
PLANNING JUSTIFICATION REPORT

3403 – 3445 FIELDGATE DRIVE
MISSISSAUGA, ONTARIO

DECEMBER 2024





Sajecki Planning Inc.

TABLE OF CONTENTS

- 1.0 INTRODUCTION 6**
- 2.0 SITE AND SURROUNDINGS 8**
 - 2.1 Subject Site 9
 - 2.2 Planning History 9
 - 2.3 Surrounding Land Uses 10
 - 2.4 Surrounding Development Applications 12
 - 2.5 Transportation Network 14
- 3.0 PROPOSAL 18**
 - 3.1 Development Overview 19
 - 3.2 Required Approvals 25
 - 3.3 Public Consultation 25
- 4.0 POLICY AND REGULATORY CONTEXT 26**
 - 4.1 Planning Act R.S.O. 1990, c. P.13 27
 - 4.2 Provincial Planning Statement 28
 - 4.3 Region of Peel Official Plan 29
 - 4.4 City of Mississauga Official Plan 31
 - 4.5 City of Mississauga Zoning By-law 0225-2007 38
 - 4.6 Additional Considerations 39
- 5.0 SUPPORTING STUDIES AND REPORTS 40**
 - 5.1 Sun/Shadow Study 41
 - 5.2 Pedestrian Wind Study 41
 - 5.3 Transportation Report 42
 - 5.4 Acoustical Feasibility Study 43
 - 5.5 Tree Inventory / Tree Preservation Plan and Arborist Report 43
 - 5.6 Functional Servicing Report & Stormwater Management Report 44
 - 5.7 Geotechnical Investigation Report 45

5.8 Hydrogeological Investigation.....45

5.9 Phase One Environmental Site Assessment46

5.10 Phase Two Environmental Site Assessment.....46

5.11 Housing Report46

5.12 Urban Design Study46

6.0 PLANNING ANALYSIS 48

6.1 Desirable Urban Growth49

6.2 Complete, Mixed-Use Community Development.....50

6.3 Public Realm Enhancements51

6.4 Appropriate Building Form and Transition51

7.0 CONCLUSION 52

APPENDICES..... 54

Appendix 1 - Community Meeting Report

Appendix 2 - DARC Submission Requirements Checklist (DARC 24-30)

Appendix 3 - Draft OPA

Appendix 4 - Draft ZBA

FIGURES AND TABLES

Figure 1 - Aerial view of the subject site	9
Figure 2 - Existing site conditions	9
Figure 3 - View of the subject site from Fieldgate and Ponytrail Drive intersection (Google Maps).	9
Figure 4 - Site context map and height map	11
Figure 5 - Map of recent developments within a 2 km radius collected November 29th, 2024	13
Figure 6 - Schedule 5 - Long Term Road Network (City of Mississauga).	15
Figure 7 - MiWay weekday service map.	15
Figure 8 - Schedule 7 - Long Term Cycling Routes (City of Mississauga)	16
Figure 9 - Proposed site plan (Source: onespace)	20
Figure 10 - Central Courtyard (Source: onespace).	23
Figure 11 - Schedule E2 - Strategic Growth Areas (Region of Peel)	30
Figure 12 - Schedule 10 - Land Use Designations (City of Mississauga).	36
Figure 13 - Map 16-2 Apple Neighbourhood Character Area (City of Mississauga).	37
Figure 14 - Approved Alternative 6 - Bloor Street Integrated Road Project (City of Mississauga)	39
Figure 15 - Perspective view from Bloor Street (Source: onespace)	41
Figure 16 - Perspective of central courtyard entrance (Source: onespace)	47
Figure 17 - Proposed south elevation along Fieldgate Drive (Source: onespace)	51
Table 1 - Surrounding development applications up to 2 km distance away, collected (November 29th, 2024)	12
Table 2 - Proposed statistics	21
Table 3 - City OP Designations	31

1.0 INTRODUCTION

This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of Forest Glen Shopping Centre Ltd. to support amendments to the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007. The Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications seek to facilitate the redevelopment of the property at 3403-3445 Fieldgate Drive (the “subject site” or “site”).

The subject site is in Ward 3, located at northwest corner of Fieldgate Drive and Bloor Street West, with frontages of 158.64 m along Fieldgate Drive, 83.74 m along Ponytrail Drive, and a small partial frontage of 22.13 m along Bloor Street West. The site currently contains a commercial plaza and surface parking. The site has an irregular shape and approximate area of 15,840 m² or 3.91 acres. The site is designated *Mixed Use* in the City of Mississauga Official Plan and is zoned *Neighbourhood Commercial (C2)* as per the City of Mississauga Zoning By-law 0225-2007.

The OPA/ZBA application seeks to permit three mixed-use residential buildings of 13, 18, and 22-storey heights atop two five-storey podiums. Located along the east and north portions of the West Podium will be an additional 13 townhouses. The total combined residential and commercial gross floor area (GFA) will be 46,024.69 m² (495,409.75 ft²), of which 2,884.31 m² (31,046.45ft²) will be for commercial uses. The proposal contemplates a total of 592 dwelling units. The proposed dwelling units will be supported by a substantial supply of amenity space at a rate of 5.64 m² per dwelling unit.

This report supports the OPA and ZBA required for the proposed development. The purpose of this report is to provide:

- An overview of the subject site and local area context;
- A review of the applicable land use planning 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 Official Plan and Zoning By-law.

A Development Application Review Committee (DARC 1) Meeting was held on March 12th, 2024 to receive preliminary feedback from staff and to confirm submission requirements. This report is part of a complete application submission requirement under the *Planning Act* for OPA and ZBA applications. The DARC Submission Requirements Checklist (DARC 24-30) provides a submission requirements checklist for the applications (See *Appendix 2*). Summaries of other technical reports and studies that are being submitted as part of a complete OPA and ZBA application are provided in *Section 5.0* of this report.

2.0 SITE AND SURROUNDINGS

2.1 Subject Site

The subject site is legally described as BLOCK J of REGISTERED PLAN 719. It is located northwest of the intersection of Bloor Street and Fieldgate Drive in Ward 3 of the City of Mississauga (see *Figure 1*). The subject site is located within an existing apartment neighbourhood (Applewood), where the existing commercial uses provide a variety of goods and services to local residents. The subject site is approximately 1.20 km from the proposed Dundas BRT stop at Wharton Drive and Dundas Street East, and is 1.80 km from the northern entrance of the Dixie GO Station.

The subject site is generally rectangular in shape with an irregular strip that extends to Bloor Street. A one-storey commercial building with surface parking is currently located on the subject site. The site has a total area of approximately 15,840 m² (1.58 ha). The site has approximately 158.64 m of frontage along Fieldgate Drive, 83.74 m of frontage along Ponytrail Drive, and 22.13 m of frontage along Bloor Street East.

The site is not listed on the Heritage Register and is not a designated heritage site.

2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the subject site. The site has received Minor Variance approvals related to the uses of commercial tenants, including the separation distance between a Restaurant use and a Residential Zone (App no. A-52/24 and A-477/17), and the construction and setbacks of an addition to the existing building (A-9/4).



Figure 1 - Aerial view of the subject site



Figure 2 - Existing site conditions



Figure 3 - View of the subject site from Fieldgate and Ponytrail Drive intersection (Google Maps)

2.3 Surrounding Land Uses

2.3.1 Neighbourhood Surroundings

The subject site is located in the Applewood neighbourhood, and in particular within an established apartment area within this neighbourhood. Generally, higher density-built forms are located along Bloor Street East, Dundas Street East, and Dixie Road, while low-rise residential uses are concentrated in the interior of the community. The apartment neighbourhood is well supported by existing services such as:

Schools: Forest Glen Public School, Glenforest Secondary School, St. Alfred Separate School, Brian W Fleming Public School, St. Sofia School, Glenhaven Senior Public School.

Parks and Open Space: Forest Glen Park, Bethesda Common, Burnhamdale Park, Gulleden Park.

Commercial/Shopping: the existing use on site (Fieldgate Plaza), High Point Mall, and Rockwood Mall.

2.3.2 Immediate Surroundings

The description of the immediate land uses are based on the orientation displayed on the aerial map in *Figure 4*. Land uses adjacent to the subject site include a mix of medium to high density residential developments and low-rise commercial buildings. Immediate surroundings within the apartment neighbourhood include:

North: Located directly to the north of the subject site are a series of two nine-storey apartment buildings (1745 Bloor Street and 1759 Bloor St) and two 10-storey apartment buildings (3355

Ponytrail Drive and 3375 Ponytrail Drive). Further to the north are a series of two six-storey apartments buildings (3395 Ponytrail Drive and 3401 Ponytrail Drive) and a 10-storey apartment building (1785 Bloor Street). It should be noted that a 14-storey residential building was recently approved at 1785 Bloor Street.

East: Located to the east of the subject site and on the northwest corner of Bloor Street and Fieldgate Drive is a gas station. The subject site wraps the gas station with a strip of surface parking. Further to the east is Bloor Street. Located on the east side of Bloor Street are a series of three apartment buildings with heights of 11-storeys (3315 Fieldgate Drive), 11-storeys (1750 Bloor St), and six-storeys (1780 Bloor Street). It should be noted that a rezoning application for a 15-storey apartment building at 1750 Bloor Street was recently approved. Beyond these apartment buildings are the internal low-rise residential properties.

West: Located immediately to the west of the subject lands is Ponytrail Drive. Along the west side of Ponytrail Drive are a series of two-storey townhouses that form the Russet Homes Co-operative Housing project. Further to the west is Forest Glen Park and Glenforest Secondary School.

South: To the immediate south of the subject lands is Fieldgate Drive. Located along the south side of Fieldgate Drive are a series of two six-storey apartment buildings and an 11-storey building that is located on the southwest corner of Fieldgate Drive and Bloor Street. Located further south are both the internal neighbourhoods (to the southwest) and more apartment buildings oriented along Bloor Street.



Figure 4 - Site context map and height map

2.4 Surrounding Development Applications

Applewood is an established community with a mix of ground-oriented detached dwellings, and “tower-in-the-park” style apartment buildings with large setbacks on generous lots. Recent development activity within the vicinity of the subject site looks to intensify the apartment neighbourhoods by adding

infill towers while retaining existing ones. Three recent development applications within 400 m of the site reflect this trend. *Table 1* outlines active development applications within 2km of the site.

Table 1 - Surrounding development applications up to 2 km distance away, collected November 29th, 2024

#	Address	File Type & No.	Status	Description
1	1750 Bloor Street and 3315 Fieldgate Drive (150 m)	OZ 17/014 W3	OPA and ZBA applications approved by Council. SPA application under review.	The purpose of the OPA and Zoning By-law is to permit a 15-storey apartment building and a one storey amenity building in addition to the two existing 11 storey apartment buildings. The approved building will contain 258 dwelling units.
2	1785 Bloor Street (200 m)	OZ/OPA 22-14 W3	OPA and ZBA applications approved by Council.	A 14 storey apartment building. The existing 10-storey apartment building will remain. The approved building will contain 238 dwelling units.
3	1840 to 1850 Bloor Street (380 m)	OZ 20-003 W3	OPA and ZBA under review by staff.	Two 18-storey apartment buildings containing 433 residential units. The two existing 11-storey apartment buildings will remain.
4	3480 Havenwood Drive and 1485 Williamsport Drive (1 km)	OZ/OPA 18-14 W3	OPA and ZBA approved by Council.	A proposed 10-storey infill apartment building with 154 dwelling units.
5	1315 Silver Spear Road (1.25 km)	OZ 18/005 W3	OPA and ZBA under review by staff.	To amend the official plan and zoning to permit a new 8 storey apartment building with 159 units, and retain the existing 8 storey apartment building.
6	1225 Dundas Street East (1.94 km)	OZ/OPA 22-20 W3	OPA and ZBA under review by staff.	A proposed 12-storey apartment with 34 townhouses. The proposal contemplates 462 apartment units and 34 townhouse units.

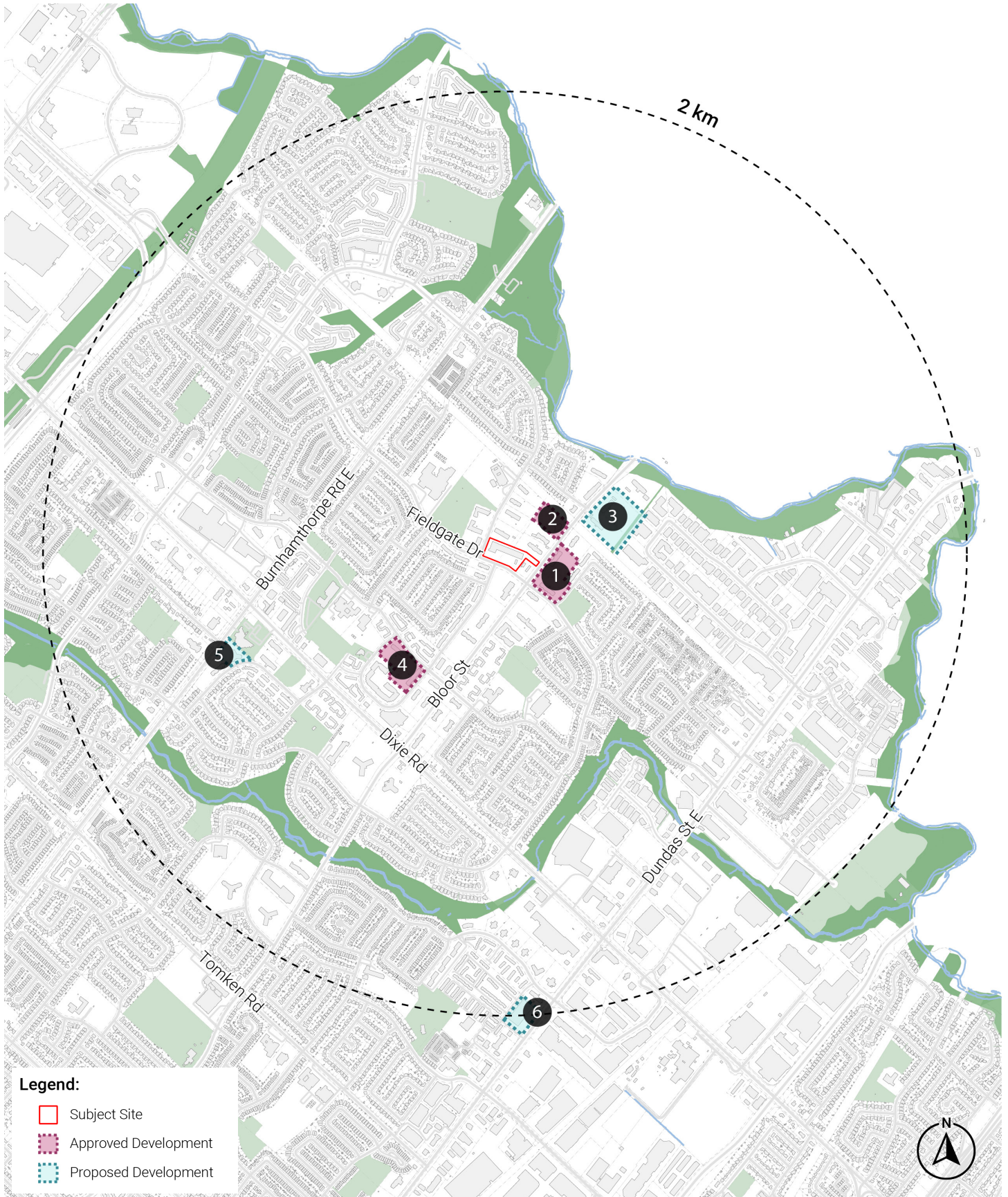


Figure 5 - Map of recent developments within a 2 km radius collected November 29th, 2024

2.5 Transportation Network

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

2.5.1 Road Network

Bloor Street East is a two-lane, two-way road that generally runs east to west from Central Parkway East in the east, to Highway 427 in the west. The portion of Bloor Street in front of the subject site has a large Right of Way (ROW) width of approximately 30.0 metres. This ROW includes heavily sodded areas and sidewalks on each side. Schedule 5 of the City of Mississauga Official Plan identifies Bloor Street as a Major Collector.

Fieldgate Drive is a single lane, two-way road that generally runs south-to-north from Dixie Road in the south, to Eastgate Parkway in the north. The portion of Fieldgate Drive in front of the subject site has a large ROW width of approximately 26.0m. This ROW includes heavily sodded areas and sidewalks on each side. Schedule 5 of the City of Mississauga Official Plan identifies Fieldgate Drive as a Minor Collector.

Ponytrail Drive is a one-lane, one-way road that generally runs south to north from Fieldgate Drive in the south, to Burnhamthorpe Road in the north. Located along the west side of Ponytrail Drive is street parking. The portion of Ponytrail Drive in front of the subject site has a ROW width of approximately 20.0m. This ROW includes heavily sodded areas and sidewalks on each side.

2.5.2 Transit Network

The site is well connected to existing transit. It is approximately 1.20 km from the proposed Dundas BRT stop at Wharton Drive and Dundas Street East and is 1.90 km from the northern entrance of the Dixie GO Station.

GO Train Service

The Dixie GO Station is approximately 1.9 km southeast of the subject site. The station serves the Milton Line GO Train, as well as being served by frequent weekly GO buses. The Milton Line runs east in the morning and west in the afternoon between Milton Station and Union Station. The MiWay Route 5 Dixie Bus passes outside the station entrance.

Bus Services

MiWay Bus Route 3 E Bloor To Kipling Terminal runs generally east-west along Bloor Street between City Centre Transit Terminal Platform G and Kipling Terminal Platform 11, with service seven days per week.

MiWay Bus Route 307 is a school route that runs generally east-west along Bloor Street from Philip Popcock Secondary School to Kipling Terminal, once per day on weekdays.

MiWay Bus Route 5: Approximately 900 m west of the site, Dixie Road is designated a Transit Priority Corridor as per City OP Schedule 6 – Long Term Transit Network. The MiWay Route 5 Dixie Bus runs generally north-south along Dixie Road between

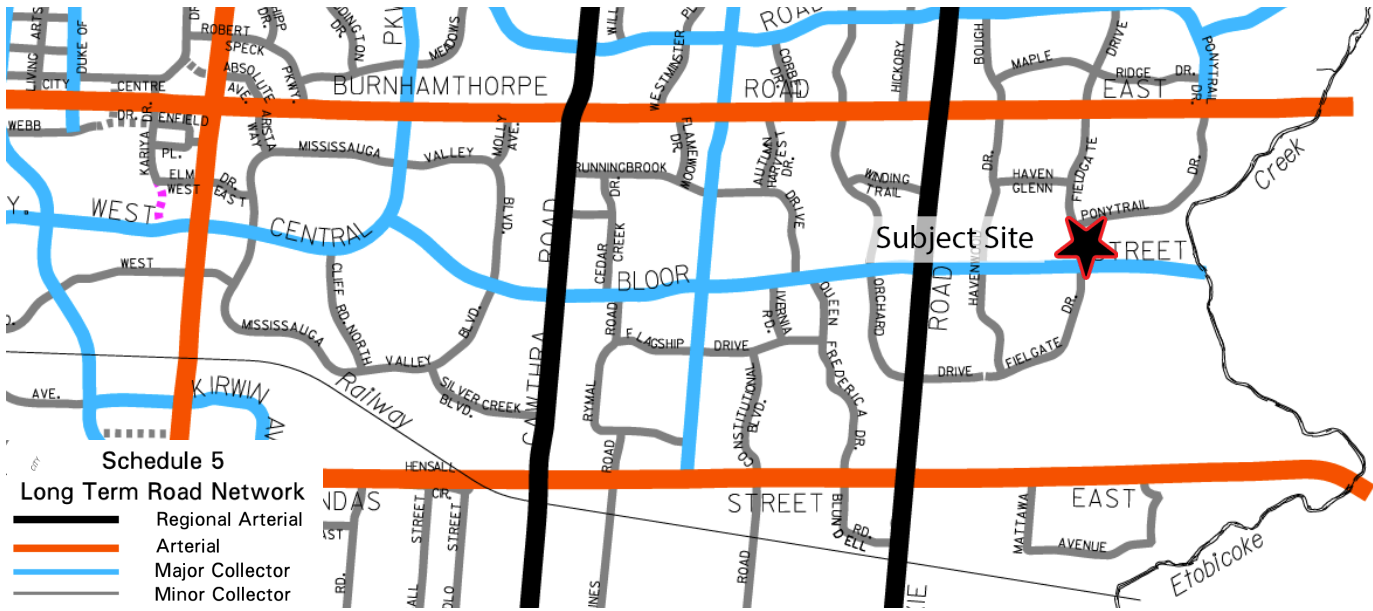


Figure 6 - Schedule 5 - Long Term Road Network (City of Mississauga)

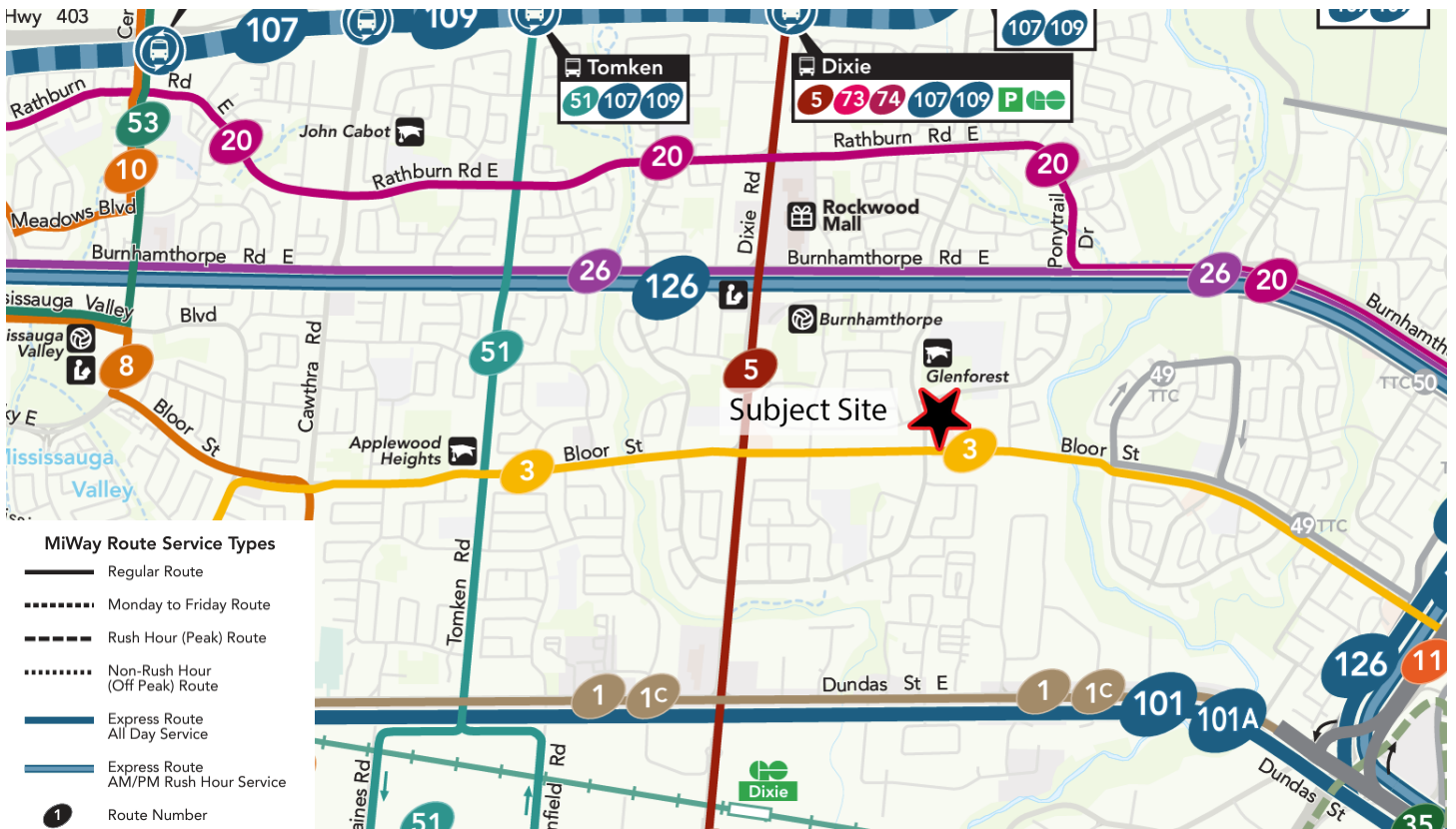


Figure 7 - MiWay weekday service map

the Long Branch GO Station Platform A and Cardiff Boulevard at Khalsa Drive, with service seven days per week.

The Dundas Connects project is proposed along Dundas Street which contemplates the construction of a Bus Rapid Transit (BRT) network. The subject site is located approximately 1.2 km from the proposed BRT stop at Wharton Way and Dundas Street E.

2.5.3 Active Transportation Network

Bloor Street is designated a Primary On-Road / Boulevard Route as per the City OP Schedule 7 - Long Term Cycling Routes. There is currently no cycling infrastructure on the portion of Bloor Street East in the vicinity of the subject site. As the result of the Bloor Street Integrated Road Project Study, Council voted to redesign Bloor Street and implement improvements including cycling lanes along the 4.6 km section between Central Parkway East and Etobicoke Creek as part of routine resurfacing. It is unclear when construction of this project will begin.

Approximately 300 m to the east of the site, the East Hyrdo Corridor Trail 1 runs north-south. The trail is designated a Primary Off-Road Route as per the City OP Schedule 7 – Long Term Cycling Routes.

Approximately 900 m west of the site, Dixie Road is designated a Primary On-Road / Boulevard Route (Regional) as per City OP Schedule 7 – Long Term Cycling Routes. There is a 2-way curb-protected cycling lane on Dixie Road in the vicinity of the subject site.

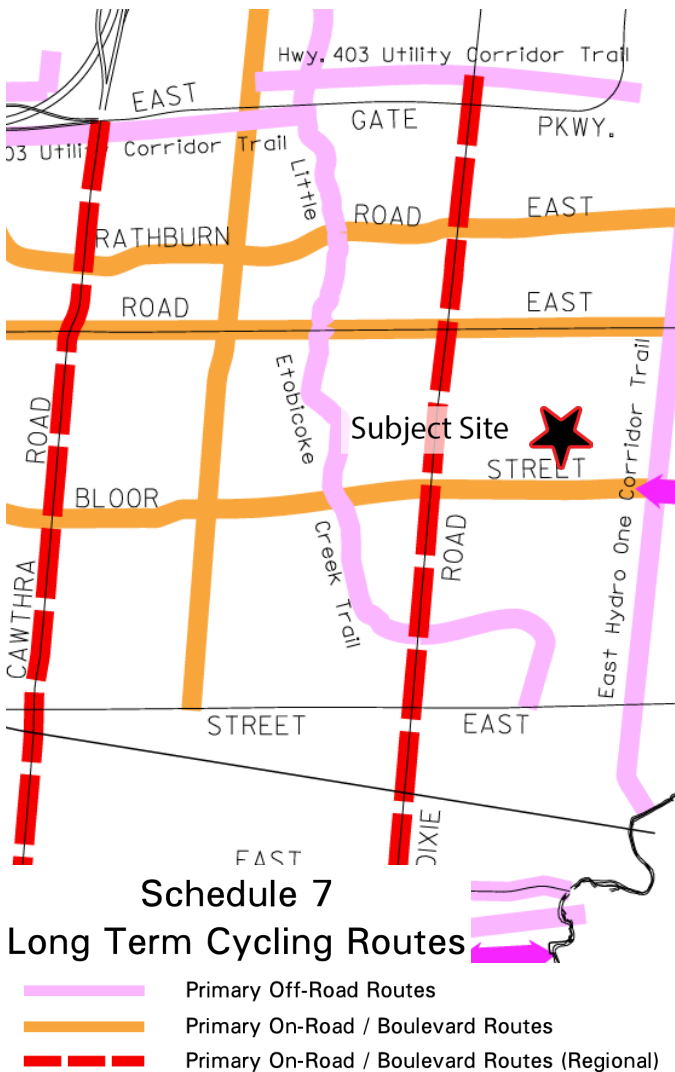


Figure 8 - Schedule 7 - Long Term Cycling Routes (City of Mississauga)

Page left intentionally blank

3.0 PROPOSAL

3.1 Development Overview

The proposed development contemplates three mixed-use residential buildings with heights of 13, 18, and 22-storeys. Each of the buildings are organized into two main building components (east and west blocks) which feature a five-storey podium element. These two blocks include the following:

West: A 13-storey building (Building C) with a five-storey podium street wall along Fieldgate Drive. Located along Ponytrail Drive are a series of thirteen three-storey townhouses. There are two commercial spaces located within this block that include one fronting on Fieldgate Drive and one fronting onto the interior of the development. Located along the northern edge of the block are five two-storey townhouses.

East: An 18-storey building (Building B) and 22-storey building (Building A) with a five-storey podium element. Located along Fieldgate Drive is a large commercial space at grade. The primary waste collection room is located to the northeast of this block. Another feature of this block is the central courtyard located to the west of the proposed commercial space.

The proposed development will have a total Gross Floor Area (GFA) of 46,024.69 m² (495,409.75 ft²) which includes 43,140.38 m² (464,359.18 ft²) of residential space and 2,884.31 m² (31,046.45 ft²) of commercial space. The proposal will include 592 dwelling units. Indoor and outdoor amenity space is located within the east block on the first, second and sixth floor, and an elevated walkway is used to connect both blocks to the amenity space. All of the long-term parking is located below grade within two-levels of underground parking. *Table 2* provides a summary of the proposed site statistics.

The following sub-sections outline the proposed built form, landscaping and streetscaping improvements, amenity areas, access points and internal circulation.

Site Layout and Access:

The proposed development incorporates three buildings atop two podiums. The west podium transitions from a three-storey townhouse element along Ponytrail Drive to five-storeys along Fieldgate Drive, supporting a 13-storey taller mid-rise building (Building C). The east podium ranges from a one-storey commercial space with rooftop outdoor amenities to five-storeys along Fieldgate Drive and the rear of the property. The 22-storey building (Building A) is located to the southeast of the subject site, whereas the 18-storey building (Building B) is located centrally to the north of the site. These buildings are connected at the second floor by an elevated walkway, linking residential units from Building C to the proposed amenity space in Building A and Building B. Additionally, commercial space is situated to the south of the site, enhancing the existing public realm along Fieldgate Drive.

The proposal will be described in Project North (the orientation of the architectural plan) as per the architectural plans prepared by onespace dated 5th December 2024.

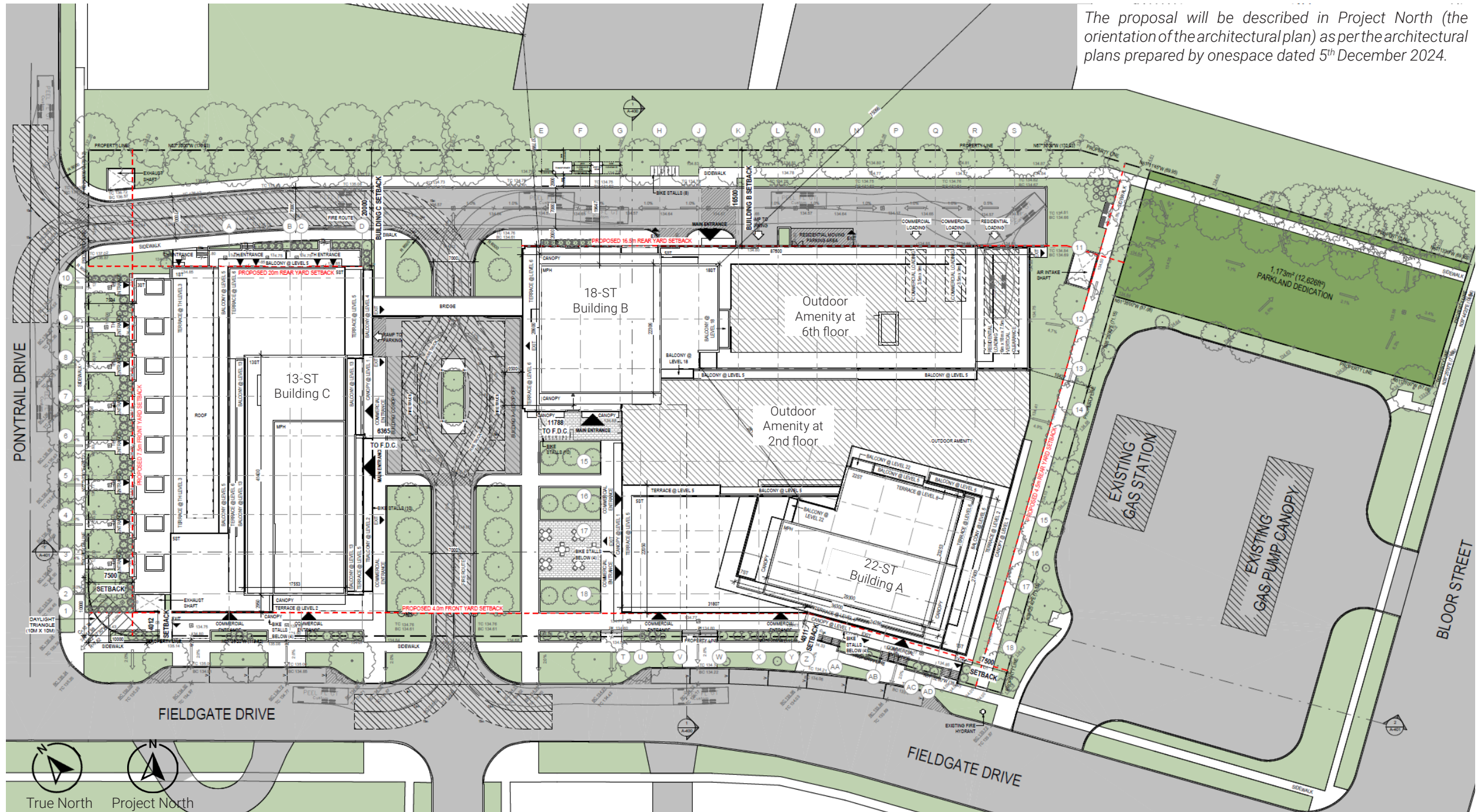


Figure 9 - Proposed site plan (Source: onespace)

Table 2 - Proposed statistics

Site Area	15,840 m² (170,500 ft²)
Building Heights	
Building A	22-storeys (71.40 m)
Building B	18-storeys (58.90 m)
Building C	13-storeys (43.40 m)
Townhouses (Ponytrail Dr)	3-storeys (9.0 m)
Townhouses (Rear lane)	2-storeys (6.0 m)
Podium (Fieldgate street wall)	5 storeys (18.2 m)
Gross Floor Area	46,024.69 m² (495,409.75 ft²)
Residential	43,140.38 m ² (464,363.30 ft ²)
Retail	2,884.31 m ² (31,046.45 ft ²)
Floor Space Index (FSI)	2.91
Lot Coverage	44%
Dwelling Units	592
Studio	30 (5%)
One-bedroom	242 (41%)
One-bedroom + den	77 (13%)
Two-bedroom	182 (31%)
Two-bedroom + den	29 (5%)
Three-bedroom	32 (5%)
Townhouses	13 (included in Two-bedroom + den and Three-Bedroom count)
Parkland	1,174 m² (12,636.83 ft²)
Amenity Space	3,340.01 m² (5.64 m²/unit)
Indoor Amenity	1,433.10 m ² (2.42 m ² /unit)
Outdoor Amenity	1,906.91 m ² (3.22 m ² /unit)
Vehicular Parking Spaces	597 spaces
Resident	454 spaces (0.76 spaces / unit)
Visitor/Retail (shared)	143 spaces
Loading Spaces	1 residential space & 2 commercial spaces
Bicycle Parking Spaces	401
Residential Long-Term Parking	356
Residential Short-Term Parking	32
Commercial Long-Term Parking	5
Commercial Short-Term Parking	8

Furthermore, the proposed development includes two major access points (ingress and egress):

- A primary driveway entrance is located centrally on the site off of Fieldgate Drive and runs perpendicular to Ponytrail Drive. This driveway bisects the two proposed blocks, leading to a circular roundabout in the centre of the site. One of the two underground parking ramp access points is located in the northwest corner of this roundabout. The residential lobby for both podiums can be accessed via east and west vestibules that are centrally located and accessed via proposed walkways and the primary driveway. The proposal includes drop-off areas adjacent to each building.
- A secondary access from Ponytrail Drive provides access to the two-storey townhouses and connects to the primary driveway at the centre of the development. The drive aisle extends further east to provide access to the loading area.
- Located within the rear servicing area is a second residential parking ramp, two commercial loading areas, a residential loading area, and waste storage area. It should be noted that this waste storage area serves the entire development. Any waste from the west block can be transported via the underground parking area to elevators that access the large waste storage area.

Several landscaped areas are contemplated in the development. Proposed along each property line are landscaped buffers with generous plantings. Located centrally within the site are further landscaped areas that form a central courtyard. The proposal

contemplates a total landscaped area of 2,740 m².

The proposed development provides for new parkland in the northeast corner of the site where a vehicular driveway and surface parking currently exists. The proposed parkland will have a total area of 1,174 m² (12,626 ft²).

Below Grade and Underground Parking Garage:

The proposed development contains two levels of underground parking (Floors P1 and P2) that house 597 parking spaces and various mechanical rooms. Located along the northern wall of P1 are 361 long-term bicycle parking stalls. Located on the P1 level are a series of waste rooms that are accessed via elevators from the commercial areas above. Waste from these rooms is transferred to the eastern waste elevator into the loading/waste area. The location of the waste and loading area in the northeast corner is strategically positioned for efficient operation.

Podium Component:

The overall podium height along Fieldgate Drive and the rear laneway is five-storeys (18.2 m). It should be noted that the podium height is less than 80% the ROW of Fieldgate Drive (Approx 26.0 m). Along Ponytrail Drive are a series of eight three-storey townhouses with a height of 9.0 m. The street townhouses then transition to a five-storey podium and the main residential element of Building C. The ground floor of each podium contains commercial space that fronts Fieldgate Drive and the internal courtyard. These commercial spaces will enhance the pedestrian experience along Fieldgate Drive and the internal courtyard by activating the public realm. Residential lobbies are located central to the interior of the site, allowing for convenient access.

Amenity spaces are located on the first, second, and sixth floors of the eastern podium. The ground floor amenity space is located on the northwest corner of the podium and will have a total GFA of 307.03 m² (3,304.82 ft²). An elevated walkway on the second floor connects residential units in Building C to the amenity space on the east block. The largest amenity areas are located on the second floor, including approximately 816 m² (8,783.39 ft²) of indoor amenity space and 1,294.91 m² (13,938.29 ft²) of outdoor amenity space. Located on the sixth floor and accessed from Building B is 612 m² (6,587.51 ft²) of outdoor amenity space. The development features a total of 1,433.10 m² (15,424.68 ft²) of indoor amenity space, complemented by 1,906.91 m² (20,525.80 ft²) of outdoor amenity space.



Figure 10 - Central Courtyard (Source: onespace)

Tower Elements and Floor Plates:

The height, dimension and tower floor plate size of each building is as follows:

- Building A has a height of 22 storeys (71.40 m), a width of approximately 27.4 m (90 ft) and a length of approximately 34.0 m (112 ft), and floor plate size (GCA) of 573.52 m² (6,173.37 ft²).
- Building B has a height of 18-storeys (58.90 m), a width of approximately 28 m (90 ft) and a length of approximately 30.6 m (100.39 ft), and floor plate size (GCA) of 620.99 m² (6,684.34 ft²).
- Building C has a height of 13-storeys (43.40 m), a width of approximately 17.5 m (57 ft) and a length of approximately 41.4 m (136 ft), and floor plate size (GCA) of 704.85 m² (7,587.01 ft²).

Proposed Setbacks and Stepbacks

The proposal provides the following setbacks and stepbacks:

West Block Podium Setbacks:

- North: 20.0 m from the property line to the main wall of the townhouses.
- South: 4.01 m from the property line to the main wall of the commercial component.
- West: 7.5 m from the property line to the main wall of the street townhouses.

East Block Podium Setbacks:

- North: 16.5 m from the property line to the main wall of the podium.
- South: 4.0 m from the property line to the main wall of the commercial component.
- East: 7.5 m from the property line to the main wall of the podium. This enlarges to 10.47 m further north.

Tower Stepbacks and Separation Distance:

Building A:

- North: The tower mainwall fronts onto the proposed second floor outdoor amenity space. A proposed separation distance of 28.11 m is provided from the northwest corner of Building A to the southwest corner of Building B (beginning at the eighth floor).
- East: A 4.50 m stepback above the first floor to the mainwall of the sixth floor. A 3.0 m stepback above the sixth floor to the mainwall of the tower element. A total separation distance of 15.3 m to the east lot line.
- South: A 3.0 m stepback at the sixth floor to the main wall of the tower element. A total separation distance of 7.06 m from the property line to the main wall of the tower.
- West: Located above the podium main wall that fronts onto the proposed drive aisle is a 31.80 m stepback to the main wall of Building A.

Building B:

- North: A 3.0 m stepback above the sixth floor to the main wall of Building B. A separation distance of 19.64 m from the property line to the main wall of Building B.
- East: The east main wall of Building B fronts onto the outdoor amenity area located on the sixth floor. Above this floor is a stepback of 44.20 m from the edge of the podium to the main wall of Building B.
- South: The mainwall of Building B is located abutting central courtyard with no stepback proposed. Building B is setback approximately 37.0 m from Fieldgate Drive. As noted previously

a separation distance of 28.11 m is provided from Building B to Building A.

- West: A 3.0 m stepback is provided from the edge of the podium to Building B. A total separation distance of 33.43 m is provided between the west main wall of Building B and the east main wall of Building C.

Building C:

- North: A stepback of 15.39 m is deployed above the podium element to the north main wall of Building C. A separation of 35.39 m is deployed from the north property line to the main wall of Building C.
- East: The main wall of Building C is located abutting the internal courtyard. A separation distance of 33.43 m is proposed between the eastern main wall of Building C and Building B.
- South: Above the podium element is a 2.97 m stepback to the main wall of Building C. A 6.98 m separation distance is proposed from the property line to the main wall of the building.
- West: The western portion of the block transitions from three-storey townhouses to a five-storey podium element along Fieldgate Drive. Above the townhouses is a 6.55 m stepback to the five-storey podium element. Above the five-storey podium is a 13.05 m stepback to the west main wall of Building C. A separation distance of 26.70 m is proposed from the property line to the main wall of Building C.

3.2 Required Approvals

The subject site is designated *Mixed Use* in the City of Mississauga Official Plan (City OP). The policies of the *Mixed Use* designation permit a mixed-use development, similar to what is being proposed. The subject site is also located within the Applewood neighbourhood. Policy 16.1.1.1 states that lands within a *Neighbourhood* will be limited to a maximum of four-storeys, unless otherwise specified by Character Area policies. Map 16-2 of the City OP (*Applewood Character Neighbourhood Area*) identifies the site as having an FSI range of 0.4 to 0.9 times the area of the lot. An Official Plan Amendment will be required to permit both a building that is taller than four-storeys and a higher density than 0.9 times the area of the lot.

The subject site is zoned *Neighbourhood Commercial* (C2) in the City of Mississauga Zoning By-law 0225-2007. This zoning does not permit residential uses and restricts the overall height to 20.0 m and four storeys.

A Zoning By-law Amendment application is required to permit the proposed development on the subject site, including the proposed building height and performance standards. The proposed zone is *Residential Apartment* (RA) with a site-specific zoning.

3.3 Public Consultation

A councillor-led community meeting occurred on November 26th, 2024. This meeting gave members of the public an opportunity to learn more about the proposal and share their thoughts. The meeting is summarized in the Community Meeting Report which is appended to this report.

The future public consultation approach will follow regulations outlined in the *Planning Act* and City of Mississauga OPA and ZBA processes. Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process as required. A statutory public meeting will be held following the application submission. The *Planning Act* requires consultation within a specified area of impact that has been determined to be 120 m.

4.0 POLICY AND REGULATORY CONTEXT

The following sub-sections provide an overview of Provincial, Regional, and Municipal planning policies that inform development on the subject site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement, conforms to the Region of Peel Official Plan (Region OP), and conforms with the direction and policy framework of the City OP.

4.1 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:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (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 or not conflict with provincial plans that are in effect on that date.

The proposed development of the subject site is consistent with the *Planning Act* and has regard to various matters of provincial interest. The site is an appropriate location for growth and, given its large size, can comfortably accommodate intensification. The proposal supports compact infill development that will contribute to the supply of housing, optimizes the use of infrastructure, and achieves well-designed built form fits appropriately within the surrounding context.

4.2 Provincial Planning Statement

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.

It is our opinion that the proposed development, and the associated Official Plan Amendment and Zoning By-law Amendment, are consistent with the PPS. The proposal contemplates a range of residential unit mixes and provides for commercial uses at grade. This represents a healthy mix of both residential and employment uses, thus contributing to the creation of a complete community. The subject site is located within an existing settlement area and is within the Region of Peel and City of Mississauga's designated *Urban Boundary*. While the subject site is not located within a Strategic Growth Area, it is situated near frequent transit and within an existing apartment neighbourhood where the height and density being proposed is appropriate and can be accommodated. The proposal also enhances multimodal transportation options by providing bicycle parking for residents and by enhancing pedestrian connections.

4.3 Region of Peel Official Plan

The Peel Region Official Plan (Regional OP) provides a long-term regional strategic policy framework for guiding growth and development while protecting the environment. On April 28, 2022, Regional Council passed by-law 20-2022 to adopt the new ROP. The Minister of Municipal Affairs and Housing issued a decision to approve the new ROP with 44 modifications on November 4, 2022. In April 2024, the Minister of Municipal Affairs and Housing introduced *Bill 185, Cutting Red Tape to Build More Homes Act*. This Bill had the effect of dissolving the Region's land use planning and development responsibilities and handing them down to lower tier municipalities. This took effect on July 1, 2024 and means that the Regional OP should be considered as a policy document of the City of Mississauga.

The subject site is designated as follows under the Regional OP and the various policies apply:

Schedule E-1: The Regional Structure map places the subject site within the Urban System. Development and redevelopment are directed to this area (Policy 5.3.1) and should take compact forms that efficiently use services and infrastructure (Policies 5.4.18.1 and 5.4.18.2). Development should also be pedestrian-friendly and transit-supportive (Policy 5.4.18.5).

Schedule E-2: Identifies the subject site within the Urban System, specifically within the *Rathwood-Applewood Neighbourhood*, where infill redevelopment may occur. Policy 5.6 generally describes the objectives of the Urban System. Policy 5.6.2 states that within the Urban System complete communities shall be promoted that contain living, working, and recreational activities and compliment the existing character of neighbourhoods. Policy 5.6.3

identifies that compact built form and a mix of land uses shall be achieved in appropriate areas where existing servicing exists and taking into account the existing characteristics of communities. Policy 5.6.4 speaks to providing an urban structure and built form which are pedestrian-friendly and transit-supportive. Policy 5.6.9 emphasizes the need to provide a wide range of goods and services to meet the needs of those living and working in the Urban System.

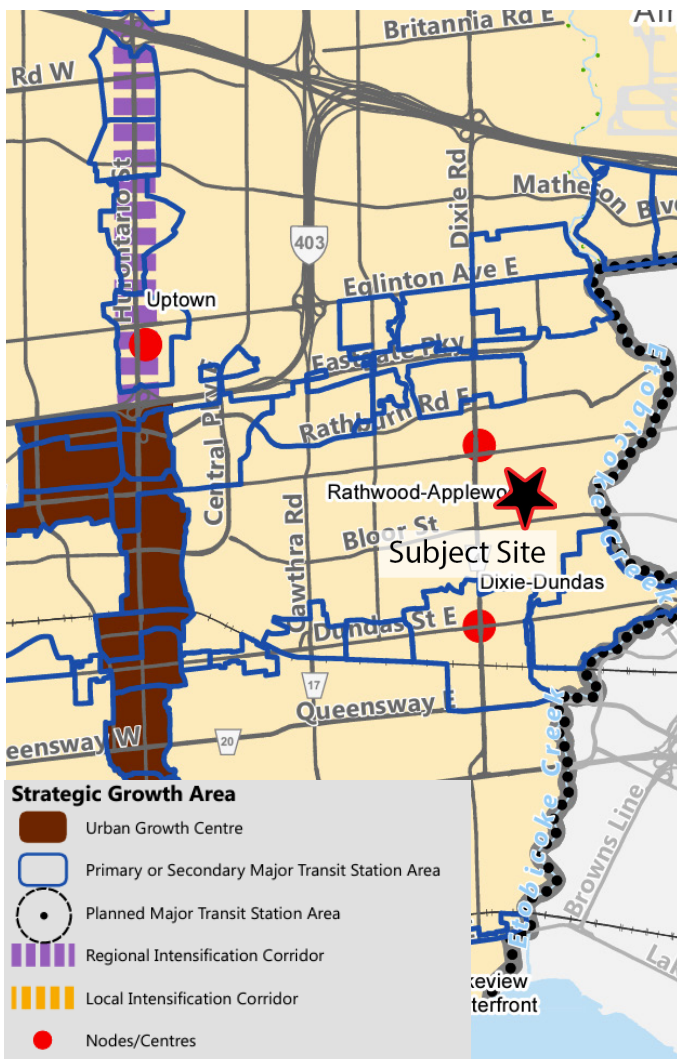


Figure 11 - Schedule E2 - Strategic Growth Areas (Region of Peel)

Schedule E-3: The Growth Plan Policy Areas map identifies the subject site within the Built-up Area. The ROP directs a significant portion of new growth to built-up areas through intensification (Policy 5.4.18.11).

Regional housing policies are outlined in Section 5.9. These include that municipalities should support residential intensification and higher density forms of housing (Policy 5.9.1). New Peel-wide housing unit targets are identified in table 4 of the ROP and include a 25% target for all new housing units to be rental tenure. The ROP directs municipalities to encourage opportunities for retaining and improving the existing rental supply while also supporting the development of new rental units (Policy 5.9.17).

The proposed redevelopment of the subject site conforms to the Regional OP by promoting intensification that is supported by existing transit (ie. bus routes), compact, and supportive of higher-density residential intensification than the Region anticipates. The proposal contemplates a design that is respectful to the existing neighbourhood and provides adequate transition. Included in the proposal is a significant amount of commercial space that will provide amenities and opportunities for employment to current and future residents of the neighbourhood.

4.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (“City OP”) was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal). This Section refers to the August 7th, 2024 office consolidation, including appeal decisions and Council-approved amendments.

The *Planning Act* requires Official Plans of lower-tier municipalities (i.e., City of Mississauga) to conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The City OP provides a policy framework to guide development to 2031, directing growth so that it improves urban form, supports a strong public transportation system, and addresses the city’s long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth to 2051. The new OP will incorporate new provincial legislation and regulations, policy initiatives and plans, and will consider emerging trends and policy implications.

The subject site is designated under the City of Mississauga Official Plan as the following:

Table 3 - City OP Designations

City of Mississauga Official Plan Schedule	Designation
Schedule 1 – Urban Structure	Within a <i>Neighbourhood</i>
Schedule 5 – Long Term Road Network	Located adjacent to Bloor Street and Fieldgate Drive which are designated as Major Collector and Minor Collector roads, respectively.
Schedule 7 – Long Term Cycling Routes	Located adjacent to Bloor Street which is identified as a Primary On-Road / Boulevard Route.
Schedule 8 – Designated Right-of-Way Widths	Located adjacent to Bloor Street that has an identified ROW widths of 30 m.
Schedule 9 – Character Areas	Within the <i>Applewood Neighbourhood Character Area</i> .
Schedule 10 – Land Use Designations	Designated as <i>Mixed Use</i> .

Chapter 4 – Vision

Chapter 4 of the City OP outlines the Vision for the City of Mississauga including the Official Plan’s guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city involves the integration of land use and transportation planning and directing development to locations that support existing and planned transit and active transportation.

Chapter 5 – Direct Growth

The subject site is within the *Neighbourhoods* hierarchy of the City Structure. While a core principle of the City OP is to preserve the character of stable residential areas, provision is made for higher density infill where appropriate. Policy 5.3.5.2 states that “Residential intensification within *Neighbourhoods* will

generally occur through infilling and the development of existing commercial sites as mixed-use areas.”

The subject site is currently designated as *Mixed Use* and is occupied by a one-storey commercial plaza. As stated by the policy, the site is an ideal candidate for residential intensification. The proposal meets the intent of this policy, as it envisions three residential buildings that provide a mix of uses and which feature building heights that are respectful of the surrounding apartment neighbourhood context.

Policy 5.3.5.3 states that “Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.”

The subject site is an existing underdeveloped commercial site, within an existing apartment neighbourhood. The predominant land use designation surrounding the site is Residential High Density. Although it is within the Applewood neighbourhood, it is surrounded by high density residential uses and is in keeping with the existing neighbourhood character. The proposal therefore meets the intent of this policy.

Policy 5.3.5.5 states that “Intensification within *Neighbourhoods* may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.”

The proposed development is compatible in built form and scale to surrounding development and

enhances the existing apartment neighbourhood. As illustrated on Plan A-300 of the architectural set, a 45 degree angular plan has been deployed from Ponytrail Drive and the existing two-storey co-op housing development. Furthermore, three-storey street townhouses have been proposed along Ponytrail Drive to reflect a similar built form as the existing street context. Many of the existing apartment buildings surrounding the site are 10-storeys or taller and contain large surface parking lots. The proposal will provide for appropriately scaled buildings that incorporate all of the required parking below grade, eliminating the need for surface parking lots and helping to enhance the character of the area.

Policy 5.3.5.6 states that “Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.”

The proposal is sensitive to the existing and planned context and includes appropriate transitions in use, built form, density and scale. The subject site is surrounded on the north, south and east by High Density Residential uses. Located to the west of the subject site is Residential Medium Density uses and the existing co-op housing. As cited previously, the proposal has deployed a 45-degree angular plane from that portion of the site and no portion of the proposed buildings encroach into this angular plane. Furthermore, townhouses have been proposed along the Ponytrail Drive street frontage to address the adjacent context.

Chapter 7 – Complete Communities

The City of Mississauga has a diverse mix of

housing that is largely in good condition. As such, it is anticipated that new housing will be in the form of high-density buildings, particularly apartments (Section 7.2). The City OP encourages and will provide opportunities for the creation of new housing within urban areas that meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and price (Policy 7.2.2).

The proposal contemplates a wide range of unit types and sizes that include the following:

- **Studio: 30 (5%)**
- **One-bedroom: 242 (41%)**
- **One-bedroom + den: 77 (13%)**
- **Two-bedroom: 182 (31%)**
- **Two-bedroom + den: 29 (5%)**
- **Three-bedroom: 32 (5%)**
- **Townhouses: 13 (included in Two-bedroom + den and Three-Bedroom count)**

Furthermore, the proposed development contemplates the full replacement of existing commercial space into the ground floor of the new buildings. The proposal will lead to the creation of more housing units, where currently there are none, and support additional community amenities and employment opportunities. **The proposal contributes to the creation of a complete community.**

Chapter 9 – Build a Desirable Urban Form

Section 9 outlines the urban design priorities for the City to achieve a sustainable urban form. The subject site is located in a *Non Intensification Area* and more specifically within a *Neighbourhood* as per the City OP urban structure classification. Policy 9.1.3 states that infill and redevelopment within *Neighbourhoods*

will respect the existing and planned character.

The subject site is adjacent to existing apartment buildings, low-rise co-op housing, and a gas station. The proposal has been designed to respect each of these varying built forms, and has integrated townhouses along the Ponytrail frontage to facilitate a transition to lower-scaled uses. Located along each of the property lines is generous landscaping that provides further buffer to surrounding properties. Furthermore, adequate setbacks have been provided toward the adjacent gas station site to not preclude a future redevelopment of that property.

Policy 9.1.9 states that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

The subject site is adjacent to Bloor St which is proposed to have “on-road” cycling infrastructure in the future. The proposal provides for 401 bicycle parking stalls on-site to promote encourage cycling use, in keeping with the city’s vision for a multi-modal transportation system. As noted in section 2.5 of this report, the site is also serviced by existing MiWay bus routes.

Policy 9.1.13 states that development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

Currently the subject site is primarily a surface parking lot. The proposal will enhance the site by integrating sustainable building features

such as stormwater retention, a public park, soft landscaping, and improved pedestrian and cyclist amenities. It should be noted that these sustainable practices will be further identified at the Site Plan stage.

Section 9.2.2 sets out policies for *Non Intensification Areas*. While tall buildings are generally not permitted (per policy 9.2.2.2), the local apartment neighbourhood entails that the site is an appropriate location for intensification. Section 9.2.2 states that: "*Neighbourhoods* are stable areas where limited growth is anticipated. Development in *Neighbourhoods* will be required to be context sensitive and respect the existing or planned character and scale of development... Where increases in density and a variety of land uses are considered in *Neighbourhoods* (and *Employment Areas*), they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required."

The proposal has regard for this policy. The subject site represents a unique redevelopment opportunity within the existing apartment neighbourhood as it is one of the largest underdeveloped sites within the neighbourhood. The large site size enables the site to redevelop with more intensive uses than what exist on-site today, while also providing public amenities and services. A shadow study has been prepared which demonstrates that the new shadows are minimal. The proposed buildings maintain the scale of existing and proposed development context in the vicinity. The project therefore warrants an exception to the "general" exclusion of tall buildings in *Neighbourhoods* by virtue of the size of the site,

its location, the contextual land use relationships, and the existing High Density Residential land use designation.

Policy 9.2.2.3 states that "while new development need not mirror existing development, new development in *Neighbourhoods* will:

- a) respect the scale and character of the surrounding area;
- b) minimize overshadowing and overlook on adjacent neighbours;
- c) preserve mature high quality trees and ensure replacement of the tree canopy;
- d) be designed to respect the existing scale, massing, character and grades of the surrounding area;"

An Urban Design Study has been prepared under separate cover and submitted with this application. It discusses the Shadow Study and Wind Study, and describes how the proposal respects the scale and character of the surrounding area and minimizes overshadowing and overlook on adjacent neighbours. The site design offers opportunities to establish an enhanced tree canopy and respects the existing scale, massing and grades of the surrounding area.

Policy 9.5.1.1 states that buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

The proposal provides adequate transition to adjacent land uses and built forms. The tallest of the three buildings at 22-storeys is located closest

to the intersection of Fieldgate Drive and Bloor St. This utilizes the existing ROW along Fieldgate Drive to buffer any potential massing. Additionally, as cited previously, the frontage along Ponytrail Drive will reflect a transition from street townhouses to a taller mid-rise built form. The proposal provides adequate transition to adjacent uses. This is further discussed in the Urban Design Study submitted under separate cover. The proposal has appropriate regard for the policy.

Policy 9.5.1.2 states that “developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a) continuity and enhancement of streetscapes.
- b) the size and distribution of building mass and height.
- c) views, sunlight and wind conditions.
- d) privacy and overlook.”

The proposal will enhance the existing street frontage conditions and transitions along Fieldgate Drive, Ponytrail Drive, and Bloor Street. The proposal contemplates street townhouses along Ponytrail Drive that will include generous soft landscaped front yards. Along Fieldgate Drive commercial space with planters are proposed. Internal to the site will be a courtyard that will contain further soft landscaping. Along Bloor Street is proposed parkland that will serve area residents. The transition strategies deployed across the site are further described in the Urban Design Study.

Policy 9.5.1.9 states that development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm

by ensuring that adequate privacy, sunlight, and sky views are maintained and that micro-climatic conditions are mitigated.

As per the Urban Design Study, the Shadow Study, and Wind Study, compatibility and integration with surrounding land uses and the public realm is secured by ensuring adequate privacy, sunlight, and sky views are maintained and that micro-climatic conditions are mitigated. The proposal has regard for this policy.

Chapter 11 – General Land Use Designations

The subject site is designated *Mixed Use* on Schedule 10 of the City OP (*Figure 12*). In addition to uses permitted in all designations, Policy 11.2.6 states that the *Mixed Use* designation permits residential land uses in conjunction with other permitted uses, secondary office, retail stores, restaurants, and other commercial uses.

Development on *Mixed Use* designated lands is to incorporate a variety of uses to support surrounding residents and businesses (Policy 11.2.6.2). Developments that consist primarily of residential uses, with non-residential uses at grade only, are required to submit an Official Plan Amendment according to Policy 11.2.6.3. Dwelling units are not permitted on the ground floor in mixed-use developments that include residential (Policy 11.2.6.4).

The proposal contemplates a mix of both residential and commercial uses on-site. The proposal is permitted under the *Mixed Use* designation. It should be noted that residential uses are located on the ground floor adjacent to Ponytrail Drive and

toward the drive aisle to the north of the site. The townhouse uses provide transition to adjacent uses and promotes pedestrian safety by promoting eyes on the street.

Chapter 16 – Neighbourhoods

The subject site is identified as within the Applewood neighbourhood on Schedule 9 of the City OP. Policy 16.1.1.2 states that “proposals for heights more than four storeys or different than established in the Character area policies, will only be considered where it can be demonstrated to the City’s satisfaction that:

- a) an appropriate transition in heights that respects the surrounding context will be achieved;
- b) the development proposal enhances the existing or planned development;
- c) the City Structure is maintained; and
- d) the development proposal is consistent with the policies of this Plan.”

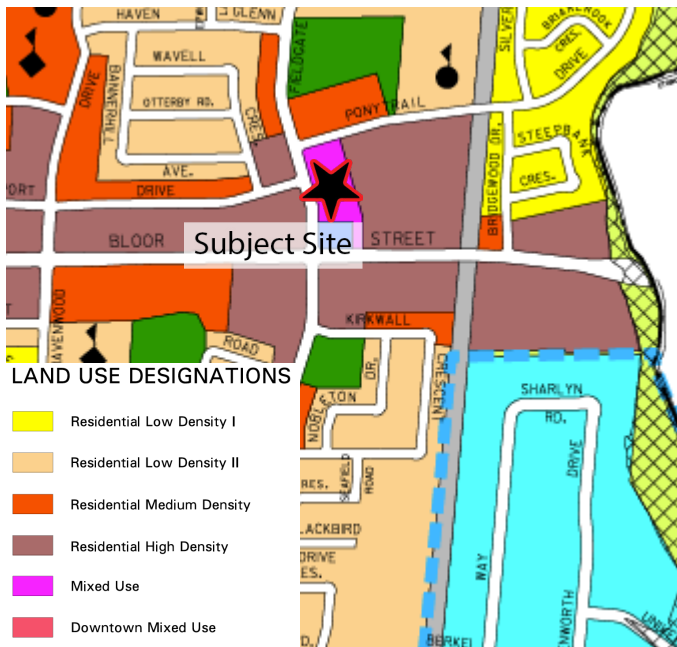


Figure 12 - Schedule 10 - Land Use Designations (City of Mississauga)

The proposal has regard for and achieves this policy. The subject site is located within an existing apartment neighbourhood. Appropriate transitions have been provided in the proposal using setbacks, stepbacks, separation distances, landscaped buffers, variation in building scale, and the use of angular planes, as further detailed in Section 4 of this report and in the Urban Design Brief.

Section 16.2 outlines the specific policies relating to the *Applewood Neighbourhood Character Area*. Map 16-2 permits a Floor Space Index (FSI) range 0.4 - 0.9 times the area of the lot. Generally, a continuous street wall is encouraged along Bloor Street where possible. It should be noted that the portion of the site along Bloor Street is proposed to be a parkland dedication.

Policy 16.2.3.1 states that “for Medium and High Density Development, new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from the high density development by a public road, park, utility or other permanent open space feature, four to five storeys may be compatible.”

As noted previously a 45-degree angular plane has been deployed from Ponytrail Dr. The transition in heights across the site generally reflects the direction of the angular plane, rising from west to east, with the massing intended to minimize impacts to the adjacent existing medium density

co-op housing building. The proposed development exceeds the height limits set out in Policy 16.2.3.1, and therefore requires an Official Plan Amendment. Similarly, the proposed FSI of 2.91 exceeds the range set out in Map 16-2.

4.4.1 Required Official Plan Amendment

The subject site is designated as *Mixed Use* in the City OP, which supports the proposed form and land use mix. However, the proposed maximum building height of 22-storeys and FSI of 2.91 is not permitted under the existing policy framework for the *Applewood Neighbourhood Character Area*. A site-specific Official Plan Amendment is required to permit the additional building height and FSI permitted per Policy 16.2.3.1 and Map 16-2. As detailed in the Draft Official Plan Amendment (see *Appendix 3*), the following

amendments to the Official Plan are proposed for the subject site:

- Building Height: Amend Policy 16.1.1.1 to increase the maximum allowable building height to 22 storeys; and
- Floor Space Index: Amend Map 16-2 to allow a maximum total site FSI of 2.91.

The proposed development generally conforms to the policies of the City OP, specifically with respect to those related to intensification, growth, housing and complete communities. The built form and land use proposed on this site fits well within the existing neighbourhood context and provides appropriate transition to nearby medium-density and high-density residential uses. The proposed height and density on the subject site is compatible with the adjacent land uses. The development

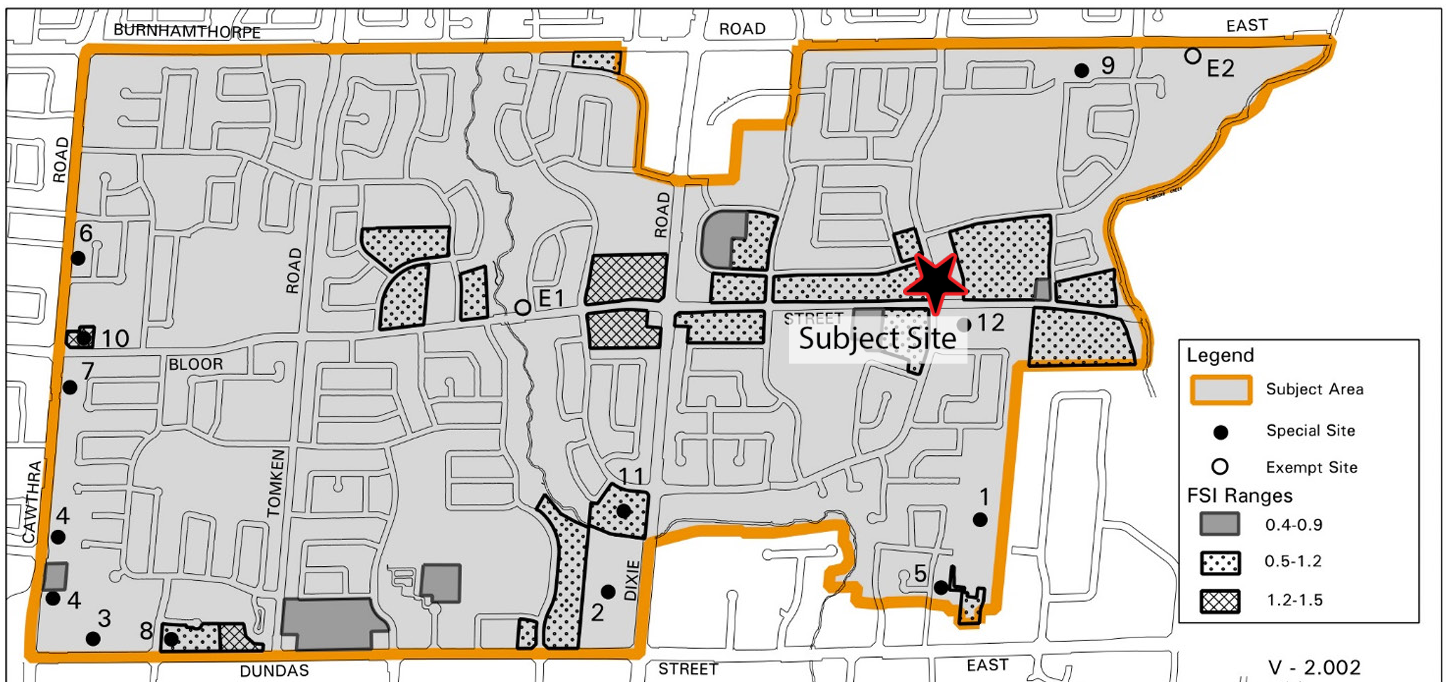


Figure 13 - Map 16-2 Apple Neighbourhood Character Area (City of Mississauga)

uses appropriate setbacks, stepbacks, generous landscaping, and an angular plane to visually transition taller heights towards Bloor Street and away from lower-density residential uses.

The proposed development is compact and supports the housing needs in Mississauga. The housing options provided through this development increase the diversity of the housing stock in Mississauga and promotes the creation of a complete, walkable, mixed-use community. The mix of housing includes 41% of units that are two-bedroom or larger, which helps support larger households and families. The proposal will enhance local amenities by fully replacing and increasing the amount of commercial space at grade, allowing residents to shop, play and congregate close to their home.

The intensification on this site directs density towards an area that is well served by public transit and active transportation systems, and promotes the efficient use of land and existing infrastructure. The proposed development supports the creation of a multi-modal transportation system as it promotes transit use, walking and cycling.

The development positively contributes to the streetscape on Bloor Street and Fieldgate Drive through appropriate base building design and landscaping. The proposal contemplates the dedication of parkland along Bloor St, helping to create an inviting streetscape, in alignment with recent streetscape studies for Bloor St.

4.5 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The version that has been reviewed is the June 30th, 2024 office consolidation. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the City OP. The subject site is zoned *Neighbourhood Commercial (C2)*.

The *Neighbourhood Commercial* zone does not permit apartment uses. Under this zoning, the subject site is also restricted to a maximum height of 20 m and four-storeys. A site specific Zoning By-law amendment would be required to permit the apartment uses, and a taller maximum height. It should be noted that other amendment provisions are included in the Draft Zoning By-law amendment under *Appendix 4*. This Draft By-law would create site-specific exceptions in the by-law.

4.5.1 Zoning By-law Amendment

The residential uses proposed in this development are not permitted under the Zoning By-law. This includes the apartment uses, the height, FSI, parking rates, and setbacks. A Zoning By-law Amendment is required to modify a variety of performance standards including height, density and parking ratio, among others.

The proposed Zoning By-law Amendment promotes an efficient use of land on a large, well-located development site that can accommodate significant growth. The amendment permits the intensification of underutilized land within an area that has sufficient servicing to support the development. The proposal will create new housing units, commercial space, parkland, and amenity spaces within an existing apartment neighbourhood.

4.6 Additional Considerations

4.6.1 Bloor Street Integrated Project and Bloor Street Redesign

The Bloor Street Integrated Project was completed by the City of Mississauga and approved by Council on June 28th, 2023. This project contained a series of four community meetings and a technical analysis. This resulted in the formulation of the Preliminary Design (Alternative 6). This preliminary design is included in *Figure 14*.

The Alternative designs Bloor Street extend from Confederation Parkway in the west to Etobicoke Creek in the east. This design proposes to integrate on-road cycling infrastructure that will be separated from automobile lanes with different materials. The vision of the project is to make Bloor Street more pedestrian friendly.

This project has been put on hold indefinitely.

4.6.2 City of Mississauga Official Plan Review (Draft Official Plan 2051)

The *Planning Act* requires that the official plans must conform to provincial policy documents. The new Provincial Planning Statement took effect on October 20, 2024. As such, the City of Mississauga has an obligation to update their Official Plan. In addition, the current OP review process extends the planning horizon of the OP to 2051. The City has completed an Official Plan Review that has resulted in the publishing of the Draft Mississauga Official Plan 2051, with a further draft anticipated in early 2025. It is expected that a further public commenting period for the latest draft of the OP will occur in Q1 of 2025.

It should be noted that Sajecki Planning Inc. will continue to monitor forthcoming policies changes and will integrate those changes into any future proposed development.

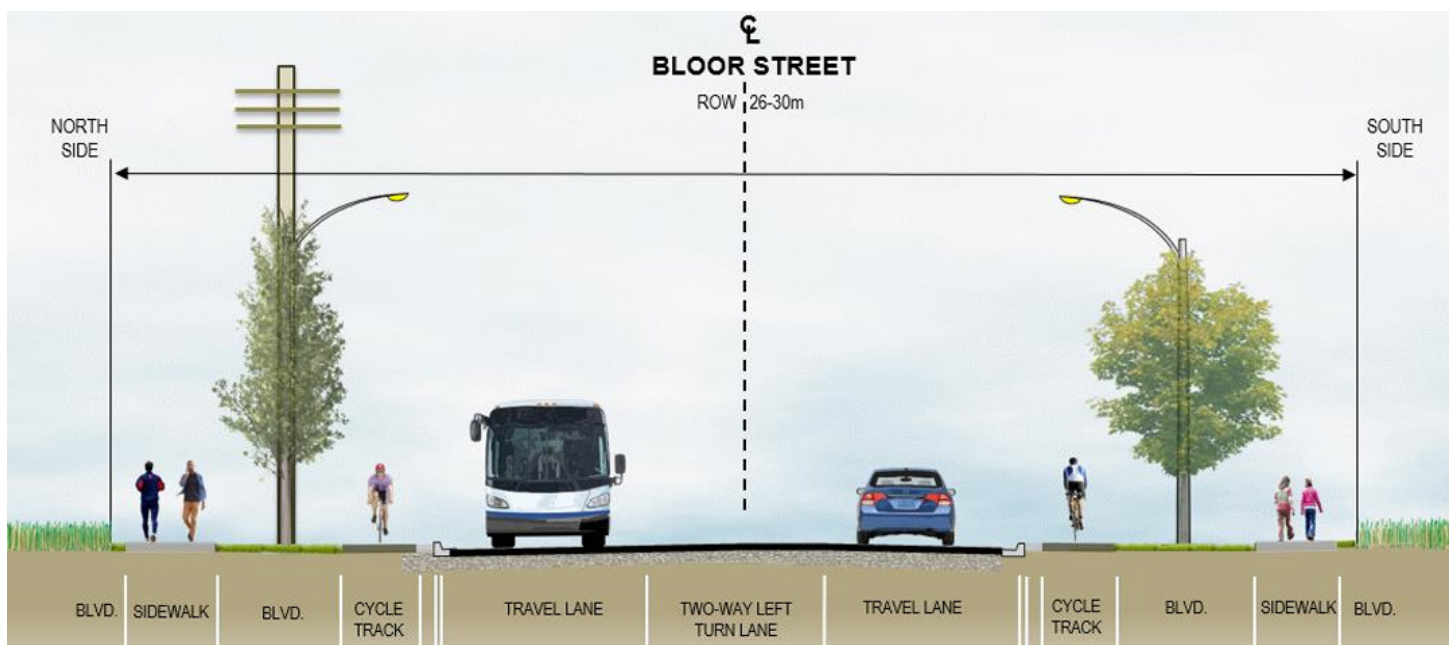


Figure 14 - Approved Alternative 6 - Bloor Street Integrated Road Project (City of Mississauga)

5.0 SUPPORTING STUDIES AND REPORTS

5.1 Sun/Shadow Study

onespace Unlimited Inc. completed a Sun Shadow Study based on the Standards for Shadow Studies (July 2024). The Shadow Study reviews existing shadows in the surrounding area compared to new shadows produced by the proposed buildings. The Shadow Study reviews the impacts on June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm. It concludes that the impact on adjacent properties is acceptable both in terms of duration and placement of shadows. The orientation of the proposed development on the site is designed in such a way that the building casts narrow shadows towards the adjacent low density residential areas, and there are no long periods of shadow on any one property. In addition, the placement of the taller building elements towards the south half of the site helps to minimize shadows on surrounding properties. The findings are further discussed both in the letter prepared by onespace Unlimited Inc. and the Urban Design Study.



Figure 15 - Perspective view from Bloor Street
(Source: onespace)

5.2 Pedestrian Wind Study

A Pedestrian Wind Study (the “Study”) has been prepared by RWDI. This Study analyzes the effect of the proposed development on local conditions in pedestrian areas and around the study site. Recommendations for minimizing adverse effects are provided, if required.

The study concludes that, with the proposed mitigations, sidewalks and nearby properties are expected to experience comfortable wind conditions for pedestrian use. To address dominant northwesterly winds, a 2.0 m high porous fence with landscaping is proposed along the southwest corner of Building B to protect adjacent sidewalks and walkways.

While the proposed building entrances are generally appropriate for pedestrian use, higher-than-ideal wind conditions are anticipated at the main entrance of Building C. To mitigate this, it is recommended that wind screens be installed on either side of the entrance, or that the entrance be recessed, to create a sheltered zone.

The outdoor rooftop amenity space requires additional measures to address wind conditions. Suggested mitigation includes perimeter wind screens, trellises, canopies, coniferous trees, and coarse plantings in raised planters distributed throughout the area. As the space is intended for seasonal use, it will be suitable for its purpose once appropriate mitigation measures are in place. Programming and wind mitigation strategies for the rooftop amenity space will be refined in future submissions and through the site plan review process.

5.3 Transportation Report

A Traffic Impact and Parking Study was completed by CF Crozier and Associates. The Study covers the neighbourhood's transportation context, planning context, vehicular parking considerations, bicycle parking considerations, traffic volumes analysis, loading considerations, a Parking Utilization Study and a Transportation Demand Management (TDM) Plan.

Vehicular access to the subject site is currently provided along Fieldgate Drive, Ponytrail Drive, and Bloor Street. MiWay routes 3 and 307 also provide access to local transit network.

Key findings of the study include:

- The proposed development is anticipated to generate about 218 and 270 two-way vehicular trips during the AM and PM peak hours, respectively;
- The capacity analysis indicates that under 2029 forecasts, the site driveway, adjacent driveways and nearby intersections are expected to operate acceptably;
- The vehicle queueing analysis indicates that under 2029 forecasts, the site driveway, adjacent driveways and nearby intersections are expected to operate acceptably;
- All movements to and from the study site driveway will continue to provide good levels of service.

Key findings of the Parking Study include:

- The City of Mississauga requires a total of 807 parking spaces to be included in the proposed development, including 120 visitor spaces, and 144 commercial spaces;
- The proposed parking supply of 597 spaces, including a blended rate of 143 spaces for visitor

and commercial, is expected to be adequate based on the findings of the Parking Utilization Study. Furthermore, the proposed reduced rate is in line with recently approved developments.

TDM measures have been recommended to reduce single-occupant vehicle usage and ownership, and encourage the use of sustainable transportation modes. They include the provision of bicycle parking, and the completion of cycling tracks along Bloor Street. Other potential solutions will be discussed as the application advances.

Three loading space are proposed for the Site, and each are located away from the public realm. The vehicle movement analysis concluded that passenger vehicles can safely maneuver within the parking areas, and service vehicles can safely access the site and loading areas using the driveway.

The Transportation Report and Parking Study provide more detail to what has been briefly summarized above.

5.4 Acoustical Feasibility Study

RWDI conducted a Noise Impact Study (the “Study”) to examine noise and vibration impacts of the proposal and impacts from surrounding transportation sources.

The study concludes that the proposed development is located in an area with minimal transportation noise due to its distance from major roadways and commercial areas. Transportation sound levels slightly exceed the Ministry of the Environment, Conservation and Parks (“MECP”) guidelines, necessitating noise control measures, including ventilation upgrades.

Overall, the noise study demonstrates that the proposed development is technically feasible from a noise and vibration perspective. There are no major noise and/or vibration issues that would prove challenging to address at later stages of the design.

To meet requirements of the MECP and the City of Mississauga, the following noise control measures are required:

- Central air conditioning will be required for all units to ensure windows and doors can remain closed as a noise mitigation measure.
- No noise control measures are required for outdoor living areas, and standard Ontario Building Code requirements will suffice to meet interior sound level criteria for building façade components.

5.5 Tree Inventory / Tree Preservation Plan and Arborist Report

C.F. Crozier & Associates Inc. prepared an Arborist Report and Tree Preservation Plan (the “Report”) for the proposed development. The findings outlined in the Report indicate a total of 58 trees on and within 6.0 m of the site. The removal of 18 trees is needed due to poor tree conditions or to accommodate the proposed development. The 40 trees that will be maintained will be subject to the installation of adequate tree protection measures, as per Appendix 4 of the Report.

Based on Mississauga’s tree compensation requirements, the City requires a total of 32 replacement trees to be provided. The conceptual landscape plans prepared by Crozier indicate approximately 55 new trees will be planted, which exceeds the minimum required by the City. The exact number and type of trees that will be planted will be further confirmed through the detailed design process.

5.6 Functional Servicing Report & Stormwater Management Report

A Functional Servicing and Stormwater Management Report for the proposed development was prepared by CF Crozier and Associates. Key findings and recommendations are as follows:

“1. Water servicing will be provided via two separate connections, one for each building (Tower A/B and C), to the existing 300 mm PVC watermain along Fieldgate Drive. It is determined that the existing watermain has sufficient capacity to service the proposed development’s maximum day plus fire flow demand of 109.52 L/s. The parkland area is proposed to be serviced by a 100 mm PVC watermain connecting to the existing 300 mm watermain along Bloor Street.

2. Sanitary servicing will be provided via two separate connections, one for each building (Tower A/B and C), to the existing 250 mm PVC sanitary sewer along Fieldgate Drive. Based on post-development conditions, it was determined that sanitary demands would reach a total peak flow rate of 18.57 L/s. The parkland area is proposed to be serviced by a 100 mm sanitary sewer connecting to the existing 375 mm sanitary sewer along Bloor Street.

3. Stormwater quantity control for the buildings will be provided via a stormwater management tank controlled by a 300 mm orifice tube housed within the P1 underground parking level. The parkland area is proposed to be drain via overland to an internal catchbasin, which is proposed to connect to the existing 1350 mm storm sewer along Bloor Street.

4. Stormwater quality control for the buildings will be provided through a filtration unit which is sized to remove 80% of the TSS.

5. Water balance for the site will be achieved through a combination of initial abstraction and a rainwater retention tank provided within P1 underground parking level.”

It is the recommendations of CF Crozier and Associates that the proposed development be approved based on the findings of the report.

5.7 Geotechnical Investigation Report

A Geotechnical Report was prepared by G2S Consulting. The report outlines the subsurface conditions and engineering recommendations necessary for the construction of three residential towers and two underground parking levels. The subsurface conditions include layers of fill, silt, silty sand, sandy silt, clayey silt till, and shale bedrock. Groundwater observations indicate seasonal fluctuations, requiring careful management during construction. Foundation designs recommend using shallow and deep foundations based on soil conditions, with specific bearing capacities and precautions to minimize settlement. Additionally, recommendations for site preparation, including removal of unsuitable materials and engineered fill placement, ensure proper foundation support.

The report also details considerations for seismic design, drainage systems, temporary shoring, and excavation methods to address the site's geotechnical challenges. Recommendations for slab-on-grade construction emphasize the importance of moisture barriers and proper compaction to prevent cracking and settlement. Pavement structures are proposed for light and heavy duty use with specifications for optimal durability. Construction monitoring is advised to ensure compliance with geotechnical recommendations, and limitations of the findings underscore the need for adjustments if site conditions or designs deviate from the investigation.

For further detailed analysis and information please refer to the Geotechnical Report.

5.8 Hydrogeological Investigation

A Hydrogeological Report was prepared by G2S Consulting. The report focused on evaluating groundwater conditions, subsurface stratigraphy, and the implications for proposed construction of a high-rise development with three towers and two underground parking levels. The investigation revealed layered subsurface conditions, including fill, sand, silt, clay, and shale bedrock, with groundwater levels varying from 130.6 m to 134.3 m above sea level.

Short-term construction dewatering will require removing up to 994,227 liters per day, necessitating a Permit to Take Water (PTTW). Long-term dewatering for maintaining dry conditions beneath the parking levels is estimated at 336,994 liters per day, which also requires a PTTW. Groundwater quality testing identified total suspended solids (TSS) and aluminum levels above municipal discharge limits, necessitating treatment before discharge.

The report highlighted potential environmental and structural risks, including settlement and migration of contaminants, and recommended mitigation measures such as installing filtration systems and monitoring settlement. VOC contamination in the site's northwest corner must be addressed before construction. To comply with regulatory requirements, monitoring wells must be decommissioned once dewatering is complete, and permits secured for groundwater discharge. These findings provide critical groundwork for managing water-related impacts during and after construction.

5.9 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared by G2S Consulting. The historic research on previous uses of the property found that a dry cleaner once operated in the plaza. Because of this a Phase Two Environmental Assessment was required. Both reports were completed and are available under separate cover.

5.10 Phase Two Environmental Site Assessment

A Phase Two Environmental Assessment was prepared by G2S Consulting. The report found soil and groundwater contamination linked to past activities on the site (a dry cleaner). The key issue is the presence of tetrachloroethylene (PCE), a chemical used in dry-cleaning, which exceeds safety standards for residential or parkland use. Some soil and groundwater samples also showed high levels of salts from de-icing, but these are not considered contamination under regulations. The site has layers of fill and native soils, with groundwater found at shallow depths.

To move forward with redevelopment, further investigation is needed to determine the extent of the PCE contamination. While the site currently does not meet environmental safety standards for redevelopment, the findings provide a basis for planning cleanup efforts and fulfilling regulatory requirements for mixed-use commercial and residential use. The monitoring wells installed during this study should be removed if they are no longer needed.

Please review the Phase Two ESA itself for more information.

5.11 Housing Report

Sajecki Planning Inc prepared a Housing Report for the proposed development. The purpose of the report is to provide a planning rationale based on provincial, regional and municipal housing policies and objectives, and to provide an analysis concerning how the proposed development addresses housing targets and reflects good planning.

The report notes that the proposal will consist of 592 residential units. The residential mix includes a variety of unit sizes and types. The project integrates indoor and outdoor amenities, parkland dedication, and sustainable design elements, supported by transit-oriented infrastructure with connections to MiWay bus routes and the Dixie GO station. It aims to balance residential and commercial needs, fostering a complete, walkable community.

The proposal aligns with the Provincial Planning Statement, Peel Region Official Plan, and Mississauga Official Plan, prioritizing efficient land use, transit-supportive development, and housing diversity. It supports the city's Housing Strategy by incorporating a variety of unit types to support housing diversity. The design promotes sustainability, compact urban form, and connectivity to community resources. With its focus on intensification and compatible growth, the proposal represents a positive step toward meeting regional and municipal housing and urban planning objectives.

5.12 Urban Design Study

An Urban Design Study has been prepared by Sajecki Planning. The purpose of this Study was to evaluate and analyze the urban design policies and objectives outlined in the City of Mississauga Strategic Plan, Official Plan, and Zoning By-law 0225-2007. The Urban Design Study also demonstrates the compatibility of the development proposal with the surrounding context.

The findings of the study conclude that the form and pattern of infill development proposed for the subject site represent good urban design practice and are appropriate within the surrounding context. The proposed infill development will contribute to

an improved public realm and urban design along Fieldgate Drive on an underutilized site within an existing apartment neighbourhood. Furthermore, the proposal contemplates a design that provides adequate transition to the medium-density use toward the west of the site.

The proposed development is respectful of the area context and of the architectural design character of the existing apartment neighbourhood. The development will positively contribute to the improvement of the subject site and to the Applewood neighbourhood more broadly.



Figure 16 - Perspective of central courtyard entrance (Source: onespace)

6.0 PLANNING ANALYSIS

Based on the policy analysis undertaken, it is our opinion that the proposal is consistent with the PPS and conforms to regional and municipal Official Plan policies. The following sub-sections highlight key planning merits of the proposal and outline how the proposed development represents good planning.

6.1 Desirable Urban Growth

Growth and redevelopment is appropriate for the subject site given its location within an existing apartment neighbourhood, its large site size, and its proximity to Bloor Street and existing transit services. The site is located within an existing settlement area inside the urban boundary, which is where the PPS directs most growth to occur.

While the subject site is located in a *Neighbourhood*, the scale and character of the proposed development is in keeping with the surrounding context. The immediate area features a prevalence of existing and proposed taller apartment buildings. The proposed development of three apartment buildings on the site is in keeping with the physical character of the existing apartment area within the Applewood neighbourhood.

Furthermore, the subject site is one of the largest underutilized sites within the Applewood neighbourhood, and it therefore has significant potential to accommodate growth. The three buildings proposed fit comfortably on the site, resulting in a relatively modest density of 2.91 times the site area. The proposed residential infill of the site will contribute to the Province's goal of building 1.5 million homes by 2031, while also making efficient use of existing municipal services and infrastructure.

The proposal features a maximum building height of 22 storeys and an FSI of 2.91 times the area of the lot. This is an appropriate level of intensification given the property's access to public transit and active transportation infrastructure, and given the scale and character of nearby existing and approved buildings. While the proposed density is greater than many existing apartment sites within the immediate vicinity, most of these apartment properties contain extensive surface parking which limits the potential for development. In the case of the proposed development, locating vehicular parking below-grade frees up significant space on the site to accommodate additional residential and commercial space.

For these reasons, it is our opinion that the proposed infill development is consistent with the growth policies in the PPS and conforms to the regional and municipal Official Plans.

6.2 Complete, Mixed-Use Community Development

The proposed development will support the creation of a complete community within its local context and in the city more broadly. The proposal contemplates intensification of both residential and commercial uses within an existing apartment neighbourhood. In addition, new parkland space is proposed to front onto Bloor St.

The proposal will add 592 new units to Mississauga's housing stock, contributing to the range and type of housing available within the City. The proposed units will provide a broad range of sizes and layouts that include one to three bedroom suites, which will accommodate a range of household sizes, ages and needs.

The proposed development is located in an area that is well served by existing and planned active transportation infrastructure. As well, the area has frequent bus service that connects to the broader public transportation system. Redeveloping the subject site will encourage the use of active transportation and public transit, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

The proposal will contribute to a complete community by providing residential units, commercial space, parkland, and various other public realm improvements. The redevelopment of the site will be a net positive for the overall vitality of the existing apartment neighbourhood.

6.3 Public Realm Enhancements

The proposal contemplates a number of public realm enhancements. Given that much of the site is used today for surface parking, the proposal represents a significant net gain in terms of the quality of the public realm. Proposed along each property line are landscaped buffers with generous plantings. Located centrally within the site are further landscaped areas that form a central courtyard. This courtyard contains a patio area that will serve members of the public and the commercial space. The proposal contemplates a total landscaped area of 2,740 m². A series of new sidewalks will grant access around the site. These new sidewalks are located through the centre of the site, along the northern edge of the site, and along the eastern edge of the site.

The proposed development provides for new parkland in the northeast corner of the site where a vehicular driveway and surface parking currently exists. The proposed parkland will have a total area of 1,173 m² (12,626 ft²) will provide new open space adjacent to Bloor Street. The parkland will be connected to the subject site by a series of sidewalks, as listed above.

Access to vehicular parking and loading space has been directed away from the public roads to maximize pedestrian and cyclist safety and minimize the visual prominence of these features from the public realm.

The proposal represents a significant improvement in the use of the site based on the existing commercial plaza and the large swath of surface parking. The proposal represents good planning in this regard.

6.4 Appropriate Building Form and Transition

The proposed development achieves various urban design policies identified in the City OP, as detailed in this report and in the accompanying Urban Design Study. The proposal is sensitive to the existing and planned context and includes appropriate transitions in height and scale to surrounding buildings.

The subject site is surrounded on the north, south and east by High Density Residential uses, with a lower-density co-op housing building located to the west of Ponytrail Drive. The massing strategy deployed on the site locates the tallest tower at the eastern edge of the property, closest to Bloor Street, with the building heights staggering down to 13 storeys towards the west. This massing approach helps to limit shadow impacts on surrounding properties, as much of the new shadows created fall onto the site itself. The Shadow Study prepared by onespace Unlimited Inc. demonstrates the minimal shadow impacts created by the proposed development.

Transition in scale is further achieved through the application of a 45-degree angular plane measured from the low-rise housing complex located on the west side of Ponytrail Drive. The entirety of the proposed development is contained within this 45 degree angular plane. Furthermore, townhouses have been proposed along the Ponytrail Drive street frontage to address the immediate low-rise context.

The buildings have been massed to provide sufficient setbacks from adjacent property lines and street frontages to ensure appropriate transitions between the scale and height of the neighbouring context. In addition, the proposal provides adequate separation distances between the proposed buildings and to neighbouring buildings on adjacent properties. The siting, orientation and design of the proposed buildings ensures that adequate privacy, sunlight and sky views are maintained.

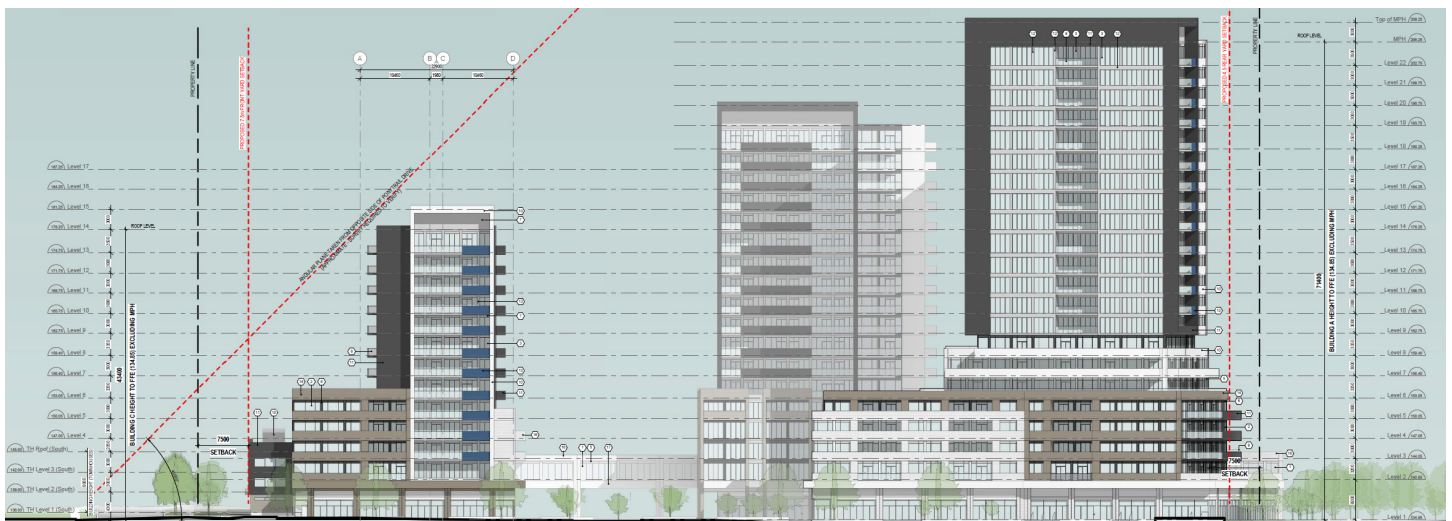


Figure 17 - Proposed south elevation along Fieldgate Drive (Source: onespace)

7.0 CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and Official Plan and Zoning By-law Amendments represent an appropriate redevelopment of the subject site. The proposal represents good planning, as it supports appropriate growth and mixed-use development on a site that benefits from access to existing and planned municipal infrastructure and proximity to nearby amenities.

We conclude the following:

- The proposed development, Official Plan Amendment, and Zoning By-law Amendment are consistent with the Provincial Planning Statement;
- The proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the Region of Peel Official Plan;
- The proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the City of Mississauga Official Plan;
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and achieves good planning.

Respectfully submitted,



Tony De Franco
MScPI, MCIP, RPP
Development Planning Lead
Sajecki Planning Inc.

APPENDIX 1

COMMUNITY MEETING REPORT

Appendix 1: Community Meeting Report Fieldgate Plaza, Mississauga

On behalf of the owners, Sajecki Planning Inc. (applicant) is pleased to submit the following Community Meeting Report which forms part of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the properties known municipally as 3403 to 3445 Fieldgate Drive (subject site"). The proposal seeks to redevelop the site with three (3) buildings of 13-storeys, 18-storeys, and 22-storeys with commercial uses at grade.

1.0 Meeting Details

A community meeting was requested and organized by Councillor Fonseca's office. The meeting took place on November 26th, 2024, at the Burnhamthorpe Community Centre (1500 Gulleden Dr, Mississauga) at 6:30 pm. Those in attendance at the meeting included:

Members of the Public:

- Approximately 75 people were in attendance.

Councillor's Office:

- Councillor Chris Fonseca
- Camila Rodriguez – Corporate Executive Assistant to Councillor Fonseca

City of Mississauga Staff:

- Cameron Maybee, Acting Manager - Development Engineering
- Ashlee Rivet-Boyle, Manager - Central District Planning
- Jaspreet Sidhu, City Planner – Central District Planning
- Erinma Chibututu, Urban Designer – Urban Design
- Heather Swell, Planner – Parks Planning

Applicant's Team:

- Don Iafrate, Vice President – Studio Operations, One Space Unlimited Inc.
- Tony De Franco, Development Lead – Sajecki Planning Inc.
- Brandon Bradt, Manager (Planning) – Transportation, CF Crozier and Associates.
- Morgan Dundas, Senior Planner – Sajecki Planning Inc.
- Representative of the owners.

The meeting materials prepared and presented at the meeting are attached to this report in Attachment 1.

2.0 Meeting Schedule and Minutes

Below are the meeting minutes and schedule of questions/responses:

Subject Matter / Question	Individual Responsible
Opening Remarks	Councillor Fonseca
City Presentation	Jaspreet Sidhu
Applicant's Presentation	Morgan Dundas
Question and Answer Period	
Question: When will this project be constructed and what can the tenants expect as coverage for lost revenue?	Resident
Response: This project will most likely not be constructed for at least another 5 years. That is the typical approvals process. We can put you in touch with the owners to see if there is interest in relocating you into the proposed development.	Morgan Dundas
Question: Have you seen the amount of traffic in this neighbourhood and more so lined up to drop their children off at school? It is outrageous and the existing traffic conditions are extremely dangerous. You are proposing another 592 people and some 500 parking spaces.	Resident
Response: Yes we are proposing 597 parking spaces. However, this will be a reduced parking count. We are hopeful that future residents will use other forms of transportation.	Brandon Bradt
Question: How can you (the city) let the developer come in and propose this? This is going to be a large influx of people to our neighbourhood and is going to ruin the existing fabric. I encourage everyone to look at the Jane and Finch study that was conducted. This will be the same.	Resident
Response: We have an obligation under the Planning Act to accept an application and review it. That does not mean that we need to approve it. We will work with the applicant to attempt to integrate these comments and others into the proposal.	Ashlee Rivet-Boyle
Question: Where do you expect all these people to park? We have people that are parking in our	Resident

reserved spots and don't know what to do with them.	
Response: As noted, we expect the proposed number of spaces to accommodate the need for parking. This will be summarized in our Transportation Report and Parking Justification Study.	Brandon Bradt
Question: The number of future residents in this proposal is far too high. What is being done along Bloor Street to accommodate these residents? Does the Transportation Report account for the new developments in the area?	Resident
Response: The province has mandated that 1.5 million homes be built in Ontario in the next 10 years. The bulk of this will need to be built in urban areas. It is true that the existing infrastructure will need to be able to handle the proposed intensification.	Tony De Franco
Response: Yes, the transportation report collects data from the other proposals in the area. This will create a future projection of residents for the neighbourhood. The Bloor St redesign is currently on hold while the province has made it clear that their priority is cars not cyclists.	Ashlee Rivet-Boyle
Question: There needs to be more done about the horrible traffic in this area and the city needs to do something about it. What is being done?	Resident
Response: As many of you know I advocated for the Bloor St redesign that would have reduced Bloor St in lanes and include bicycle lanes. This project has been put on hold indefinitely. I have continued to advocate for you as your councillor and your voice.	Councillor Fonseca
Closing Remarks	Councillor Fonseca

3.0 Conclusion

Overall, the in-person meeting was productive. The proposed development provides a thoughtful design that respects the existing neighbourhood context. The proposal is located within an existing apartment neighbourhood and is a large urban site that can accommodate the intensification. The comments from the public were recorded and will be used to inform future designs following the first formal submission of the application.

List of Attachments:

Attachment 1: Community Meeting – Applicant's Presentation

Attachment 1: Community Meeting - Applicant Presentation

Community Meeting Presentation

3403-3445 Fieldgate Drive (Fieldgate Plaza)

November 26th, 2024





Agenda

1. Existing Site Context
2. Planning Policy Context
3. Overall Planning Process
4. Proposal
5. Comments/Questions



1

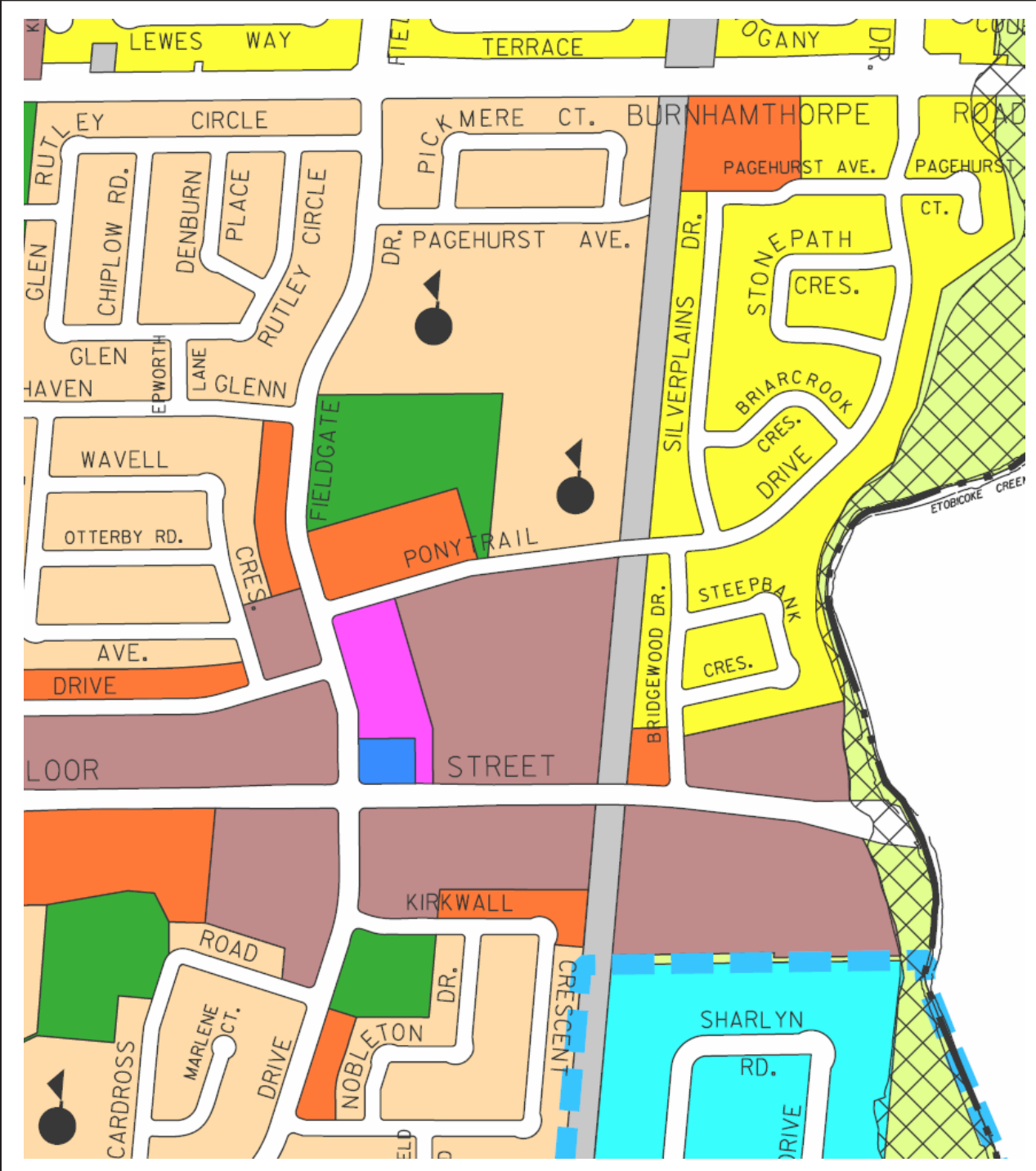
Existing and Proposed Context

Site Context



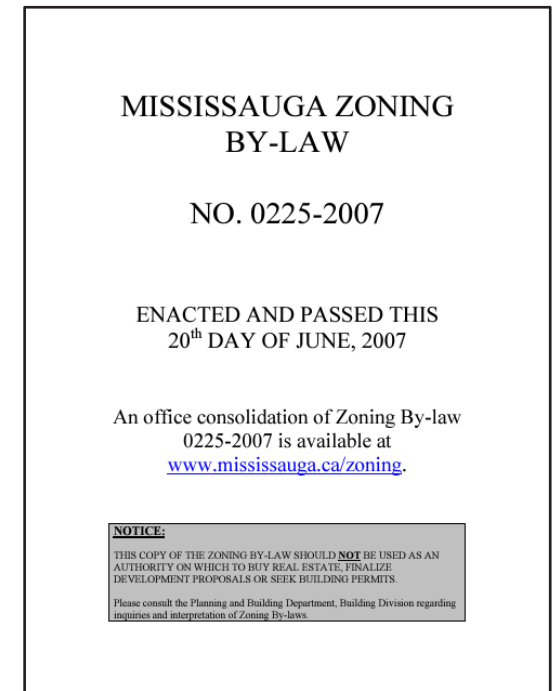
Property Address	3403-3445 Fieldgate Drive, Mississauga, ON
Area (m²)	15,842 m ²
Existing Conditions on Site	A Commercial Plaza with separate commercial building and surface parking.
Land Use Designation	Mixed Use
Zoning (IZBL)	C2

#-Storeys Approved
 #-Storeys Existing
 #-Storeys Proposed



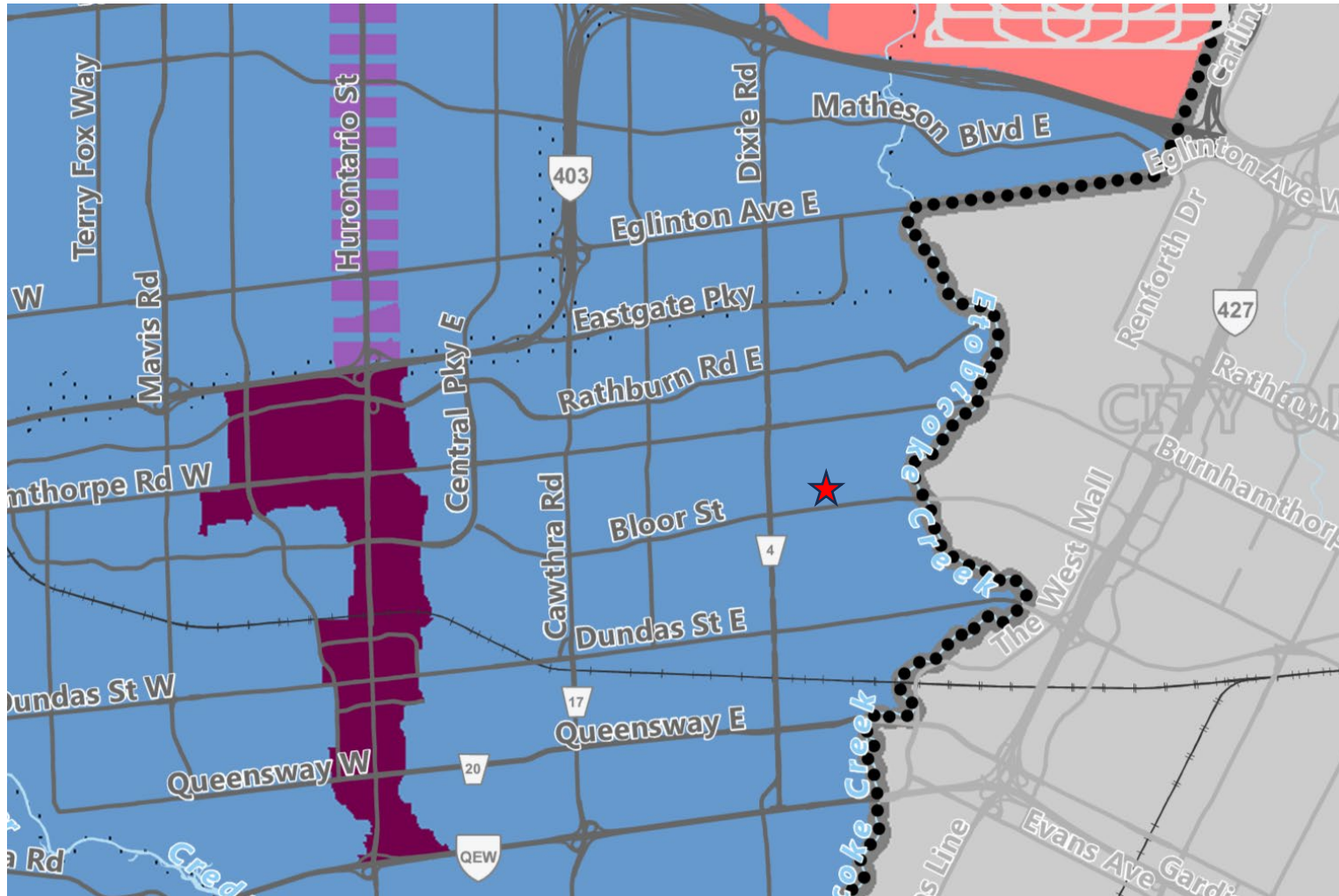
2 Planning Policy Context

Relevant Land Use Policy Documents

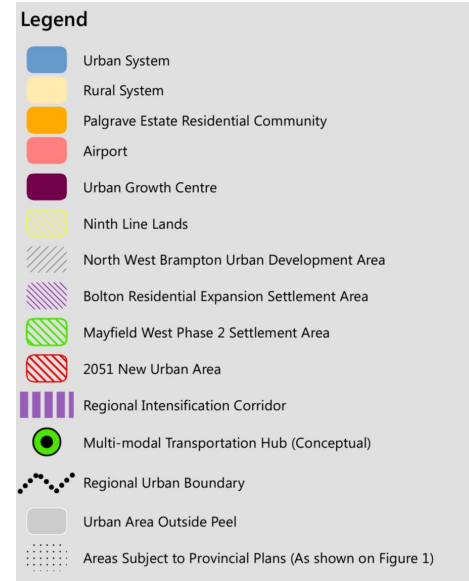


Policy Context

Region of Peel Official Plan (2022)



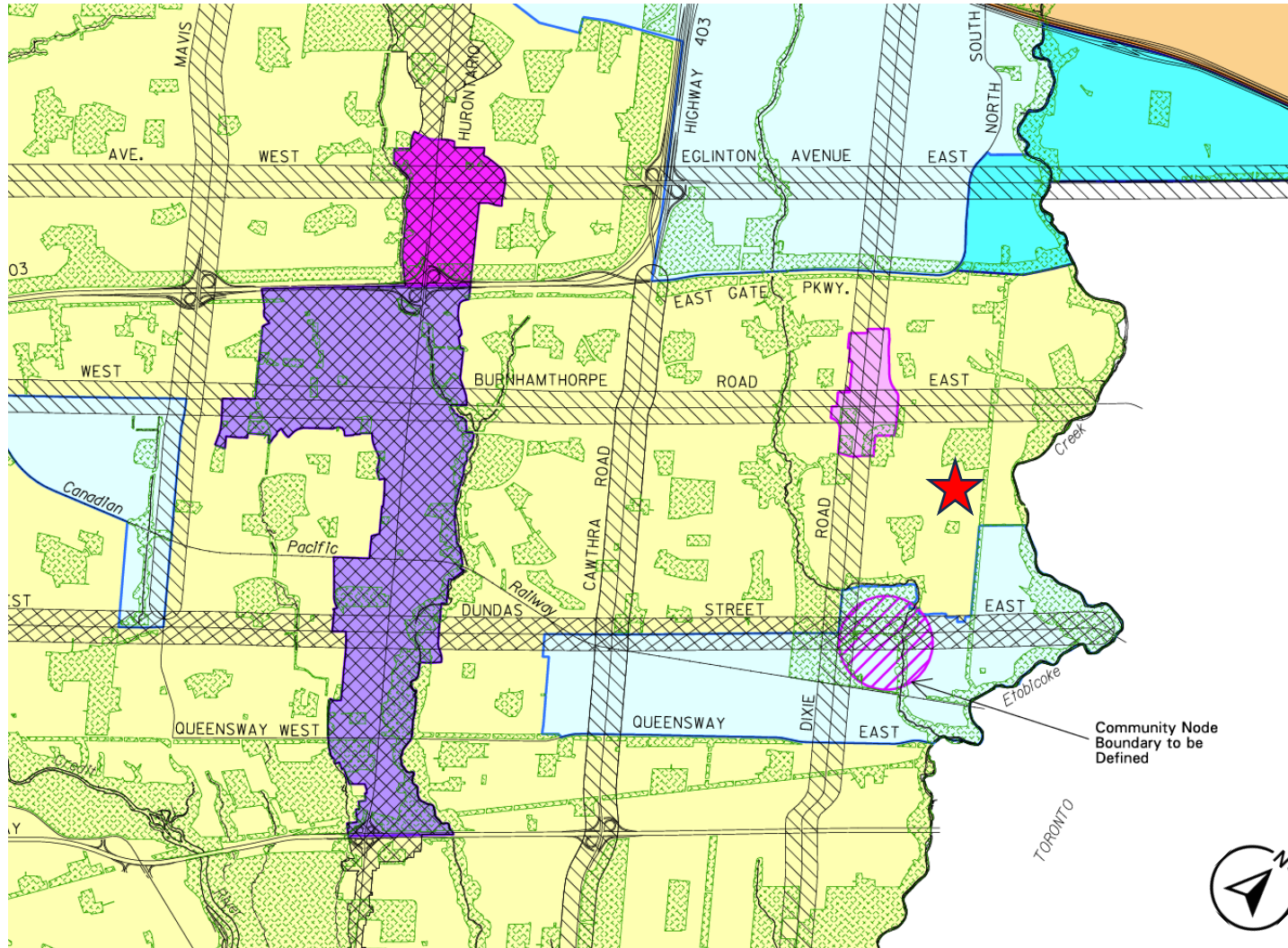
Schedule E-1 Regional Structure



★ Subject Site

Policy Context

City of Mississauga Official Plan August 7th, 2024 Consolidation



Schedule 1 Urban System

Green System

Green System

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Corridors

- Corridor
- Intensification Corridor
- Subject Site

Community Node
Boundary to be
Defined

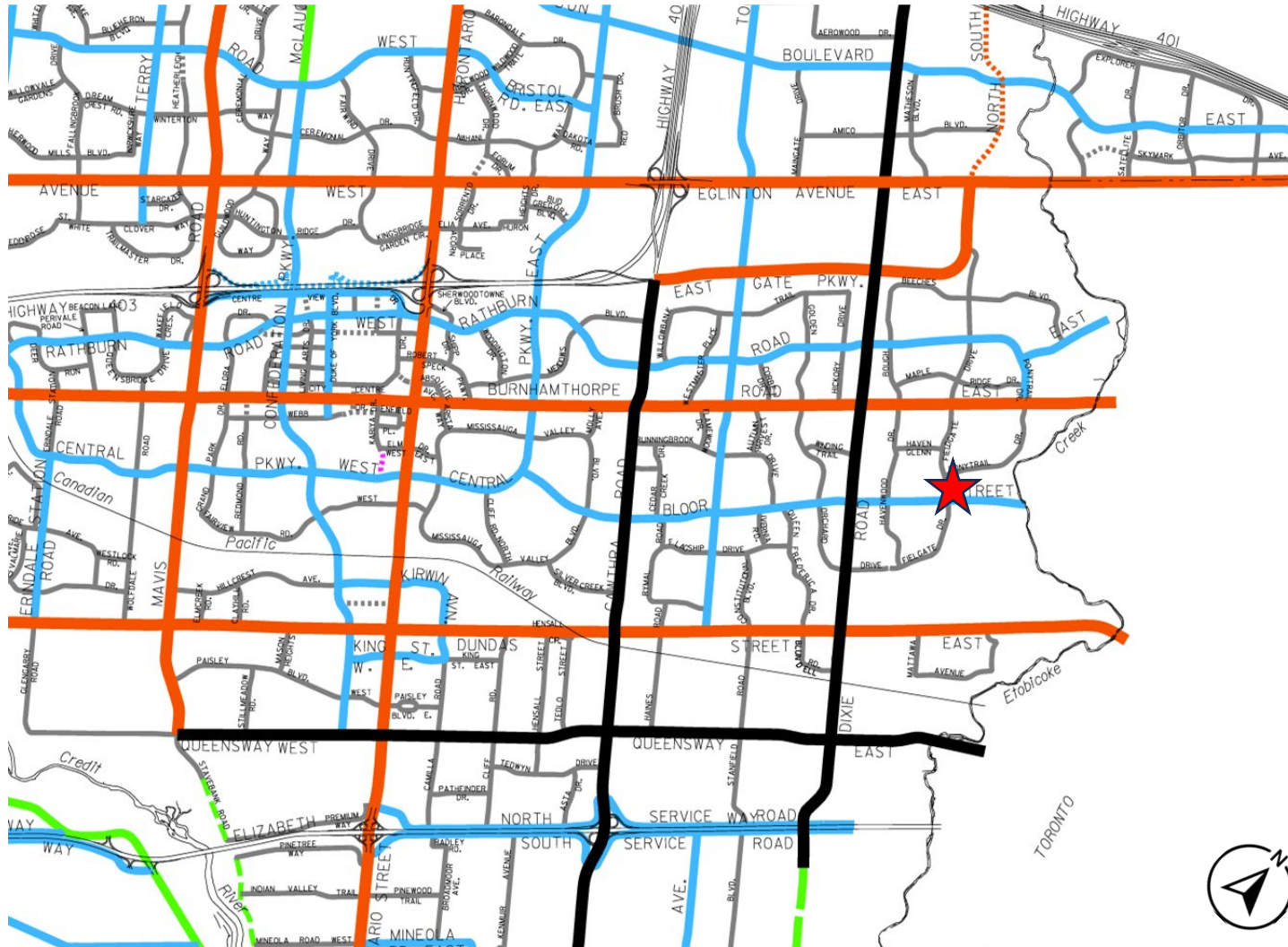
Policy 5.3.5.2 states:

"Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas."
















Policy Context

City of Mississauga Official Plan August 7th, 2024 Consolidation

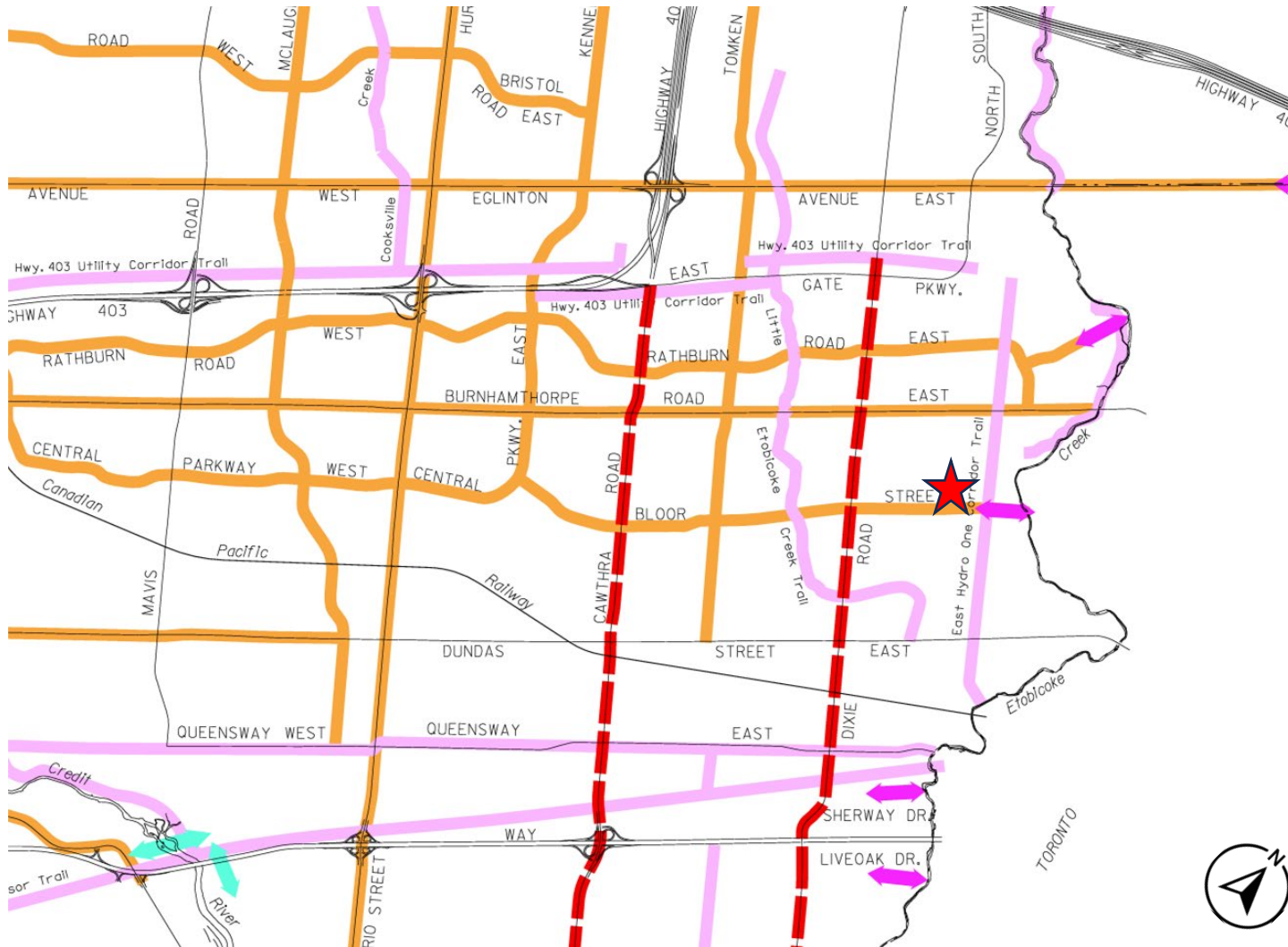


Schedule 5 Long Term Road Network







-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.
-  Subject Site

Policy Context

City of Mississauga Official Plan August 7th, 2024 Consolidation

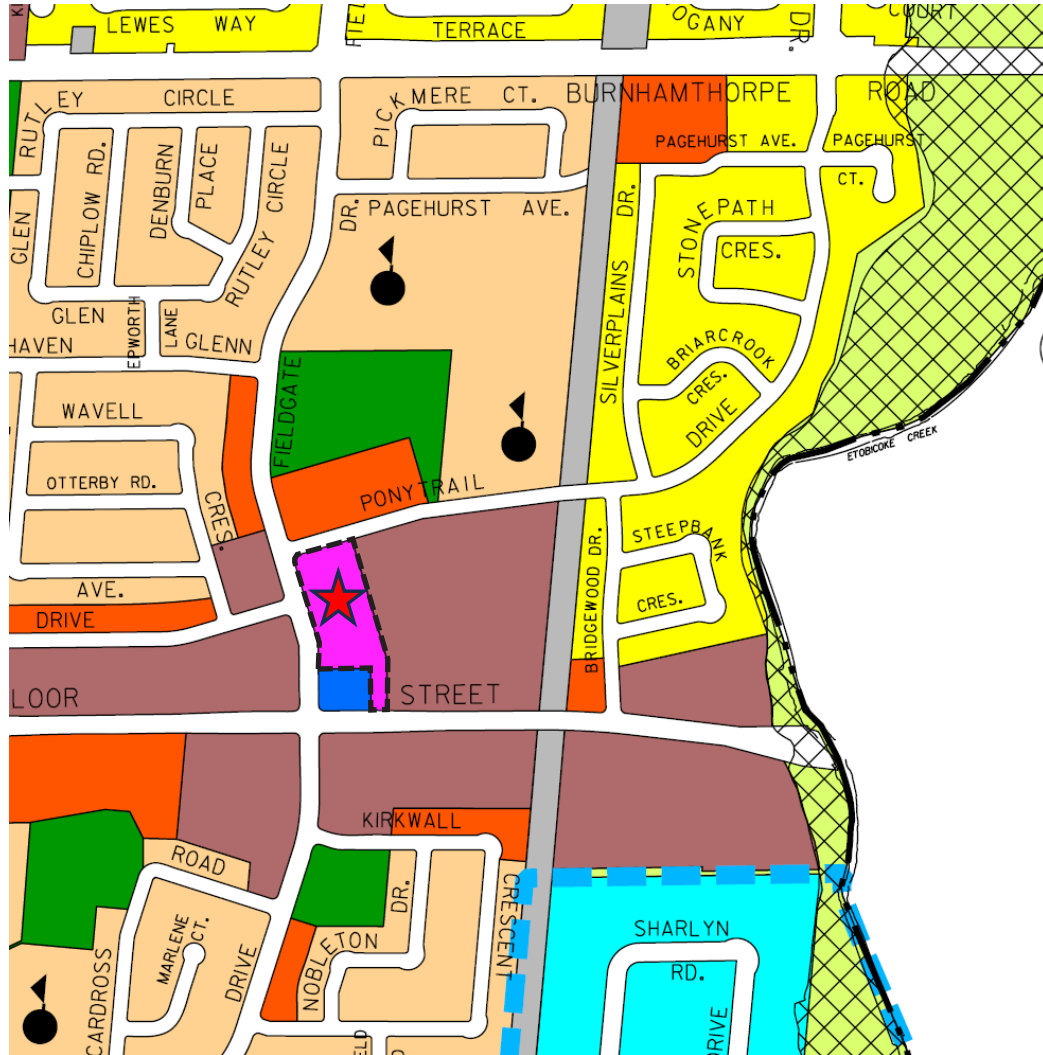


Schedule 7 Long Term Cycling Routes

-  Primary Off-Road Routes
-  Primary On-Road / Boulevard Routes
-  Primary On-Road / Boulevard Routes (Regional)
-  Crossings
-  Connections to Adjacent Municipalities
-  Subject Site

Policy Context

City of Mississauga Official Plan August 7th, 2024 Consolidation

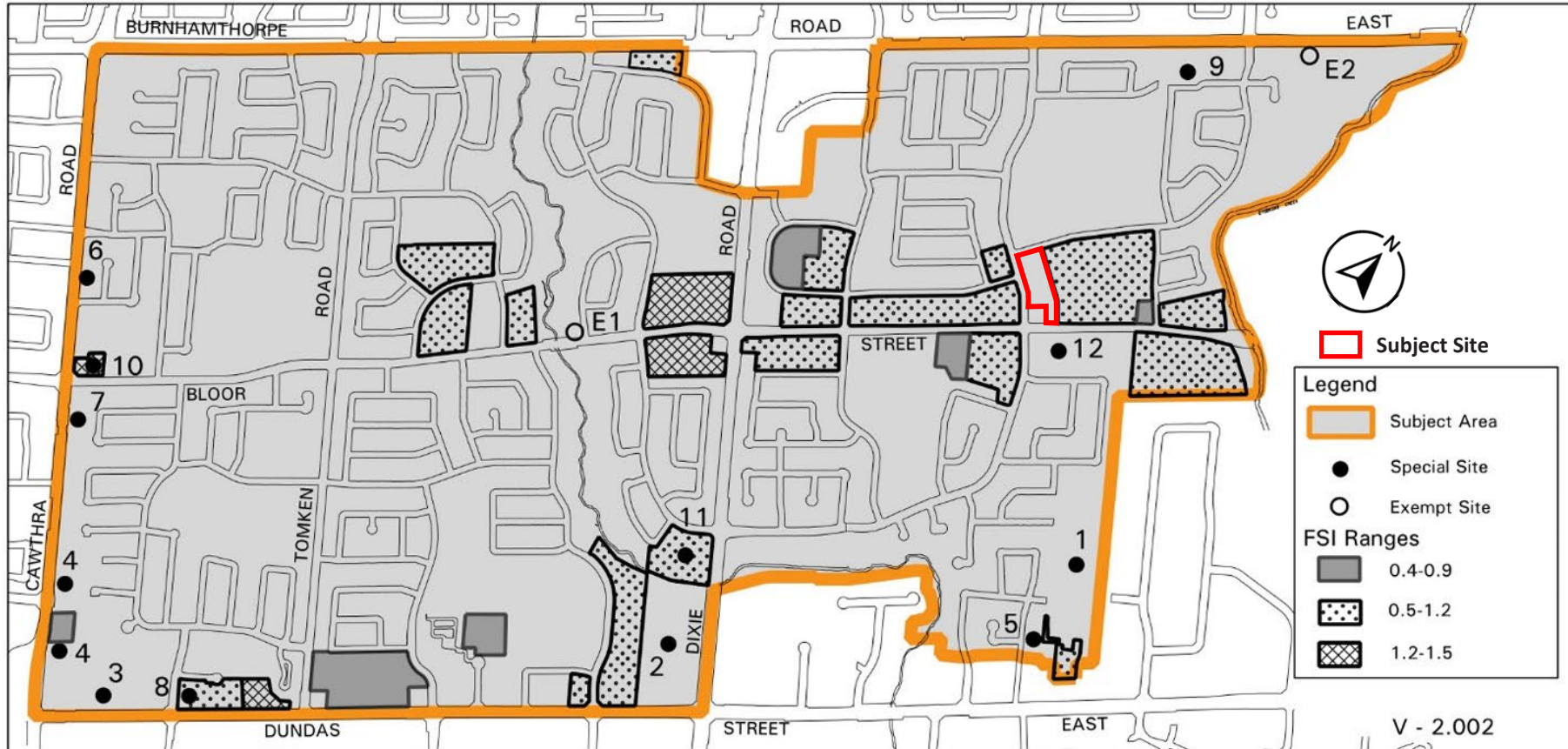


Schedule 10 Land Use Designations

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

Policy Context


City of Mississauga Official Plan August 7th, 2024 Consolidation



Map 16-2 Applewood Neighbourhood Character Neighbourhood

City of Mississauga By-law 25-2007



 Subject Site



3 Planning Process

Process Completed

Process to Come



DARC: Development Application Review Committee

4 Proposal



Project Statistics



Site Area

15,840 m² (170,500.34 ft²)



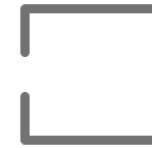
Height

13-storeys (43.40 m)
18-storeys (58.90 m)
22-storeys (71.40 m)



Floor Space Index (FSI)

2.91



592 Dwelling Units

13 townhouses
30 Studios (6%)
319 one-bedrooms (53%)
211 two-bedrooms (35%)
32 three-bedrooms (6%)



Residential

43,140.38 m²
(464,359.18 ft²)



Retail

2,884.31 m²
(31,046.45 ft²)



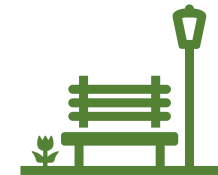
597 parking spaces

454 resident
143 visitor/retail



401 Bicycle parking spaces

361 Long-term
40 Short-term



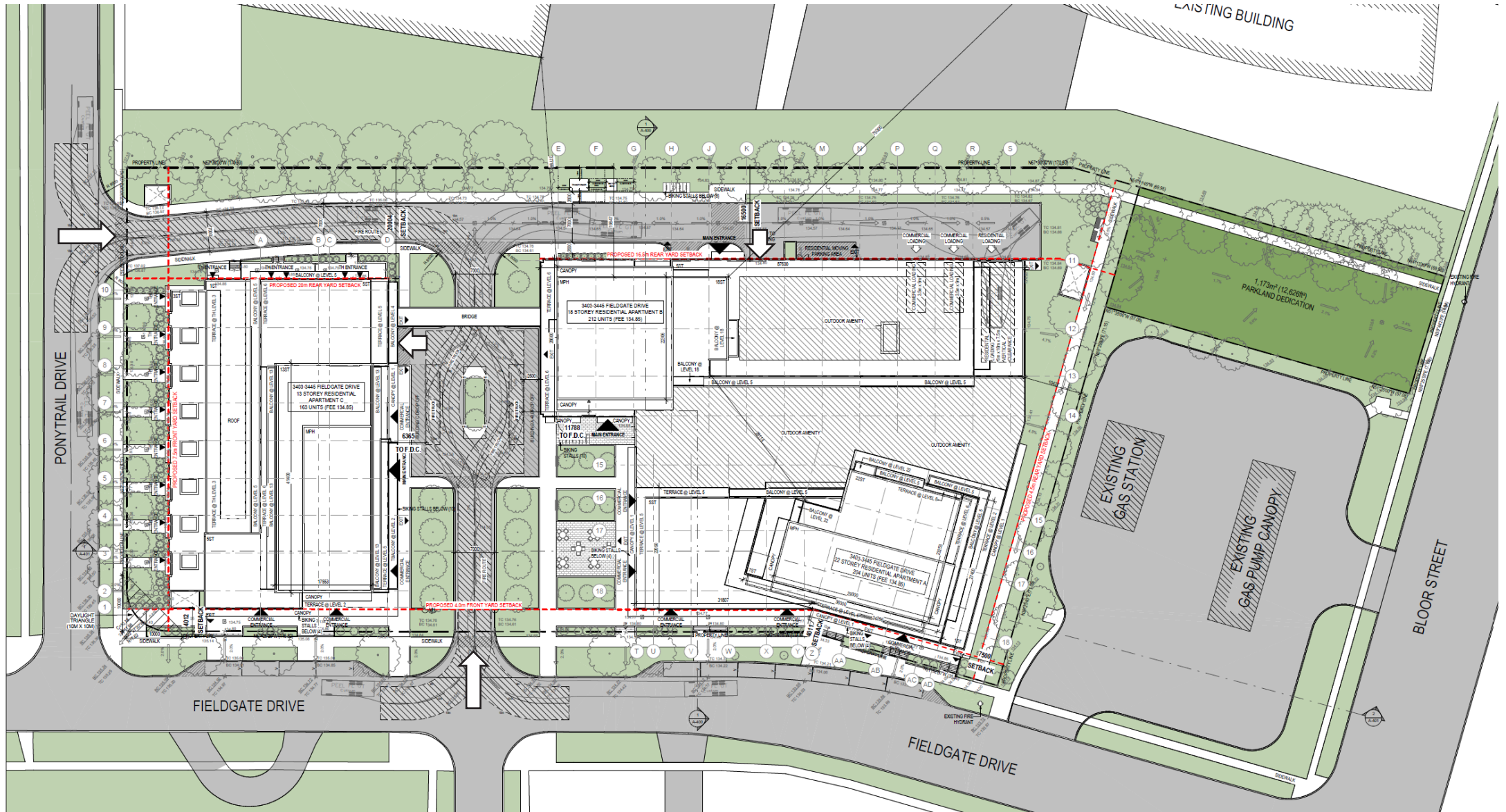
Amenity Space

Indoor: 1,433.10 m² (15,425 ft²)
Outdoor: 1,906.91 m² (20,525 ft²)
Total: 3,340.01 m² (35,951 ft²)
Collective 5.64/unit

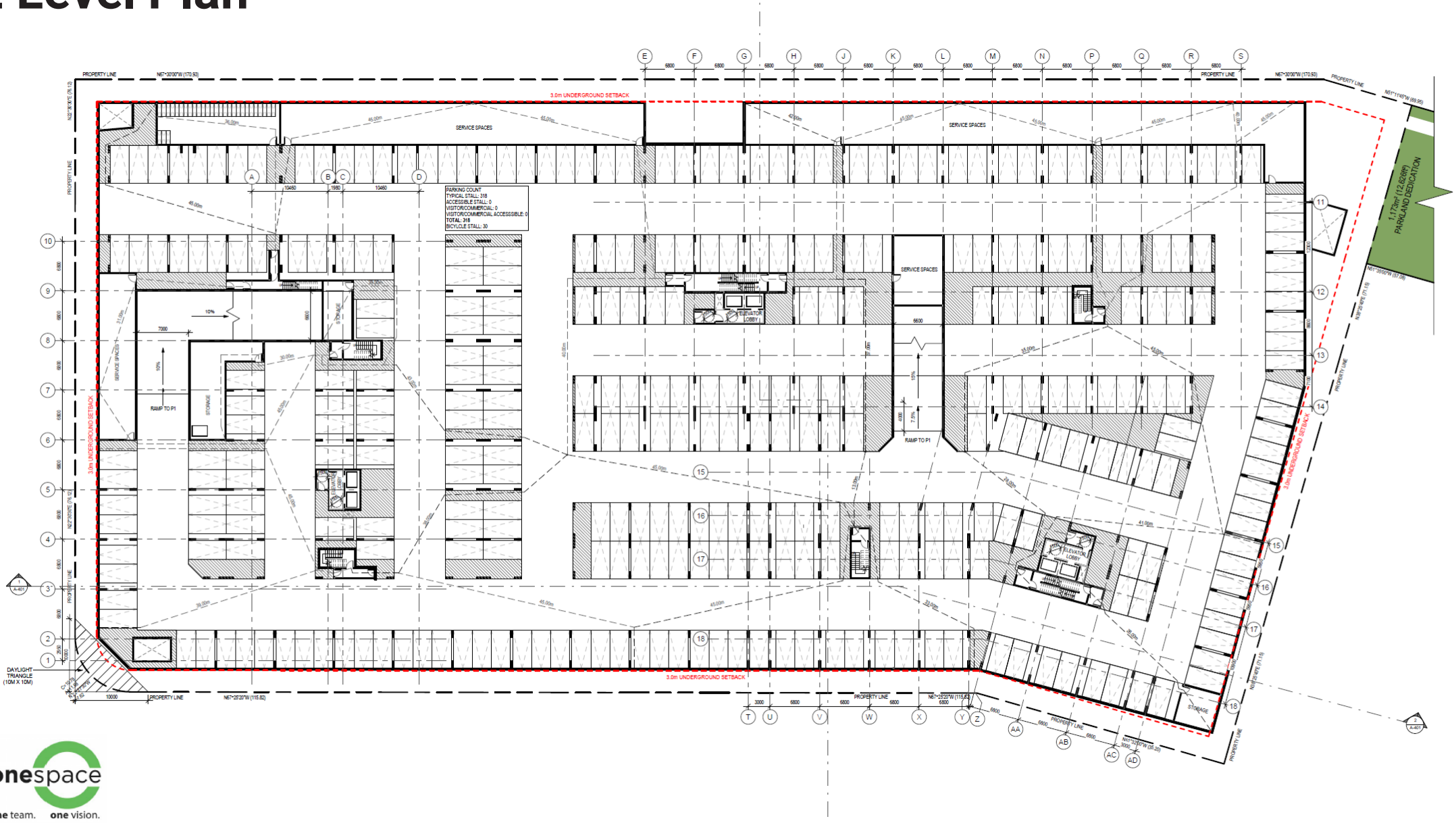
Total Gross Floor Area

46,024.69 m²
(495,409.75 ft²)

Site Plan



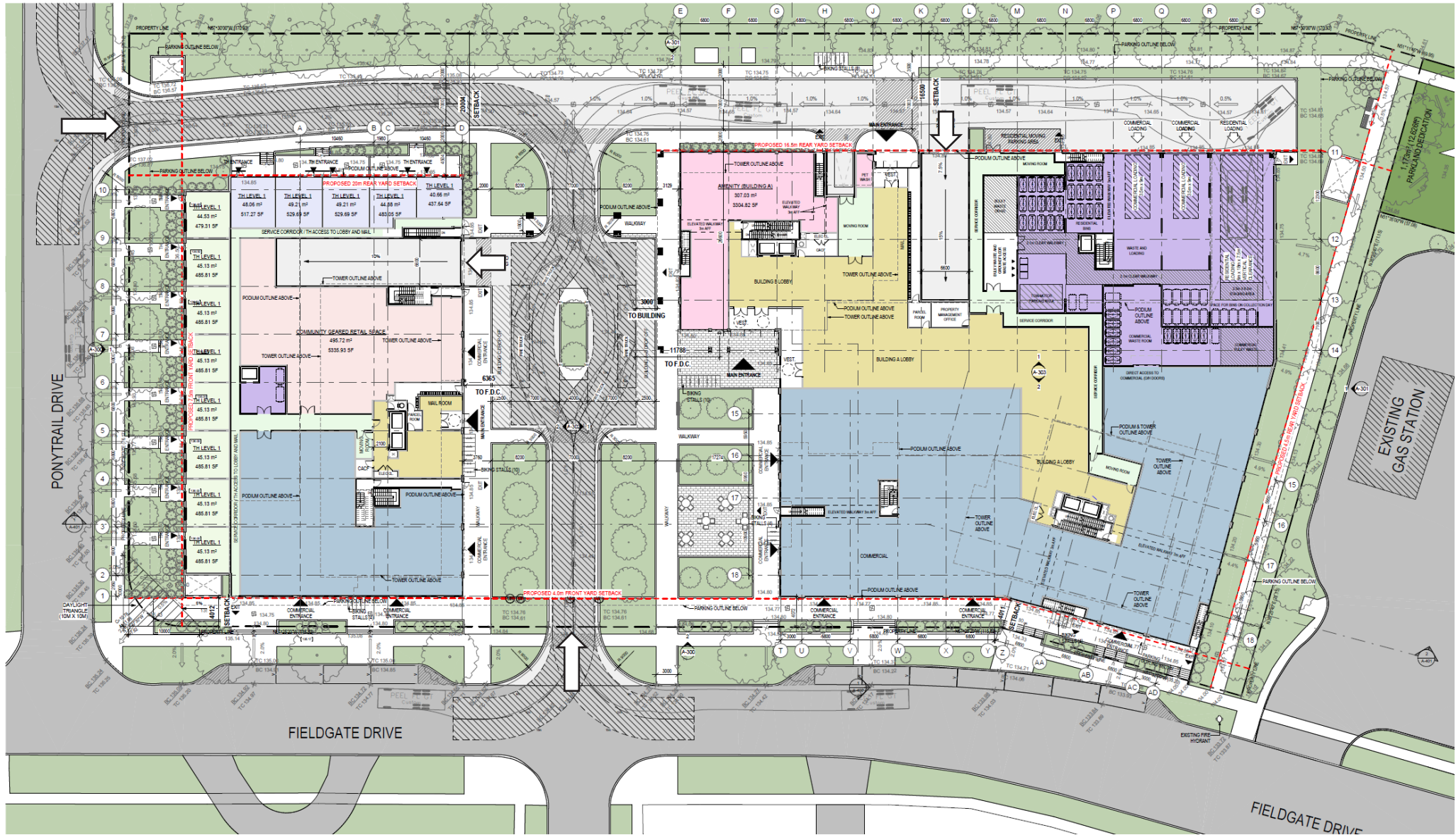
P2 Level Plan



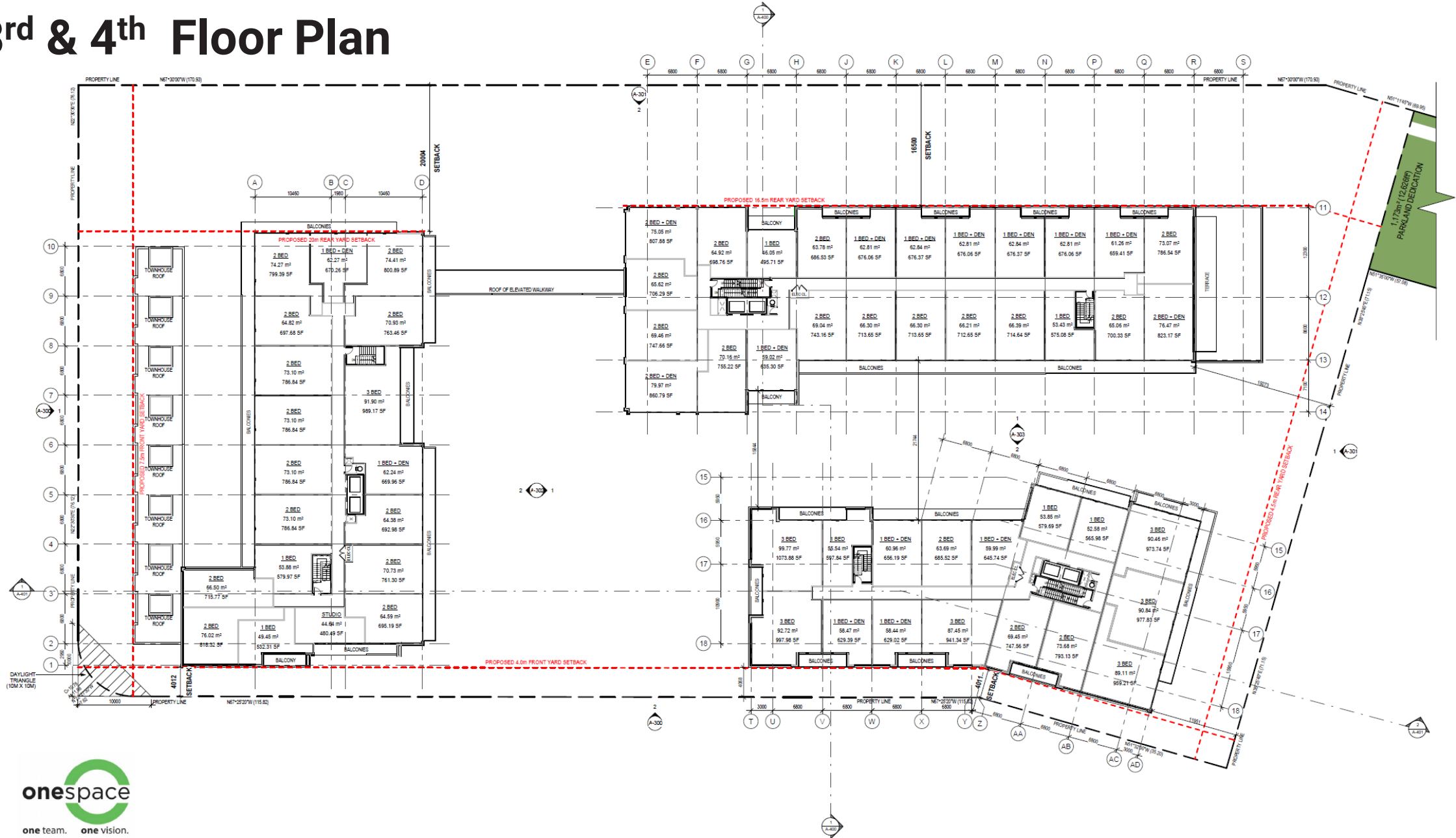
P1 Level Plan



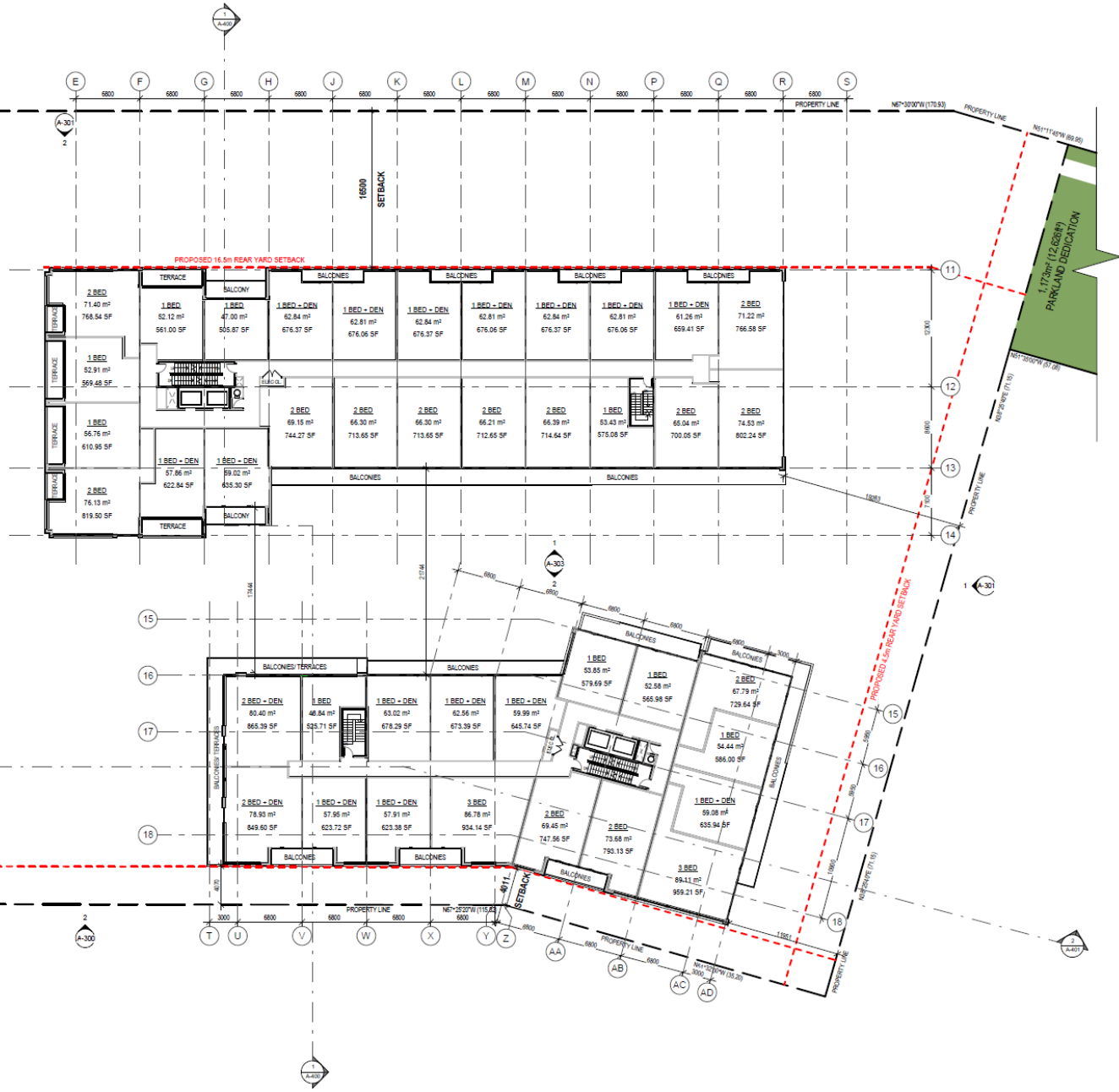
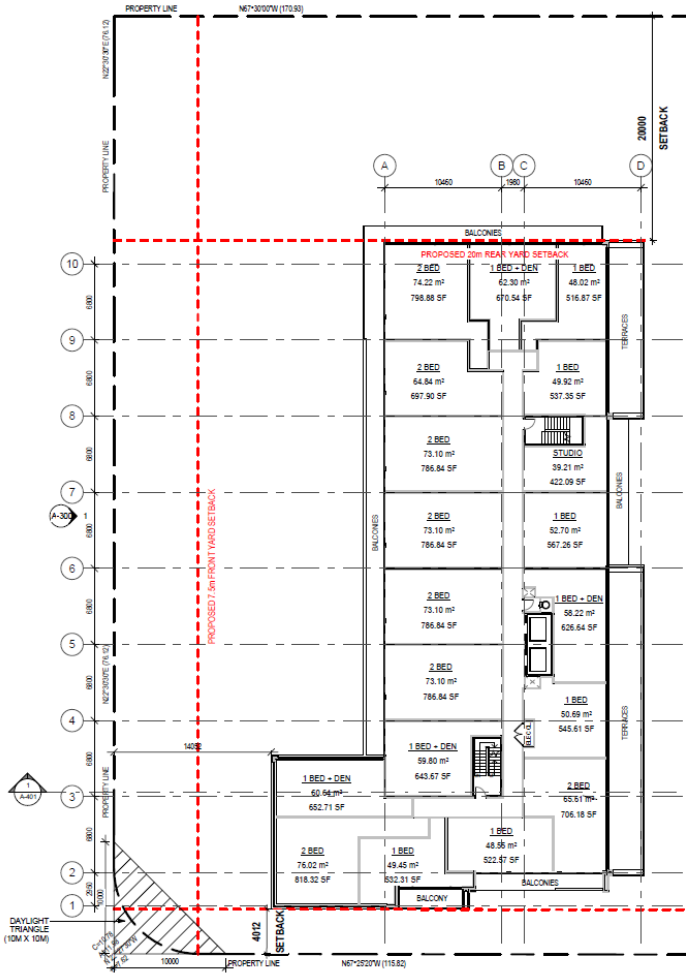
Ground Floor Plan



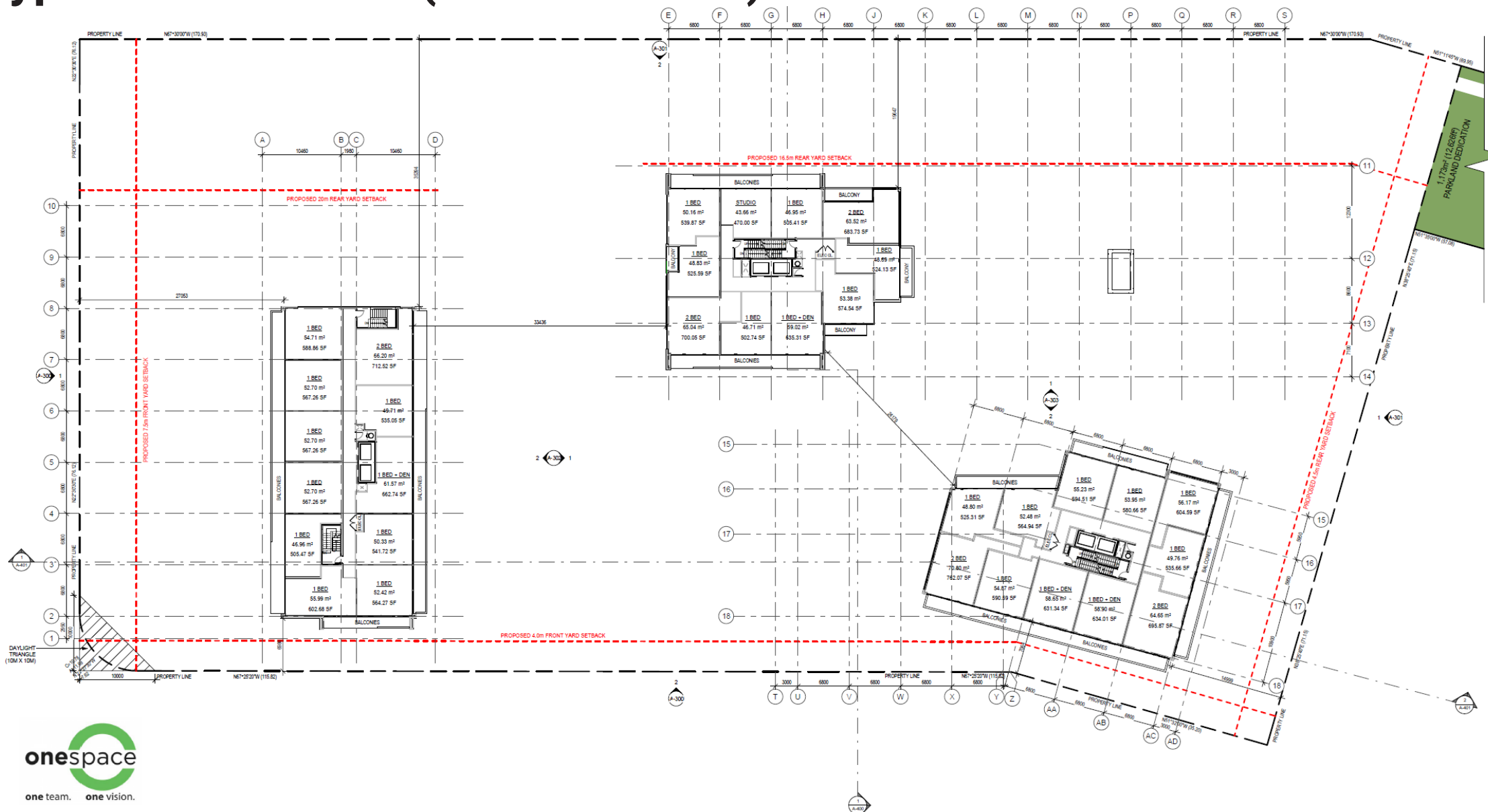
3rd & 4th Floor Plan



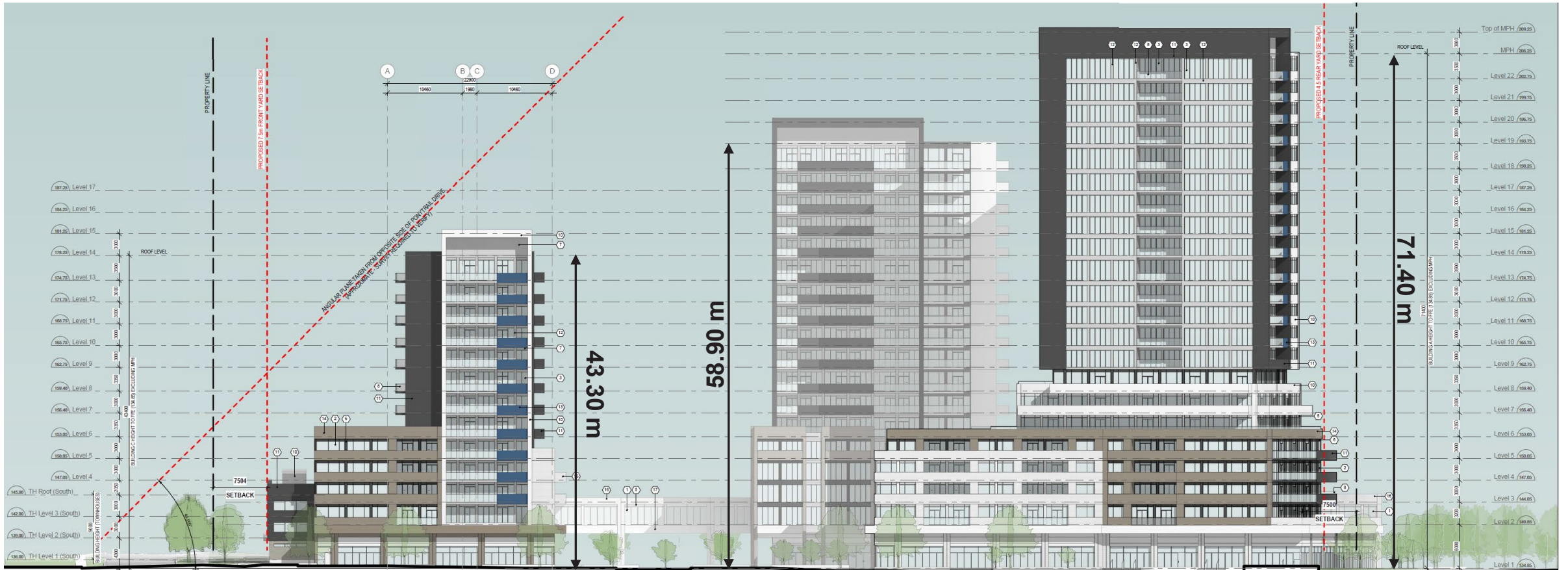
5th Floor Plan



Typical Floor Plans (Floors 7 to 22)

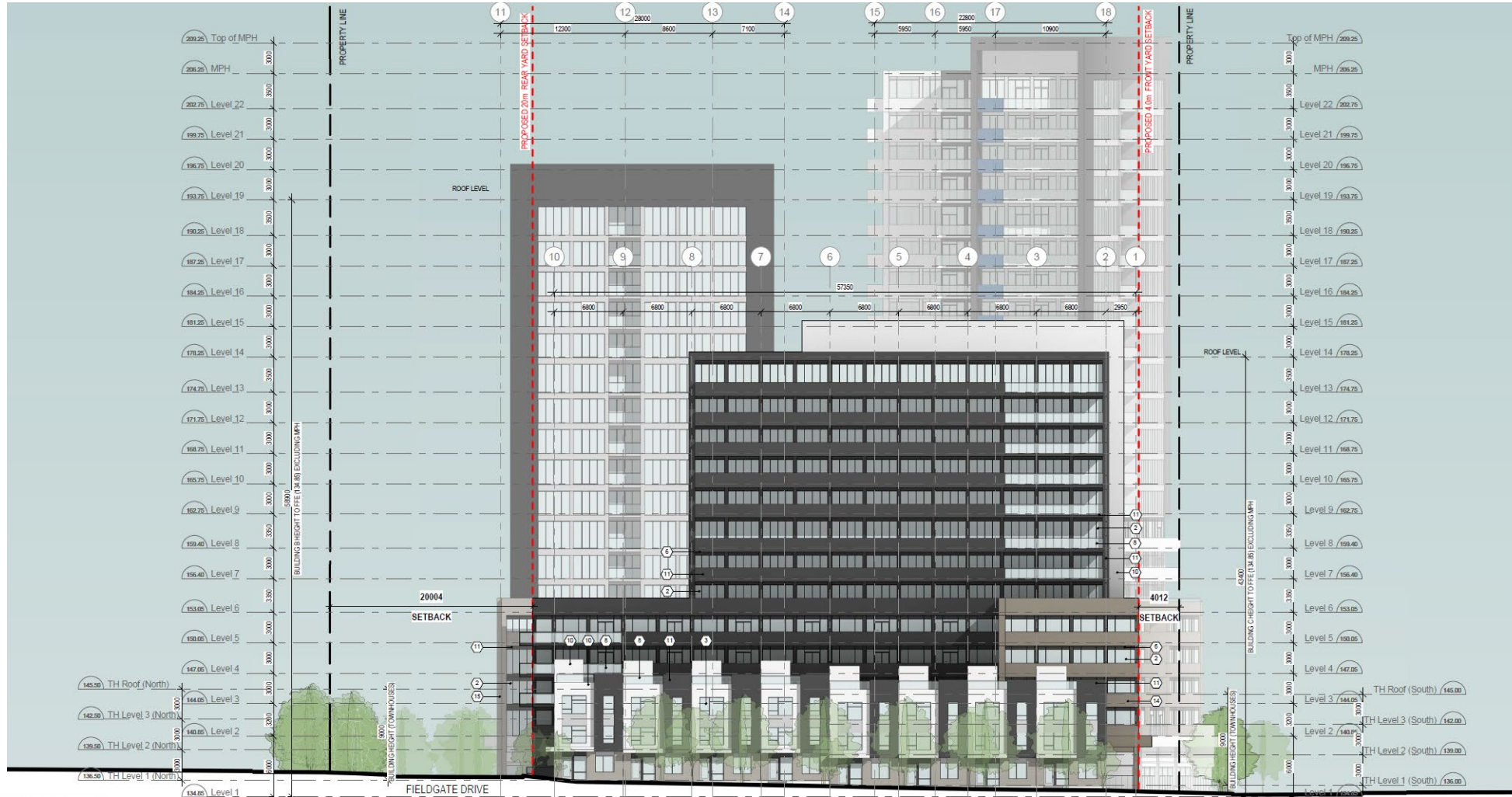


Elevations



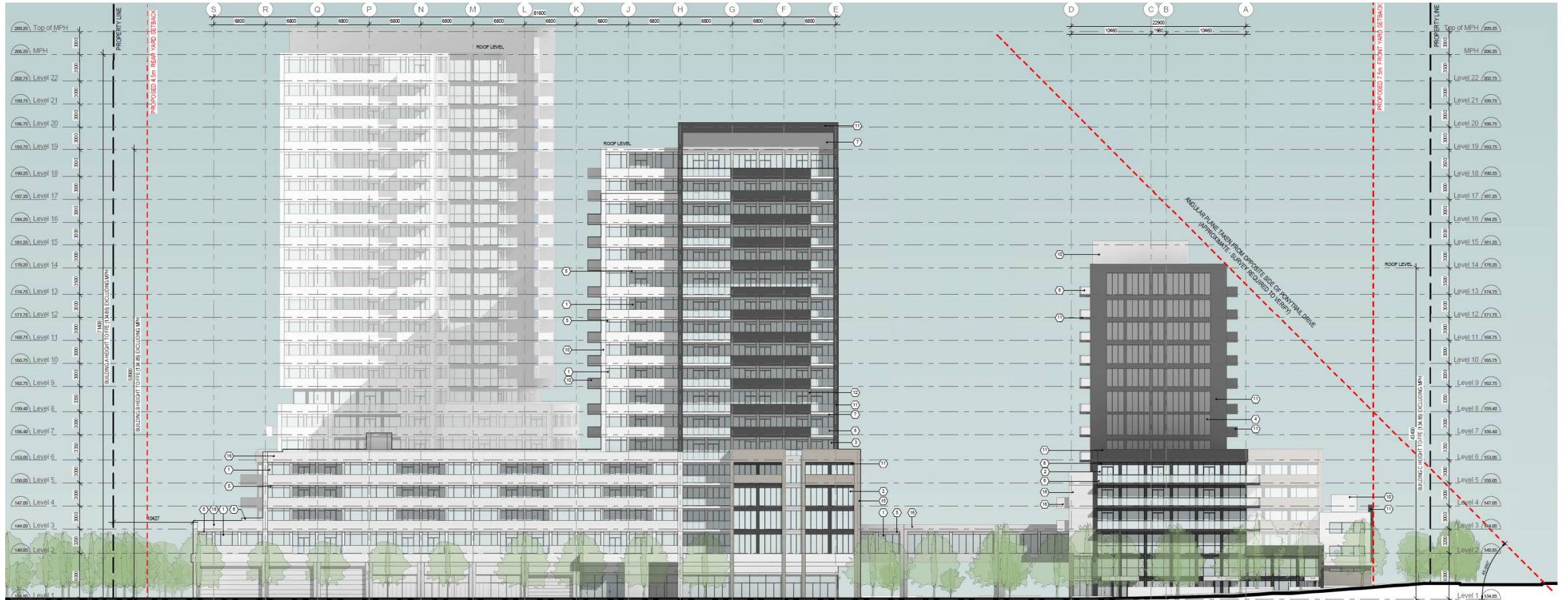
South Elevation

Elevations



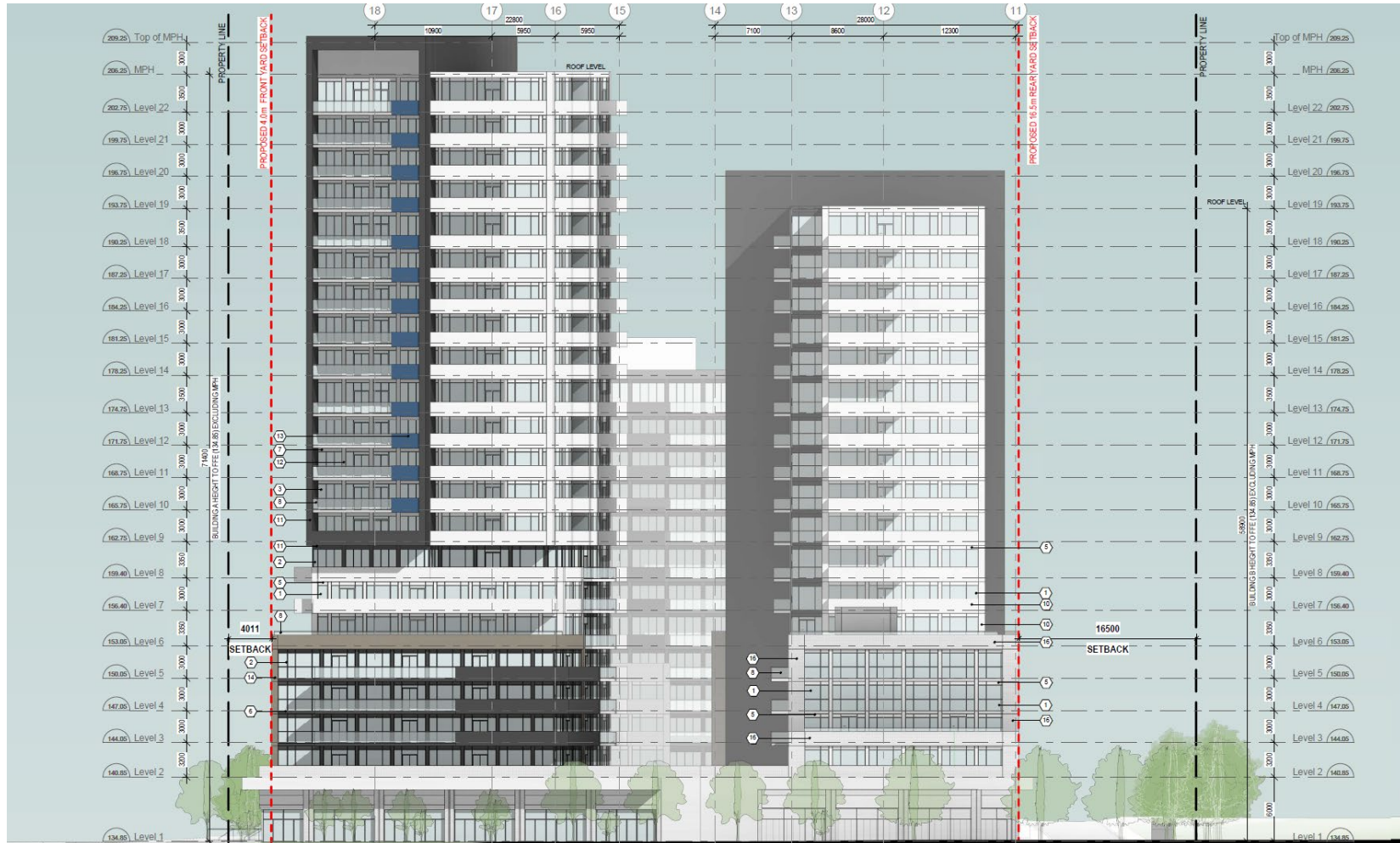
West Elevation

Elevations



North Elevation

Elevations



East Elevation

Renderings



View looking northeast



View looking northwest



Views of central internal courtyard

Thank you for your time!

APPENDIX 2

DARC SUBMISSION REQUIREMENTS CHECKLIST (DARC 24-30)

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



General Information		
Address / Legal Description of Site 3405 Fieldgate Drive	Ward No. 3	Meeting Date Mar 12, 2024
Description of Proposal Three residential apartment buildings of 13, 18 and 20 storeys (586 units) on 5 storey podiums with gr floor commercial (4057m2)		
Applicant Name Morgan Dundas, Sajecki Planning	Planner Name Andrea Dear	Pre-Application Meeting No. DARC 24-30

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Urban Design Study
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Shadow Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee Receipt (prior to formal application submission)	<input checked="" type="checkbox"/> Pedestrian Wind Comfort and Safety Study
<input type="checkbox"/> Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter with proposed tenure	<input type="checkbox"/> Land Use Compatibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input checked="" type="checkbox"/> Noise Study
<input checked="" type="checkbox"/> Concept / Site Plan including amenity area calculations	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections / Underground Parking Plans	<input checked="" type="checkbox"/> Tree Inventory/Tree Preservation Plan
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Parcel Register showing Easements / Restrictions on Title
<input type="checkbox"/> Draft Plan of Subdivision	<input type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Official Plan - Table/List of requested Site-Specific Exemptions	<input type="checkbox"/> Right-of-Way Package
<input checked="" type="checkbox"/> Zoning By-law - Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up & Proof of Notice Sign Installation	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Hydrogeological Report	<input checked="" type="checkbox"/> Functional Servicing Report (FSR)
<input type="checkbox"/> Urban Design Advisory Panel	<input type="checkbox"/> Geotechnical Report
<input checked="" type="checkbox"/> Community Engagement Meeting (contact Ward Councillor's office to confirm if required) If a meeting is warrant, a Community Engagement Report	<input type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission
<input checked="" type="checkbox"/> Attendance at a DARC 2 meeting (Mandatory - see Other Information below)	<input checked="" type="checkbox"/> Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA
<input checked="" type="checkbox"/> Storm Sewer Use By-law Acknowledgement form	<input type="checkbox"/> Heritage Impact Assessment
<input type="checkbox"/>	<input type="checkbox"/> Archaeological Assessment
<input type="checkbox"/>	<input checked="" type="checkbox"/> Housing Report
<input type="checkbox"/> Declaration of conformity with the Region of Peel Official Plan (See note below ¹)	<input checked="" type="checkbox"/> Independent Zoning Review (After DARC 2) to confirm the zoning standards and any zoning exceptions

¹Declaration Requirement: In accordance with Schedule 1 of O.Reg. 543/06 of the Planning Act, as amended, an affidavit or sworn declaration from a Registered Professional Planner is required that confirms that the proposed amendment (to the City of Mississauga's Official Plan) conforms with the Region of Peel's Official Plan (meaning, the existing in force Region of Peel Official Plan). The Planning Justification Report, among other items, is to provide an explanation of how conformity with the Region of Peel's current Official Plan is achieved.

Other Information

- The DARC process is required by the City's Mandatory Pre-Application Meeting By-law 0128-2008, as amended. By-law 0128-2008, as amended, grants the Commissioner of Planning and Building Department the authority to require attendance at more than one DARC meeting. The requirement for a **DARC 2 meeting** has been stipulated by the Commissioner of Planning and Building Department.

- Terms of Reference for each study/report can be found in the following two websites: [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 will occur prior to the DARC 2 meeting. 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.
- Independent zoning review is required to confirm the proposal zoning to ensure the proposed zoning by-law captures all zoning exceptions: [Apply for independent zoning review – City of Mississauga](#)
- 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"	<ul style="list-style-type: none"> • 3" width x 2" height • ¾" from edge of sheet in both directions
24" x 36"	<ul style="list-style-type: none"> • 3" width x 2" height • ¾" from edge of sheet in both directions
18" x 24"	<ul style="list-style-type: none"> • 3" width x 2" height • ½" from edge of sheet in both directions
11" x 17"	<ul style="list-style-type: none"> • 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.

Refer to the chart below for sample 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 3

DRAFT OPA

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize the Regional Municipality of Peel, an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by amending Schedule 10 and adding a Special Site Policy to the Applewood Neighbourhood Character Area;

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Applewood Neighbourhood Character Area of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2025.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. XX

To

Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to permit the future development of three buildings with heights of 13-storeys, 18-storeys, and 22-storeys on the subject lands. The development would contain ground floor commercial uses and a total Floor Space Index (FSI) of 2.91.

LOCATION

The subject lands affected by this Amendment are located at 3403 to 3445 Fieldgate Drive (Fieldgate Plaza) in Ward 3 on Fieldgate Drive, just west of Bloor Street. The subject lands are located within the Applewood Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Land Tribunal (formerly known as the “Ontario Municipal Board” and “Local Planning Appeal Tribunal”).

The subject lands are designated “Mixed Use” in the Applewood Neighbourhood Character Area of the Mississauga Official Plan. Properties within a “Neighbourhood” are restricted to four storeys, unless the Character Area dictates otherwise (policy 16.1.1.1). Furthermore, under policies applicable to the Applewood Neighbourhood Character Area, the site is restricted to an FSI of 0.9 times the area of the lot. The proposal of the three (3) buildings of 13-storeys, 18-storeys, and 22-storeys will result in a total site FSI of 2.91.

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

1. The proposed development is supportive of the policy framework expressed in the Provincial Planning Statement and the Region of Peel Official Plan, which promote a range and mix of housing and the redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The proposed development is consistent with the Urban System and Land Use Designation policies as it provides for appropriate and context-sensitive density within the Applewood Neighbourhood Character Area.
3. The massing and scale of the proposed built form is compatible with the planned urban character and vision for the East Bloor Corridor.
4. The proposed development provides new housing supply through the intensification of underutilized lands and makes efficient use of available and planned infrastructure and facilities.
5. The proposed development is well served by existing transit service and is in close proximity to the Dixie GO Station, facilitating improved transit connectivity for residential neighbourhoods.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.2.4, Special Site Policies, Applewood Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

16.2.4.X *Site X*

16.2.4.X.X *The lands identified as Special Site X are located on the north side of Fieldgate Drive, just west of Bloor Street.*

16.2.4.X.X *Notwithstanding the policies of this Plan, the following additional policies will apply:*

a) Three (3) apartment buildings with maximum heights of 13 storeys, 18 storeys, and 22 storeys plus mechanical penthouse will be permitted; and

b) A total combined FSI of 2.91 will be permitted.

IMPLEMENTATION

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

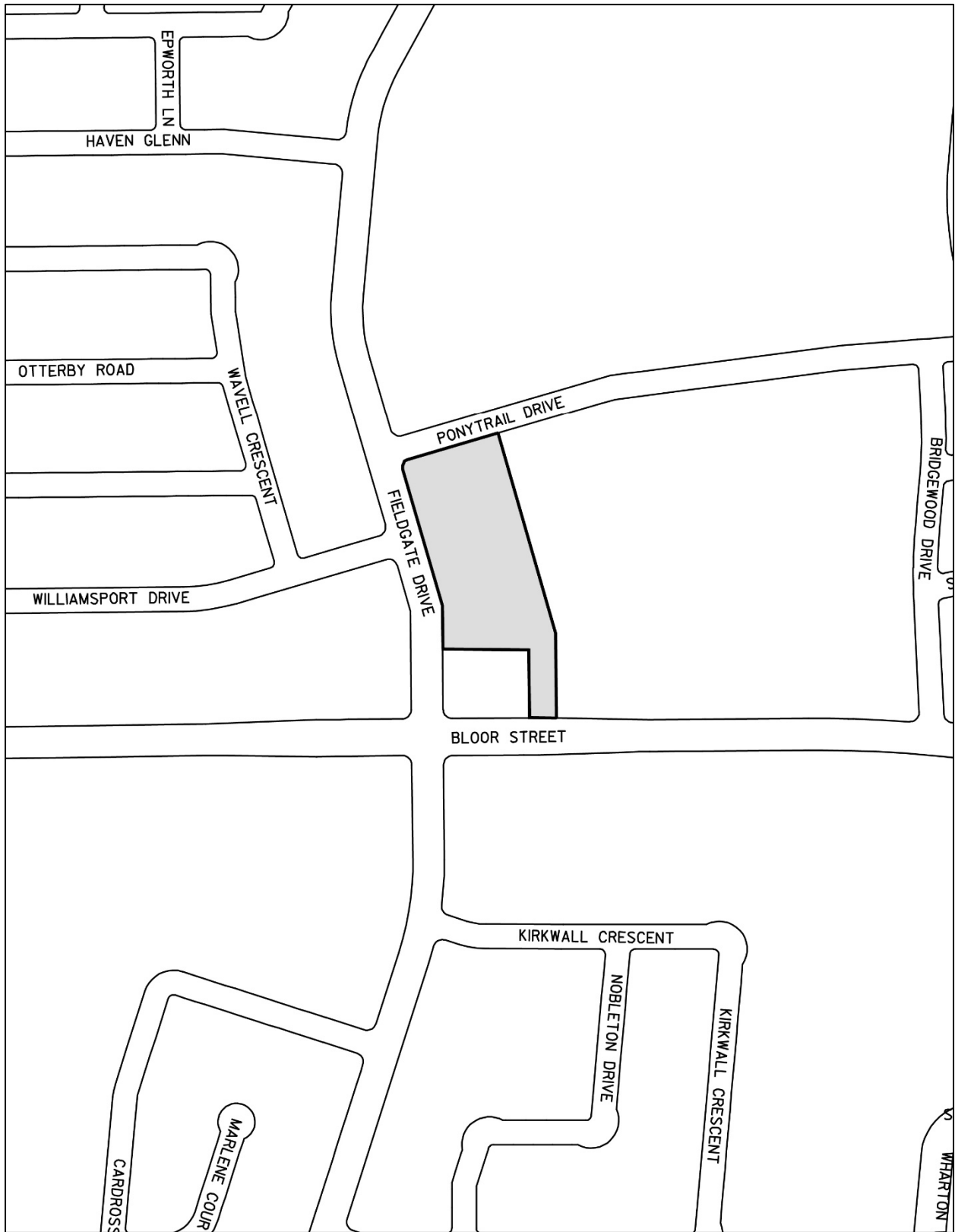
The subject lands will be rezoned concurrently to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated **XX 2025**.

INTERPRETATION

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

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



APPENDIX 4

DRAFT ZBA

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2025

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

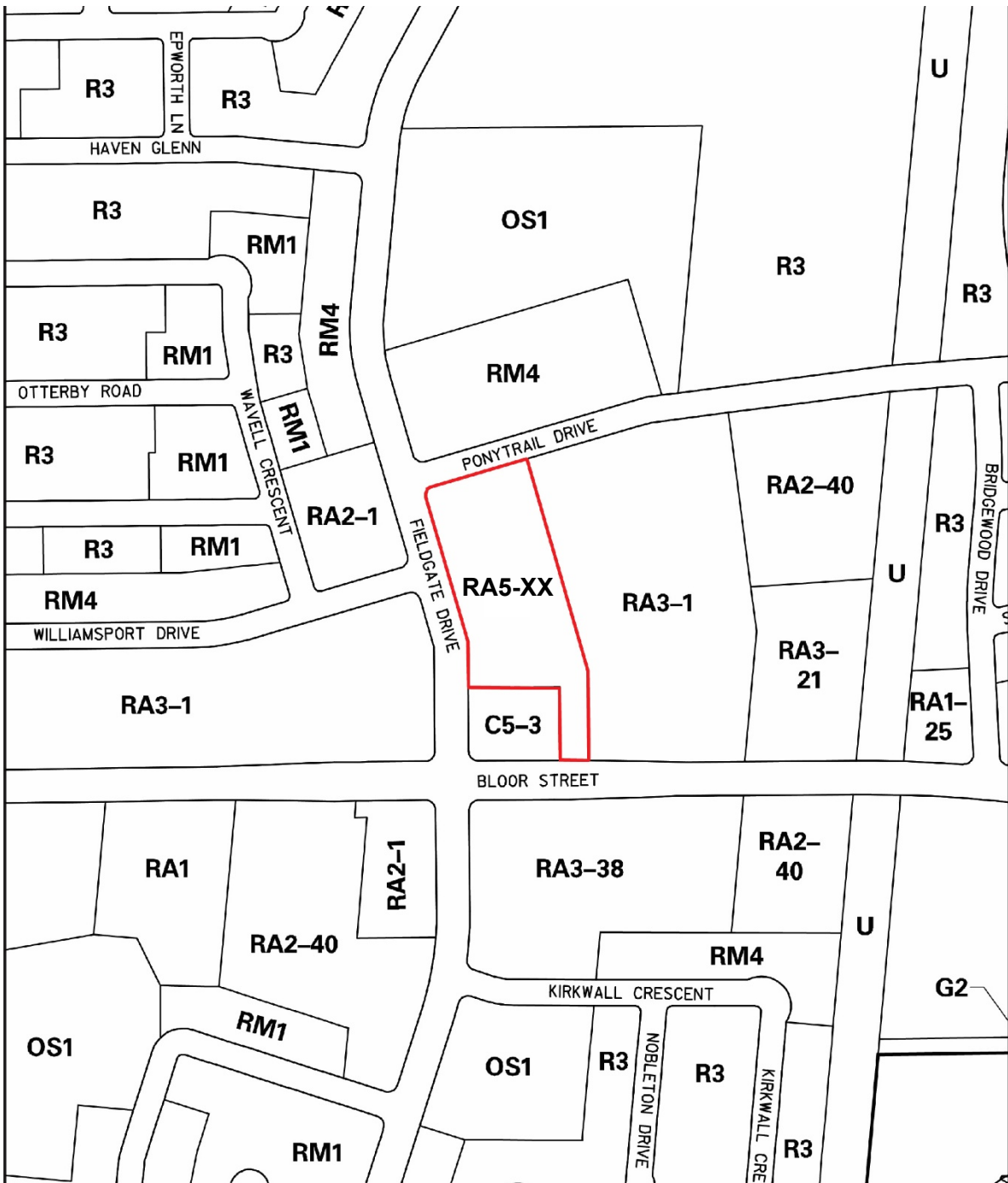
WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

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 Block J, Registered Plan 719, City of Mississauga, as shown on Schedule "A" attached hereto, and that Schedule "A" forms part of this By-law.
2. The various heights, setbacks, stepback, and separation distances are reflected on Schedule "B".
3. 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 #19	By-law: XXX-2023
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) Retail Store (2) Restaurant (3) Convenience Restaurant (4) Take-out Restaurant (5) Veterinary Clinic (6) Animal Care Establishment (7) Funeral Establishment (8) Service Establishment (9) Commercial School (10) Financial Institution (11) Medical Office (12) Office (13) Recreational Establishment (14) Entertainment Establishment (15) Private School (16) Day Care		
Zone Regulations			
4.15.6.XX.2	Maximum Floor Space Index- Apartment Zone		2.91
MINIMUM FRONT YARDS			
4.15.6.XX.3	For that portion of the dwelling with a height less than or equal to 13.0 m		4 m
4.15.6.XX.4	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m		4 m

4.15.6.XX.5	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	Building A: 7 m Building C: 6.9 m
4.15.6.XX.6	For that portion of the dwelling with a height greater than 26.0 m	Building A: 7 m Building C: 6.9 m
	ENCROACHMENTS AND PROJECTIONS	
4.15.6.XX.7	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	Building A: 3 m Building C: 1.5 m
4.15.6.XX.8	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	Building A: 3 m Building C: 1.5 m
	PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES	
4.15.6.XX.9	Minimum number of resident parking spaces per apartment dwelling unit	0.75
4.15.6.XX.10	Minimum number of residential visitor and commercial parking spaces	143
	MINIMUM LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREAS	
4.15.6.XX.11	Minimum Landscaped Area	Without parkland: 17% With parkland: 24.5%
4.15.6.XX.12	Minimum amenity area to be provided outside at grade	0 m ²
4.15.6.XX.13	Required Number of Loading Spaces for Apartment and/or Retirement Buildings One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units , shall be required	1
4.15.6.XX.14	Required Number of Loading Spaces for Non-Residential Uses Greater than 2,350 m ² but less than or equal to 7,500 m ²	2
4.15.4.X.X.10	All site development plans shall comply with Schedule RA5-XX of this Exception	



THIS IS SCHEDULE "A"
TO BY-LAW AMENDMENT NO. XXX-2025

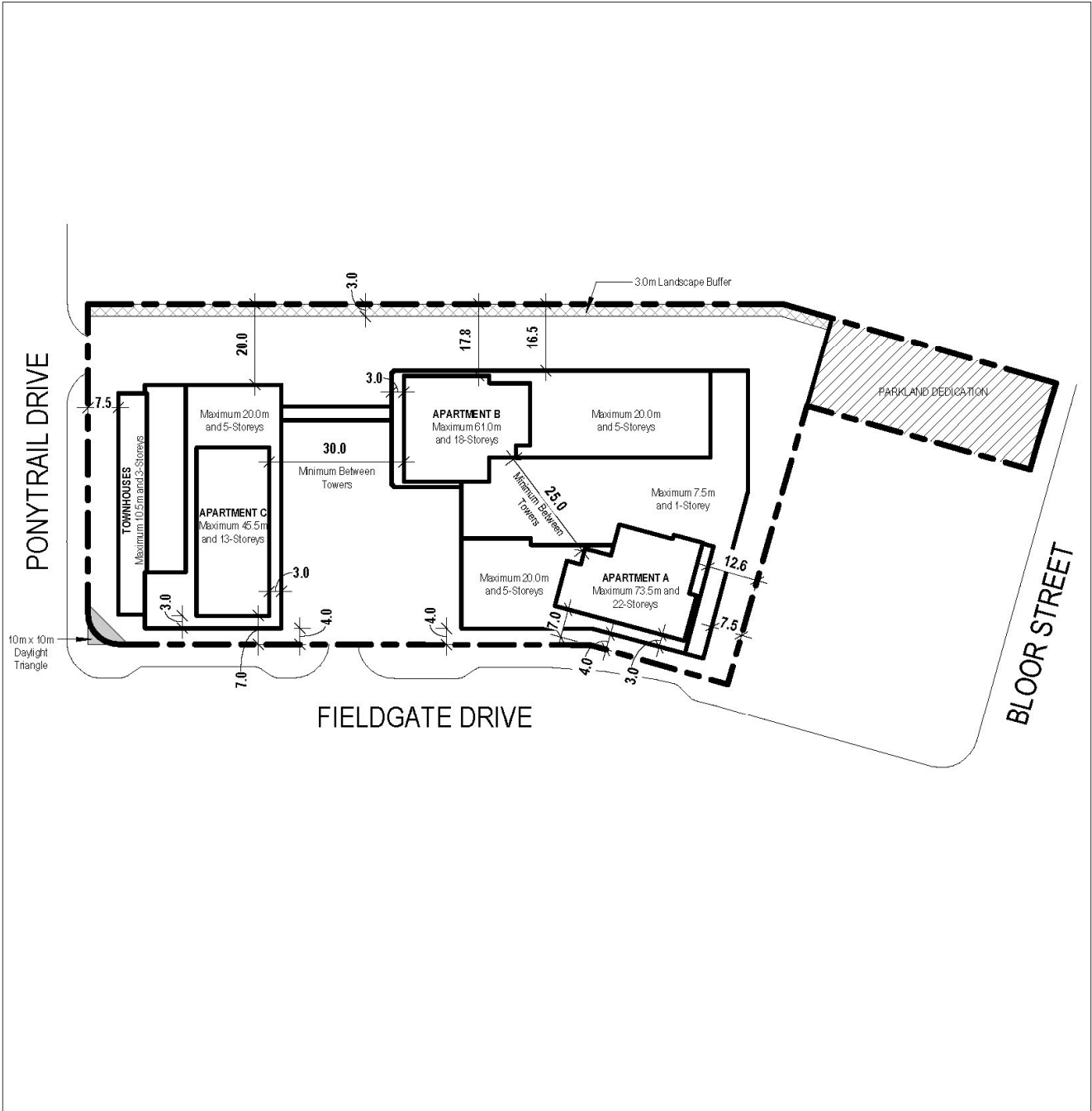
LOCATION:
BLOCK J, REGISTERED PLAN 719
City of Mississauga
Regional Municipality of Peel
Subject Property (3403-3445 Fieldgate Drive)

Not to Scale



January XX, 2025






Sajecki »
Planning



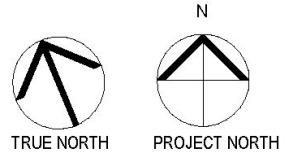
THIS IS SCHEDULE "B"
TO BY-LAW AMENDMENT NO. XXX-2024

LOCATION:
BLOCK "J"
REGISTERED PLAN 719
City of Mississauga
Regional Municipality of Peel
Subject Property (3403-3445 Fieldgate Drive)

Not to Scale

-  BUILDABLE AREA
-  ZONE BOUNDARY
-  LANDSCAPE BUFFER
-  DAYLIGHT TRIANGLE
-  PARKLAND DEDICATION

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



December XX, 2024

S | P

2024