning By-law Amendment application is being filed subsequent to the detailed site plan review process, most planning, technical and design matters have been resolved. If required, any decisions or design changes that emerge through the Zoning By-law Amendment process will be integrated into the Site Plan application.

7. CONCLUSION

Based on the information outlined in this Planning Rationale Report and the findings identified in the supporting technical reports and studies, it is our opinion that the proposed development and associated amendment to the Zoning By-law represent an appropriate form of infill intensification for the site and achieve good planning.

The proposal makes efficient use of an existing residential site while retaining the existing 17-storey apartment building and all existing rental units. The proposed development also provides additional rental housing, including a range of larger family-sized units, while introducing new pedestrian connections, landscaped areas, and shared amenity spaces.

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 112 new rental units, including a range of three and four-bedroom units, within an established residential neighbourhood;
- Represents an appropriate form of family-oriented grade-related housing, context-sensitive intensification that is integrated with the existing apartment building and surrounding low-rise residential neighbourhood;
- Makes efficient use of existing infrastructure and municipal services; and
- Will not create significant adverse impacts on the surrounding area.

It is our professional planning opinion that the proposed development represents good planning, facilitates the creation of new family-oriented rental housing, and represents context-sensitive infill of an existing apartment site within 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 1055 Bloor Street	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. 26-149

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 769 BLK C, City of Mississauga, as shown on Schedule “A”, “B”, “C”, and “D” attached hereto, and that Schedule “A”, “B”, “C”, and “D” forms part of this By-law.

2. Map number 20 of “Schedule A” to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing “RA5-1” to “RA5-XX”, in the City of Mississauga, provided that the “RA5-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the red line with the “RA5-XX” zoning indicated thereon;

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

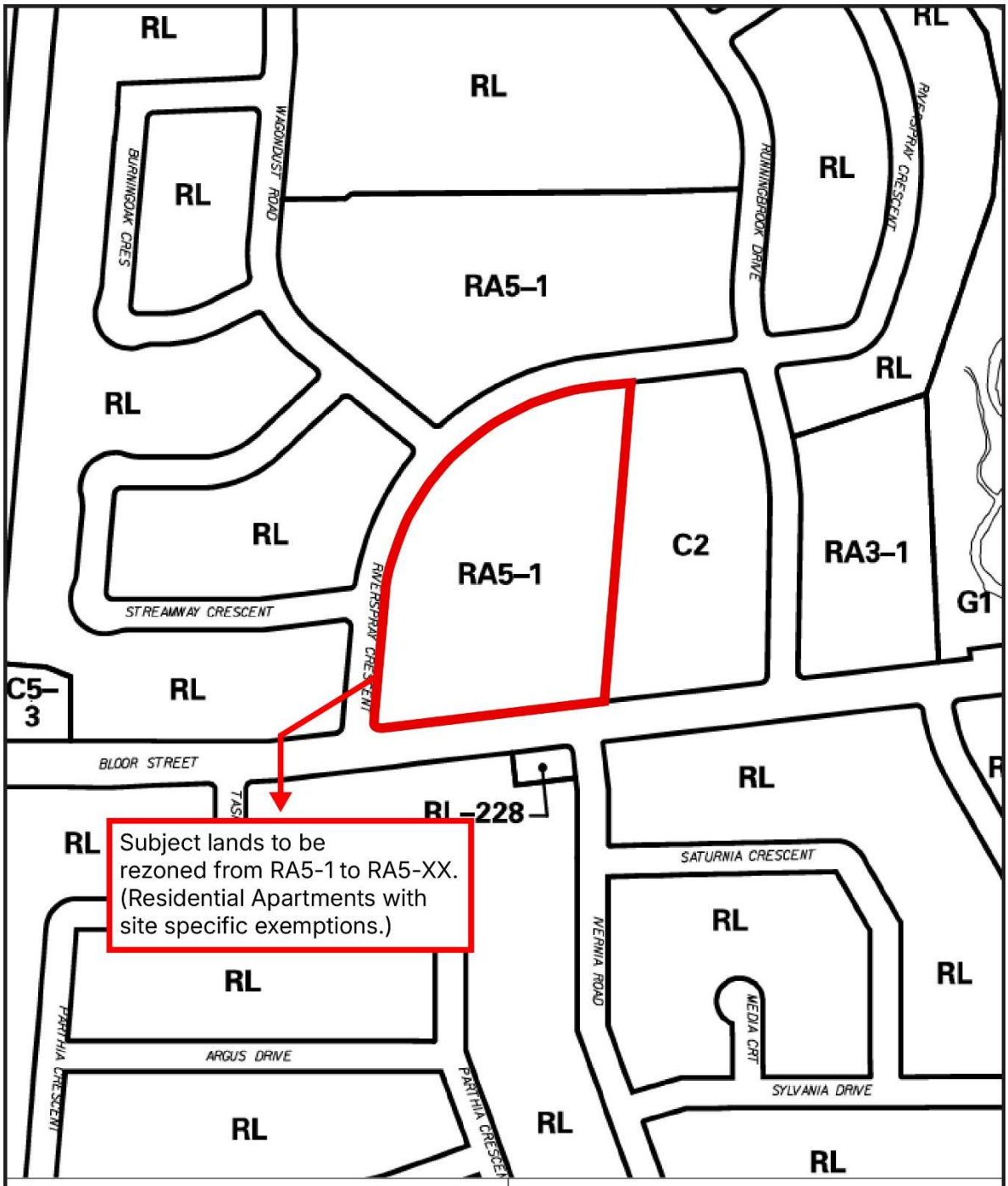
4. The various heights, setbacks, stepback, and separation distances are reflected on Schedule “C” and “D”.

5. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding Exception Table 4.15.6.XX and adding the following:

4.15.6.XX	Exception RA5-XX	Map #20	By-law: XXX-2026
In a RA5 zone the permitted **uses** and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.6.XX.1	(1) **Back To Back Townhouse** and **Stacked Townhouse**		
Regulations			
4.15.6.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 structures existing on the site prior to the passing of this By-law are deemed to be compliant with the Zoning by-law.		
4.15.6.XX.4	For the purposes of this By-law, all lands zoned RA5-XX shall be considered one **lot**		
4.15.6.XX.5	**Back To Back Townhouses** and **Stacked Townhouses** shall only be permitted in Area '1' and ‘2’ as identified on RA5-XX Schedule B of this Exception		

4.15.6.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	18.2 m
4.15.6.XX.7	Notwithstanding Regulation 2.1.22, minimum **eaves encroachment** from the exterior wall of the building into any yard in Area '1' and '2'	1.0 m
4.15.6.XX.8	Notwithstanding Regulation 4.1.5.1, maximum **patio encroachment** from the outermost face of the building into any yard in Area '1' and '2'	2.8 m
4.15.6.XX.9	Minimum number of resident **parking spaces** per rental apartment dwelling unit	0.77
4.15.6.XX.10	Minimum number of visitor **parking spaces** per rental apartment dwelling unit	0.14
4.15.6.XX.11	Minimum number of resident **parking spaces** per rental townhouse dwelling unit	1.21
4.15.6.XX.12	Minimum number of visitor **parking spaces** per rental townhouse dwelling unit	0.13
4.15.6.XX.13	Notwithstanding Table 3.1.3.1, minimum number of **accessible** parking spaces	3 spaces
4.15.6.XX.14	Maximum **Floor Space Index – Apartment Zone**	1.6
4.15.6.XX.15	Minimum **Front Yard** – Area '1'	Block A – 5.8 m Block B – 3.8 m
4.15.6.XX.16	Minimum **Exterior Side Yard** – Area '1' and '2'	Block B – 5.0 m Block C – 5.8 m Block D – 5.8 m
4.15.6.XX.17	Minimum depth of a **Landscape Buffer** abutting a lot line that is a street line	3.0 m
4.15.6.XX.18	Minimum **Outdoor Amenity Area** for the entire site	2,140 m^2
4.15.6.XX.19	Minimum contiguous private outdoor amenity space per townhouse unit when located on a **balcony**	2.2 m^2
4.15.6.XX.20	Minimum width of a **condominium road**	6.0 m
	All site development plans shall comply with Schedule RA5-XX of this Exception	

DRAFT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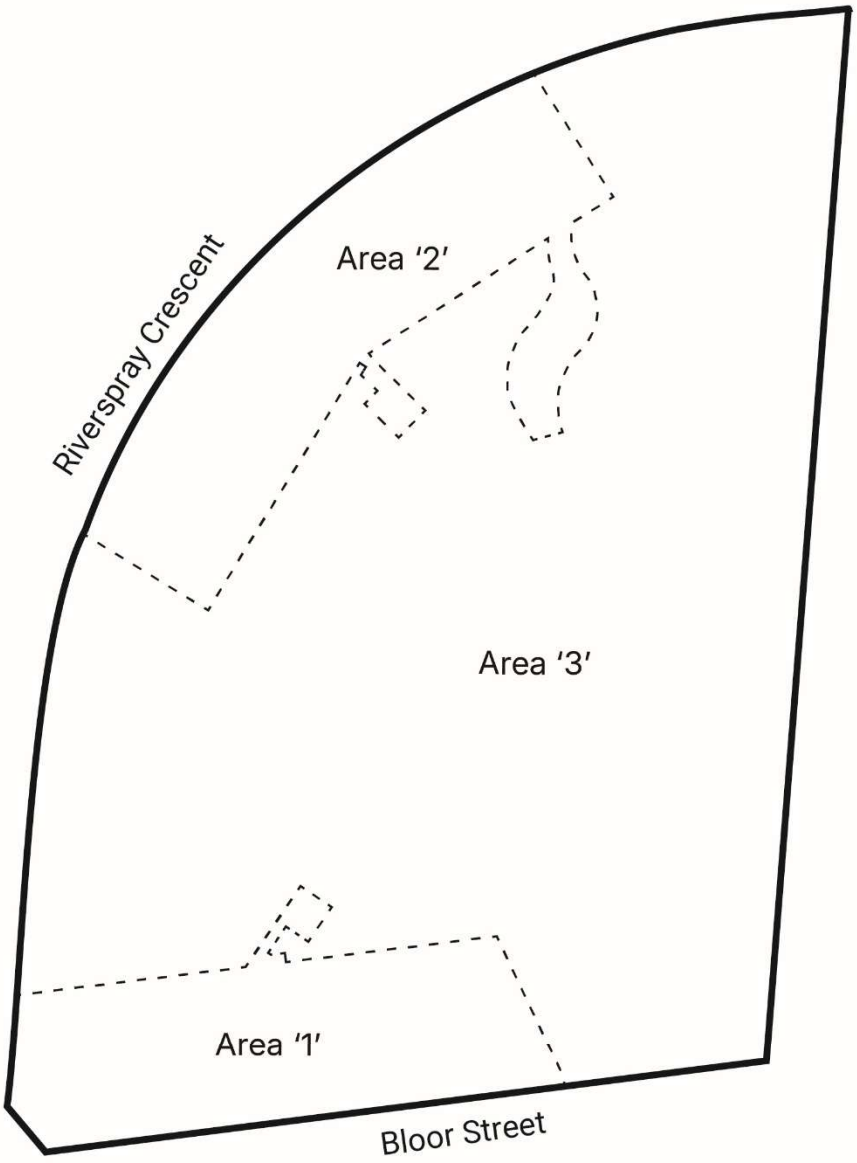


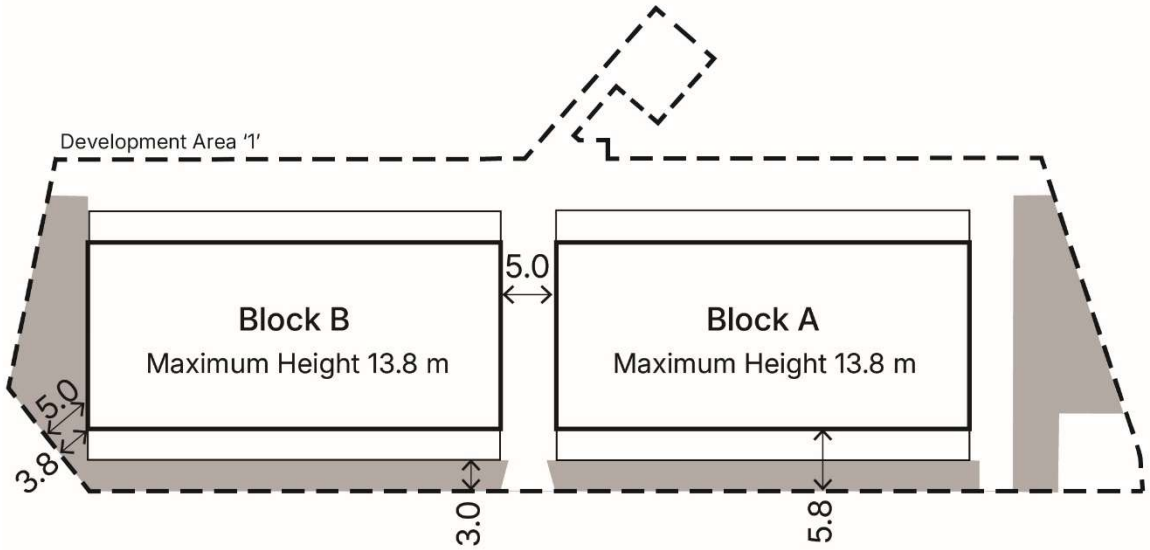
THIS IS SCHEDULE "B"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN 769 BLK C

City of Mississauga
Regional Municipality of Peel
Subject Property (1055 Bloor Street)

Not to Scale

September 2026

Sajecki Planning



Bloor Street

THIS IS SCHEDULE "C"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN 769 BLK C

City of Mississauga
Regional Municipality of Peel
Subject Property (1055 Bloor Street)

Not to Scale

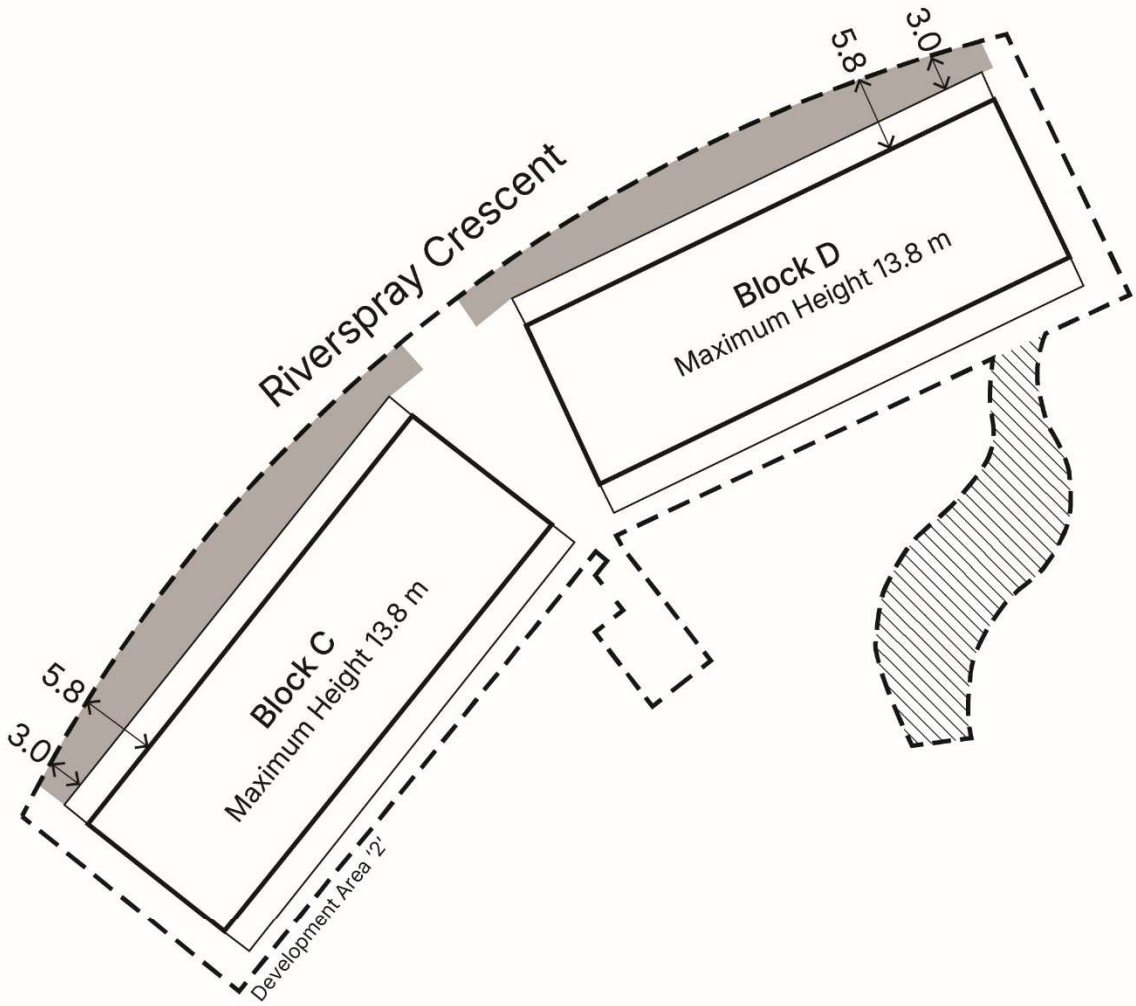
Note:
All measurements are in metres and are minimum setbacks or dimensions, unless otherwise noted.

This is not a Plan of Survey.

Development Area '1'
Landscape Buffer
Sunken Patios

September 2026

Sajecki Planning



THIS IS SCHEDULE "D"
TO BY-LAW AMENDMENT NO. XXX-2026
LOCATION: PLAN 769 BLK C

City of Mississauga
Regional Municipality of Peel
Subject Property (1055 Bloor Street)

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 '2'
- Landscape Buffer
- Sunken Patios
- Outdoor Amenity

September 2026

Sajecki Planning

S|P

2026