
PLANNING JUSTIFICATION REPORT

1470 WILLIAMSPORT DRIVE
MISSISSAUGA, ONTARIO

FEBRUARY 2025





Sajecki Planning Inc.

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1.0 INTRODUCTION

This Planning Justification Report (PJR) has been prepared by Sajecki Planning Inc. on behalf of 1470 Williamsport Holdings Inc. (the Owner) 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) application pertains to 1470 Williamsport Drive in Ward 3, Mississauga (the site). The site is generally located north of Bloor Street and east of Dixie Road along Williamsport Drive. It contains a six-storey rental apartment building.

The site is designated *Residential High Density* in the Official Plan (OP) and zoned *Residential Apartment* with an exception (RA2-40) as per the Zoning By-law.

The OPA/ZBA application seeks to permit two 12-storey residential apartment buildings atop a shared six-storey podium. The proposal includes a total gross floor area (GFA) of 19,240.7 m² with 283 dwelling units, and two levels of underground parking. The proposal includes the replacement of 53 existing rental units per the City of Mississauga (the City) Rental Housing Protection (RHP) By-law 0121-2018.

A Development Application Review Committee (DARC) 1 Meeting was held on February 27, 2024 to confirm the OPA/ZBA application submission requirements. A copy of this checklist has been provided in *Appendix A*.

This report is part of a complete application submission requirement under the *Planning Act* for OPA and ZBA applications.

The purpose of the PJR is to provide:

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

Summaries of technical reports and studies completed to support the OPA/ZBA application is provided in *Section 5.0* of this report.



Figure 1 - Aerial view of the site

2.0 SITE AND SURROUNDINGS

2.1 Subject Site

The site is in Ward 3 in the Applewood Neighbourhood. It is located on the south side of Williamsport Drive, west of Havenwood Drive, north of Bloor Street, and east of Dixie Road. The legal description for the site is PART OF BLOCK C REGISTERED PLAN 729 City of Mississauga, Regional Municipality of Peel.

The site is generally rectangular in shape with a lot area of approximately 5,881 m² or 1.45 acres. It contains a six-storey rental apartment building, a surface parking lot, and additional underground parking. It has a frontage of approximately 101.64 m along Williamsport Drive and abuts another slab rental building to the south. The site is not heritage designated nor is it listed on the City Heritage Register.

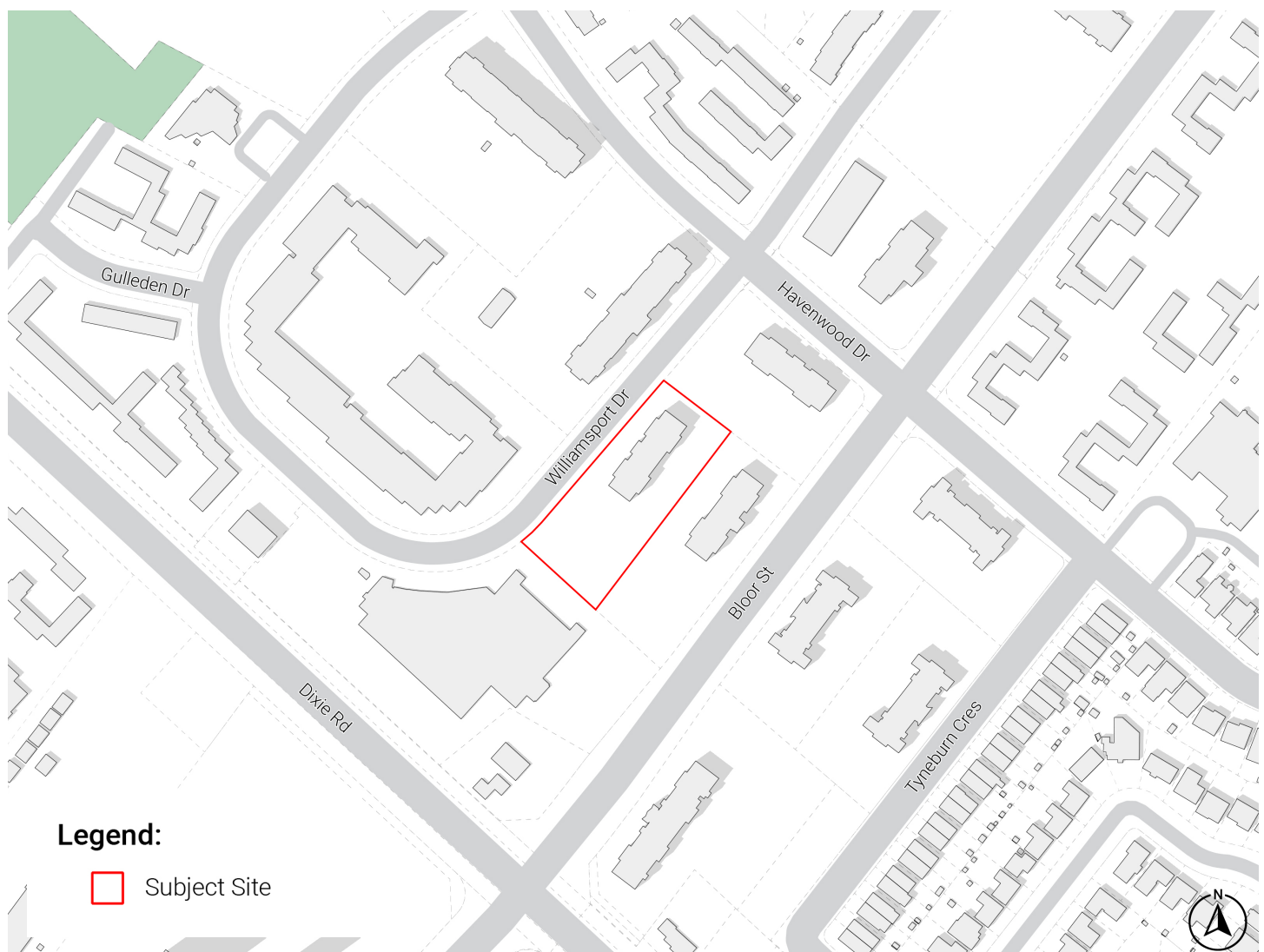


Figure 2 - Existing site conditions



Legend:

 Subject Site

Context Map:








-  Residential Apartment
-  Schools
-  Community Centers
-  Mall / Retail
-  Gas Station
-  Parks
-  Hydro Corridor

Figure 3 - Community context map

2.2 Planning History

There are no previously approved OPAs or ZBAs pertaining to the site. Further, there are no Minor Variance approvals related to the site. The City of Mississauga records indicate permits for the existing building were issued in the late 1960s.

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The site is located in Applewood, an established apartment neighbourhood. Generally, denser forms of housing and standalone non-residential uses are oriented towards Bloor Street, Dundas Street East, and Dixie Road, while the interior of the neighbourhood is characterized by low-rise (single and semi-detached) residential uses. Nearby lands along Bloor Street are designated *Residential High Density* and *Residential Medium Density* in the Official Plan, making the site part of an “apartment neighbourhood” within Applewood. Here, the majority of built form consists of high-rise and mid-rise residential buildings on large lots.

North of site

- Eight-, four-, and two-storey apartment buildings along Williamsport Drive
- Mississauga Williamsport YMCA Child Care Centre
- Gulleden Park
- Burnhamthorpe Community Centre
- Glenhaven Sr. Public School and Mississauga St. Sofia School



Figure 4 - Views from north of the site
(Source: Google Streetview)



Figure 5 - Views from south of the site
(Source: Google Streetview)



Figure 6 - Views from east of the site
(Source: Google Streetview)



Figure 7 - Views from west of the site
(Source: Google Streetview)

South of site

- Six- and eight-storey apartment buildings along Bloor Street
- Low density (single and semi-detached) residential dwellings south of Tyneburn Crescent

East of site

- Two-, six- and 12-storey apartment buildings along Bloor Street
- A gas station and apartment buildings of six and 11 storeys along the north side of Bloor Street
- The North-South Hydro Corridor Multi-use Trail

West of site

- High Point Mall at the northeast corner of Bloor Street and Dixie Road
- A gas station at the southwest corner of Bloor Street and Dixie Road
- 25 and 26-storey condominium buildings west of Dixie Road
- Low density (single and semi-detached) residential dwellings
- Burnhamthorpe Public School
- Kennedy Park

2.3.2 General Surroundings

Applewood

Mississauga's Applewood neighbourhood is on the eastern edge of the City's municipal boundary, generally bordered by the Etobicoke Creek to the east, Cawthra Road to the west, Burnhamthorpe Road East to the north, and Dundas Street East to the south. Applewood is a mature neighbourhood well served by schools, parks, and retail amenities, with most of the housing stock being built in the 1960s and 1970s. Applewood's name originated from the area's history as former fruit orchards, and many streets bear the names of its first settler families. The neighbourhood around the site includes apartment neighbourhoods, the Burnhamthorpe Community Centre, Glenhaven Sr. Public High School, St. Sofia School, and Gulleden Park to the north; apartment neighbourhoods along Bloor Street to the east; apartment and low-density residential neighbourhoods to the south; and High Point Mall and Dixie Road to the west.

Existing residential townhouse complexes and apartment buildings are typically concentrated along Bloor Street and Dundas Street East, while low-rise neighbourhoods prevail within the interior. Newer developments along (and adjacent to) the Bloor Street corridor range anywhere from six to 18 storeys in height.

Rathwood-Applewood Community Node

Located ~350 m to the north of the site is the southern border of the Rathwood-Applewood Community Node per the OP. It is one of Mississauga's Mall-based Community Nodes, with a concentration of retail and service commercial uses as a focal point of the community. These amenities are located within a short distance north of the site.

2.4 Surrounding Development Applications

Recent development trends in the surrounding area look to intensify existing apartment sites through infill redevelopment. *Table 1* outlines active development applications within ~2 km of the site.

Table 1: Surrounding development applications

#	Address	~ Distance from site	App Type	Status	Height (storeys)	Units
1	3480 Havenwood Dr & 1485 Williamsport Dr	150 m	OPA, ZBA	Approved	10	154
2	3403-3445 Fieldgate Dr	700 m	OPA, ZBA	Under Review	13, 18, 22	592 (including 12 townhouse units)
3	1315 Silver Spear Rd	800 m	OPA, ZBA	Under Review	9	179
4	1750 Bloor St	850 m	OPA, ZBA	Approved	17	258
5	4005 Hickory Dr	920 m	OPA, ZBA	Approved	3	102
6	1785 Bloor St	950 m	OPA, ZBA	Approved	14	234
7	4070 Dixie Rd	1.0 km	OPA, ZBA	Under Construction	14	248 apartment units; 24 stacked townhouse units
8	1840 to 1850 Bloor St E	1.1 km	OPA, ZBA	Under Review	18, 18	433
9	1225 Dundas St E	1.4 km	OPA, ZBA	Under Review	18	612 apartment units; 30 townhouse units
10	4094 Tomken Rd	1.8 km	OPA, ZBA	Under Review	12, 12	250
11	1000 and 1024 Dundas St E	2.0 km	OPA, ZBA	Under Review	4, 16, 20	543
12	4150 Westminster Pl	2.1 km	OPA, ZBA	Under Review	8	70

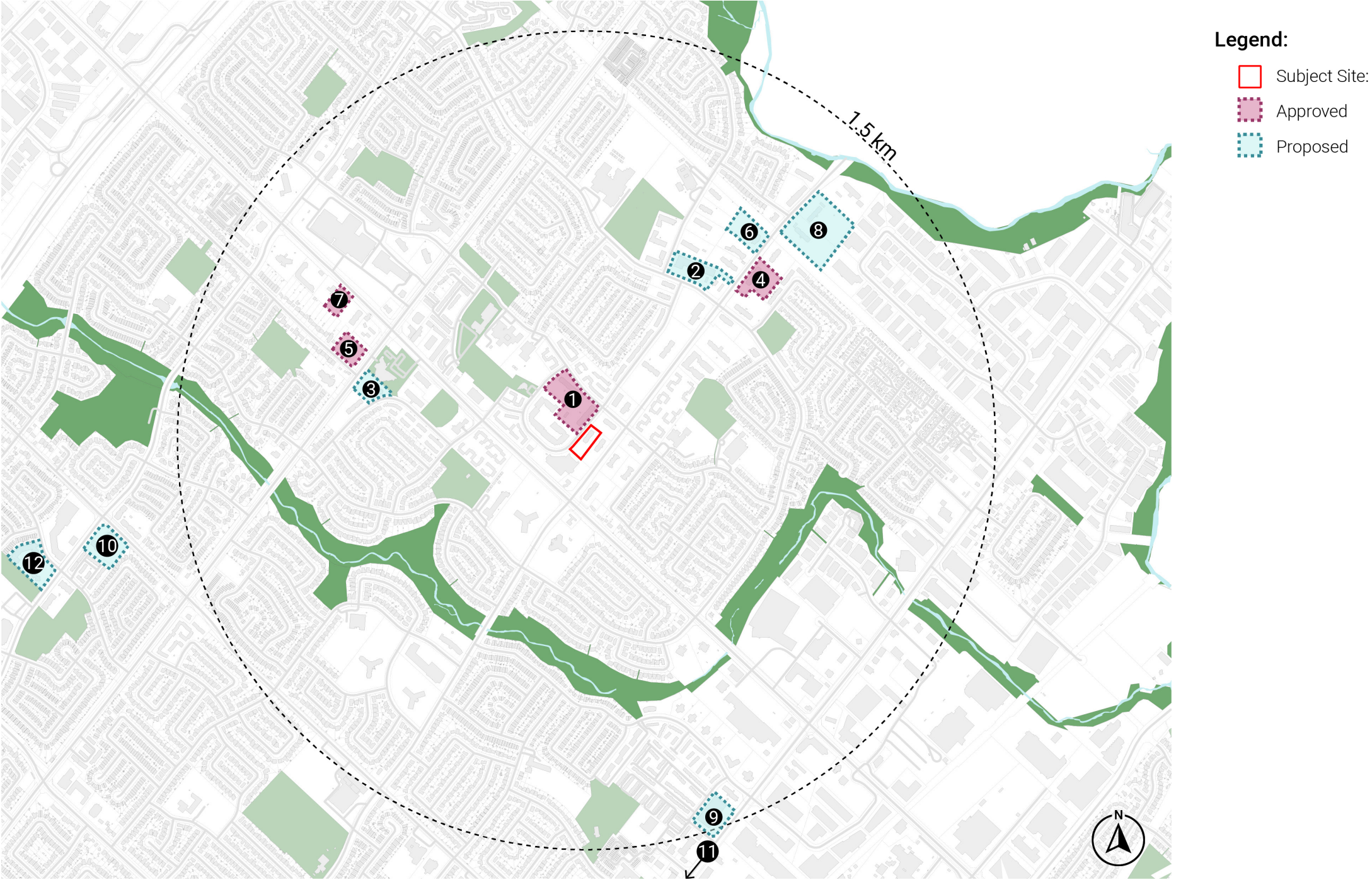


Figure 8 - Surrounding development context

2.5 Transportation Network

The following subsections describe the transportation network that connect the site to other areas of Mississauga and the greater region.

2.5.1 Road Network

Dixie Road runs north-south relative to the site and is identified in the OP as a Regional Arterial. It is six lanes wide with sidewalks on both sides and has a planned right-of-way width of 45 m (OP Schedule 8 - Designated Right-of-Way Widths). Dixie Road has designated right and left turn lanes at its intersection with Bloor Street.

Bloor Street runs east-west and is identified in the OP as a Major Collector (Schedule 5: Long Term Road Network). It is four lanes wide with sidewalks on both sides and has a planned right-of-way width of 30 m (OP Schedule 8 - Designated Right-of-Way Widths). Bloor Street has dedicated left turn lanes at most major intersections in the vicinity of the site.

Havenwood Drive runs north-south relative to the site and is identified in the OP as a Minor Collector (Schedule 5 - Long Term Road Network). It is two lanes wide with sidewalks on both sides and has a right of way width of approximately 25 m. Havenwood Drive has dedicated left turn lanes at its intersection with Bloor Street.

Williamsport Drive is a two-way local roadway adjacent to the site. It has sidewalks on both sides and a right-of-way width of 20 m.

2.5.2 Transit Network

GO Train Service

The Dixie GO Station is ~1.8 km southeast of the site. The station serves the Milton Line GO Train, which runs east in the morning and west in the afternoon between Milton Station and Union Station in Toronto. Dixie GO Station is equipped with bike racks and free surface parking. The MiWay Route 5 Dixie Bus passes outside the station entrance along Dixie Road.

Bus Services

- MiWay Bus Route 3 Bloor runs generally east-west along Bloor Street between City Centre Transit Terminal and Kipling Terminal, with service seven days per week.
- MiWay Bus Route 5 Dixie runs generally north-south along Dixie Road between the Long Branch GO Station and Cardiff Boulevard at Khalsa Drive, with service seven days per week. Approximately 160 m west of the site, Dixie Road is designated a Transit Priority Corridor as per OP Schedule 6 – Long Term Transit Network.
- 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 26 runs generally east-west along Burnhamthorpe Road between South Common Centre and Kipling Bus Terminal, with seven day service per week.
- MiWay Bus Express Route 126 runs generally east-west along Burnhamthorpe Road between the University of Toronto Mississauga and Kipling Bus Terminal in Toronto, with service on weekdays.

2.5.3 Active Transportation Network

The active transportation network surrounding the site is further described below.

- Bloor Street is designated a Primary On-Road / Boulevard Route as per OP Schedule 7 – Long Term Cycling Routes.
- ~70 m west of the site, Dixie Road is designated a Primary On-Road / Boulevard Route (Regional) as per OP Schedule 7 – Long Term Cycling Routes. There is a 2-way curb-protected cycling lane on Dixie Road in the vicinity of the site.
- ~1 km to the east of the site, the East Hydro Corridor Trail 1 runs north-south. The trail is designated a Primary Off-Road Route as per OP Schedule 7 – Long Term Cycling Routes.

- ~800 m to the west of the site, the Little Etobicoke Creek Trail runs north-south. The trail is designated a Primary Off-Road Route as per OP Schedule 7 – Long Term Cycling Routes.

In 2021, the City initiated the Bloor Street Integrated Road Project which proposes various road improvements to the Bloor Street Corridor from Central Parkway East to Etobicoke Creek. The study was approved in June 2023 and is being implemented by the Bloor Street redesign project, which is further described in *Subsection 4.8.1*.

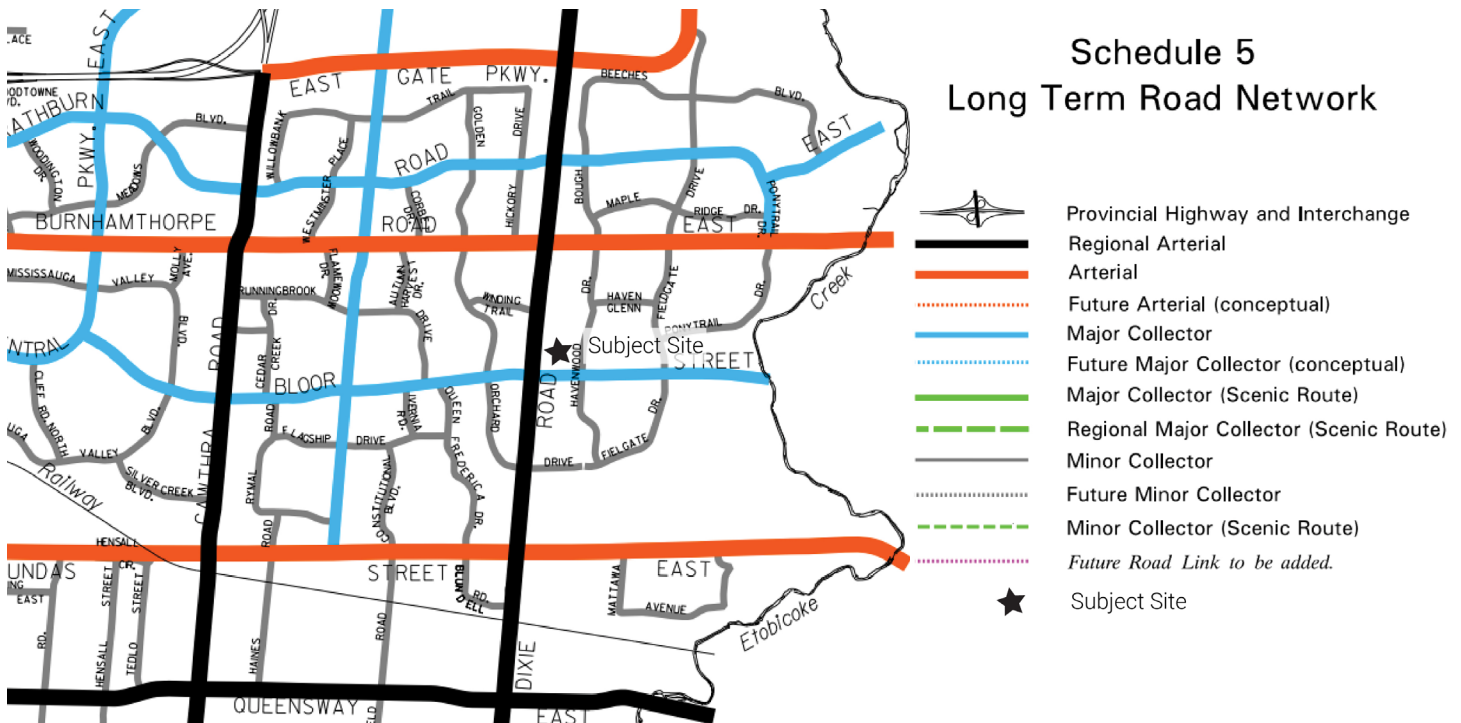


Figure 9 - Mississauga Official Plan - Schedule 5: Long Term Road Network

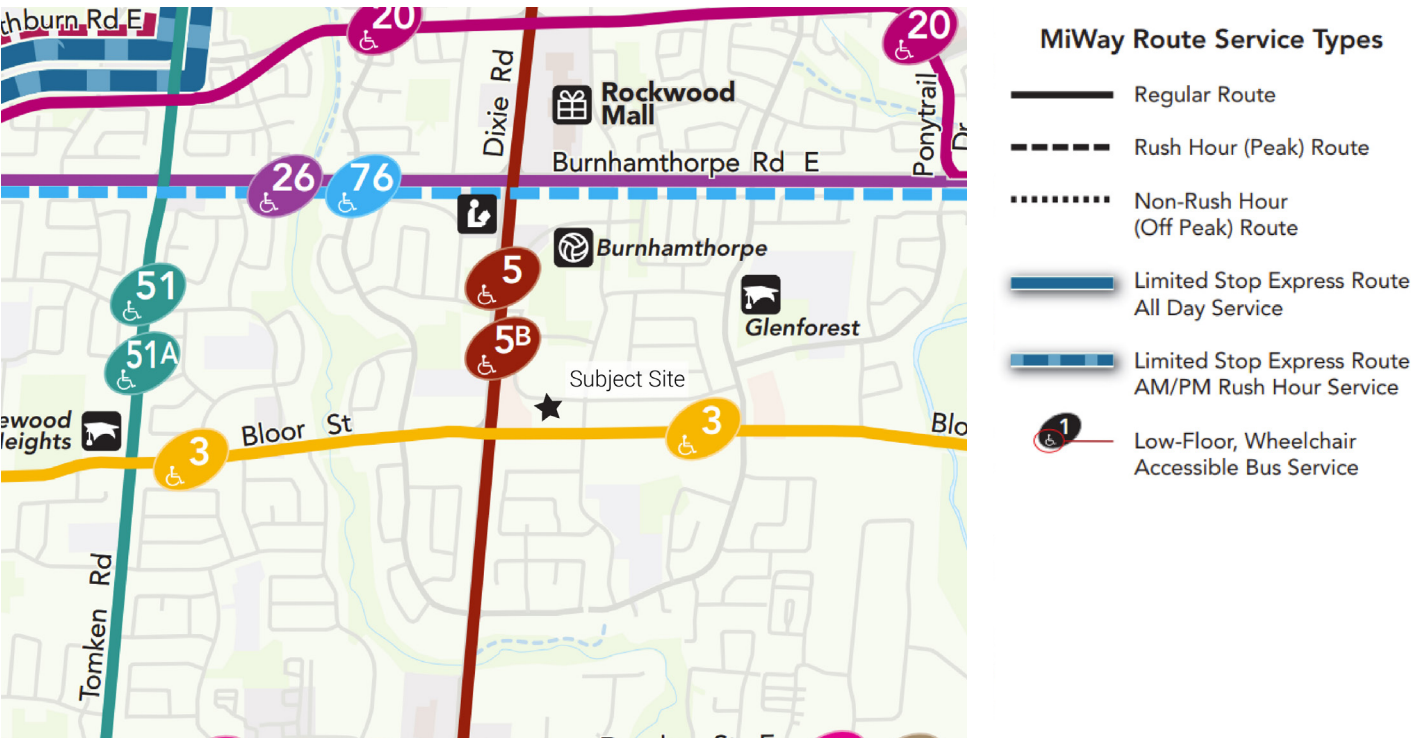


Figure 10 - MiWay System Map - Weekday Map

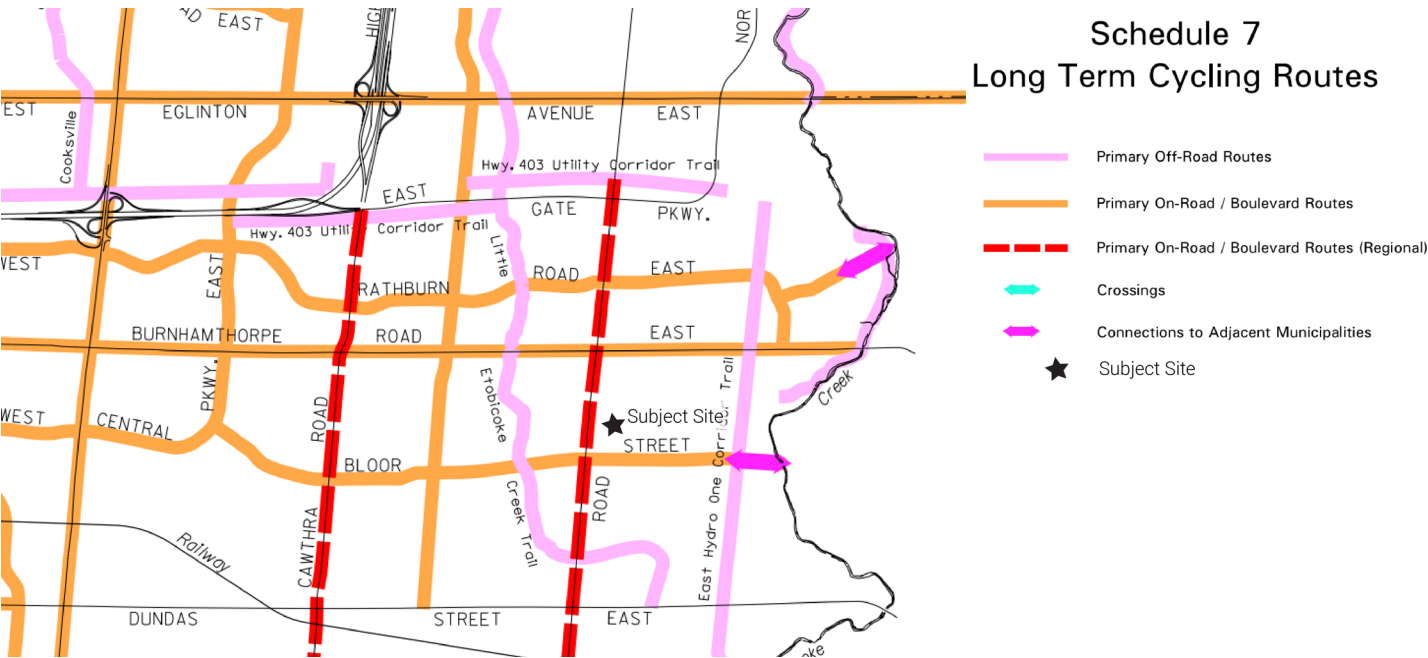


Figure 11 - Mississauga Official Plan - Schedule 7: Long Term Cycling Routes

2.6 Community Facilities and Services

The site is surrounded by a diverse range of community facilities and services which are detailed in *Table 2*.

Table 2 - Nearby community services and facilities (collected August 16, 2024).

Name	Address	~Distance from site	Type
High Point Mall	3415 Dixie Rd	150 m	Shopping mall
Mississauga Williamsport YMCA Child Care Centre	1320 Williamsport Dr	290 m	Day care centre
St. Alfred Separate School	3341 Havenwood D	345 m	School
Educare Children's Centre	1615 Bloor St	350 m	Day care centre
Saint Sofia School	3540 Havenwood Dr	380 m	School
Burnhamthorpe Public School	3465 Golden Orchard Dr	430 m	School
Glenhaven Sr. Public School	3570 Havenwood Dr	485 m	School
Brian W Fleming Public School	3255 Havenwood Dr	520 m	School
Peel Lunch and After School Program (PLASP)	3255 Havenwood Dr	525 m	Day care centre
Our Place Peel	3579 Dixie Rd	535 m	Social services organization
Burnhamthorpe Community Centre	1500 Gulleden Dr	575 m	Community centre
Little Folks Montessori Pre-School	3315 Fieldgate Dr	730 m	Preschool
Fieldgate Medical Centre	3429 Fieldgate Dr	731 m	Medical clinic
Dixie Bloor Neighbourhood Centre	3650 Dixie Rd	789 m	Community centre
Burnhamthorpe Library	3650 Dixie Rd	790 m	Library
Forest Glen Public School	3400 Ponytrail Dr	980 m	School
Glenforest Secondary School	3575 Fieldgate Dr	985 m	School
St. Teresa of Calcutta Catholic Elementary School	1120 Runningbrook Dr	1.0 km	School
Rockwood Mall	4141 Dixie Rd	1.1 km	Shopping mall
Golden Orchard Montessori School	1170 Tynegrove Rd	1.15 km	School
Dixie Public School	1120 Flagship Dr	1.25 km	School
East Mississauga Community Health Centre	2555 Dixie Rd	1.4 km	Medical clinic
Silverhorn Public School	3535 Cedar Creek Dr	2.0 km	School

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3.0 PROPOSAL

3.1 Development Overview

The proposed development includes two 12-storey residential apartment buildings atop a shared six-storey podium and a total of 283 rental units. The existing 53 rental units are proposed to be replaced on-site. Two levels of underground parking are proposed, in addition to diverse amenity areas at the first, second and seventh levels.

Table 3 provides a summary of the project statistics. A more detailed description of the proposal is provided in this section.

Massing and Built Form

Levels 1 to 6: The building base is six storeys in height, and oriented to face Williamsport Drive to the north. The podium streetwall creates a comfortable scale for pedestrians at street level, with the eastern portion of the building set back slightly from the street. The building's main entrance is located centrally to the building. Ground-oriented units line the north and east sides of the building, which include partially covered private outdoor spaces. Landscape buffering has been incorporated along the street line and property lines, with a through walkway that leads to the rear / south end of the site.

At the rear of the building, an exterior courtyard area and landscaping is designed to serve as a visual extension from building interior. The first storey steps out along the south portion of the building, enabling outdoor amenity space and private terraces to be provided at the second level. This 7.3 m stepback serves as a transition to the rear property line / neighbouring apartment building.

On the west side of the building, functions are dedicated mainly to mechanical, parking, storage,

and waste management, which are oriented around the proposed driveway.

Levels 7 to 12: Atop of the podium are two 12-storey buildings serviced by two sets of two elevators and staircases. At the seventh level, a centralized, outdoor amenity area is provided atop the podium which creates ample space between the two building faces. The building floorplates are ~711 m² (east building) and 612 m² (west building) atop of the six-storey podium. A separation distance of 15 m has been provided between the two buildings to consider privacy and to create further articulation of the building massing through slender sections.

The two 12-storey buildings are 39.5 m in height (excluding the mechanical penthouse) and incorporate stepbacks to the north, east and west (six and nine storeys) and south (one-storey).

Generally, setbacks and stepbacks are utilized to minimize the effects of height and shadowing on adjacent properties while creating a less imposing visual scale at street level. The main residential components of both towers are stepped back above the sixth floor podium and further stepped back above the ninth floor, resulting in small building floorplates at the upper levels.

Landscaping and Streetscaping Improvements

Landscape buffers are proposed around all sides of the building. Along Williamsport Drive, a 4.5 m landscape buffer with trees, smaller plantings, and short-term bicycle parking is provided between the sidewalk and property line. To the east, a pedestrian walkway, private outdoor spaces, and landscaping including tree plantings are proposed within the 7.5

Table 3 - Summary of Project Statistics

Site Area	5,880.7 m² (1.45 acres)	
Building Height		
Podium	6 storeys	
Total Height	12 storeys (39.5 m, excluding mechanical penthouse)	
Gross Floor Area (GFA)		
Residential GFA	19,240.7 m²	
Amenity Area Ratio	5.6 m² / unit	
Floor Space Index (FSI)	3.3	
Dwelling Units	283 (100% Purpose Built Rental)	
One-bedroom	38	107 (38%)
One-bedroom + den	69	
Two-bedroom	65	138 (49%)
Two-bedroom + den	73	
Three-bedroom	38 (13%)	
Vehicular Parking Spaces	272 spaces (0.95 spaces / unit)	
Residential	242 (0.85 spaces / unit)	
Visitor	30 (0.10 spaces / unit)	
Bicycle Parking Spaces	260	
Class A	236	
Class B	24	



Figure 12 - Conceptual rendering (Source: BDPQ Architects)

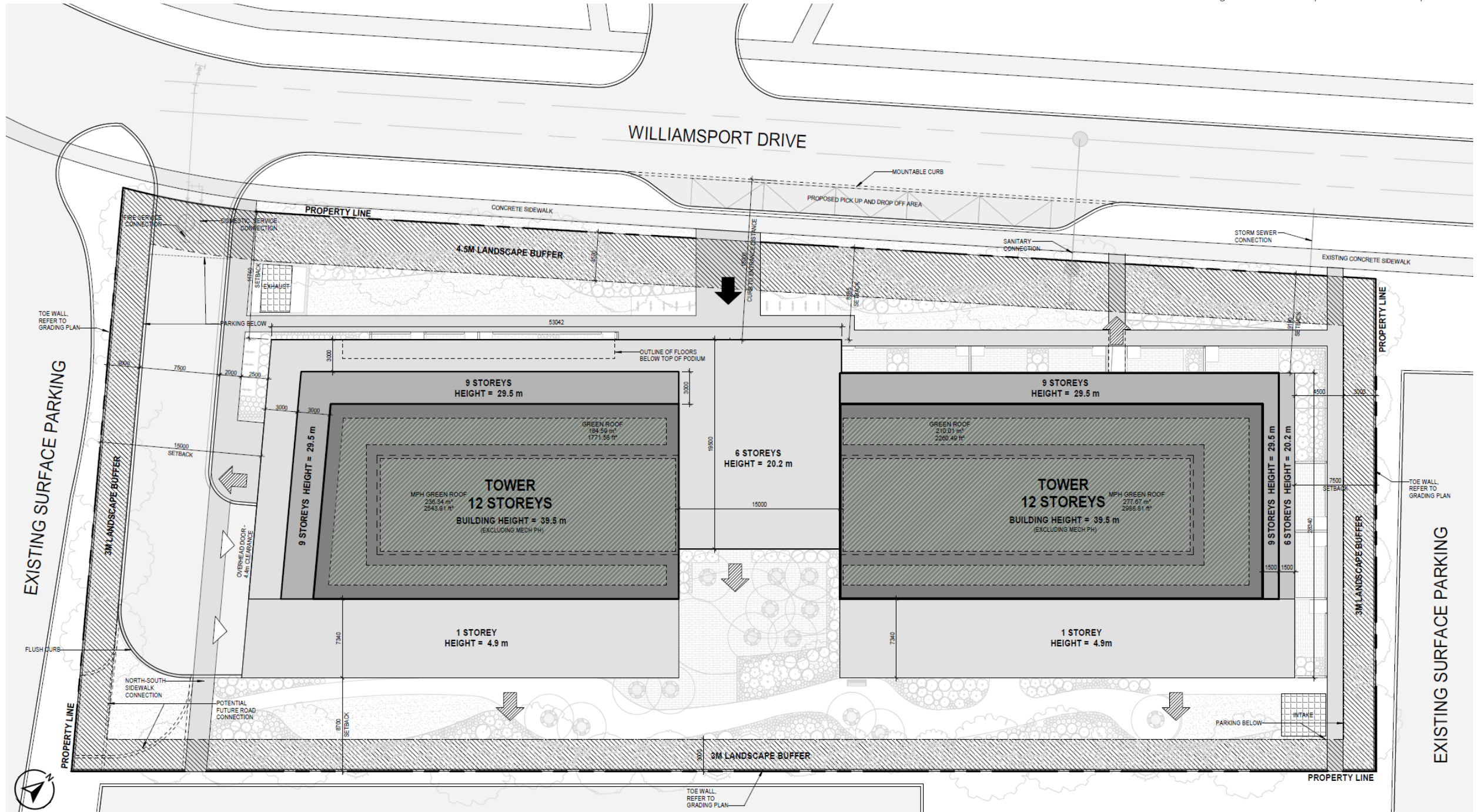


Figure 13 - Site plan (Source: BDPQ Architects)

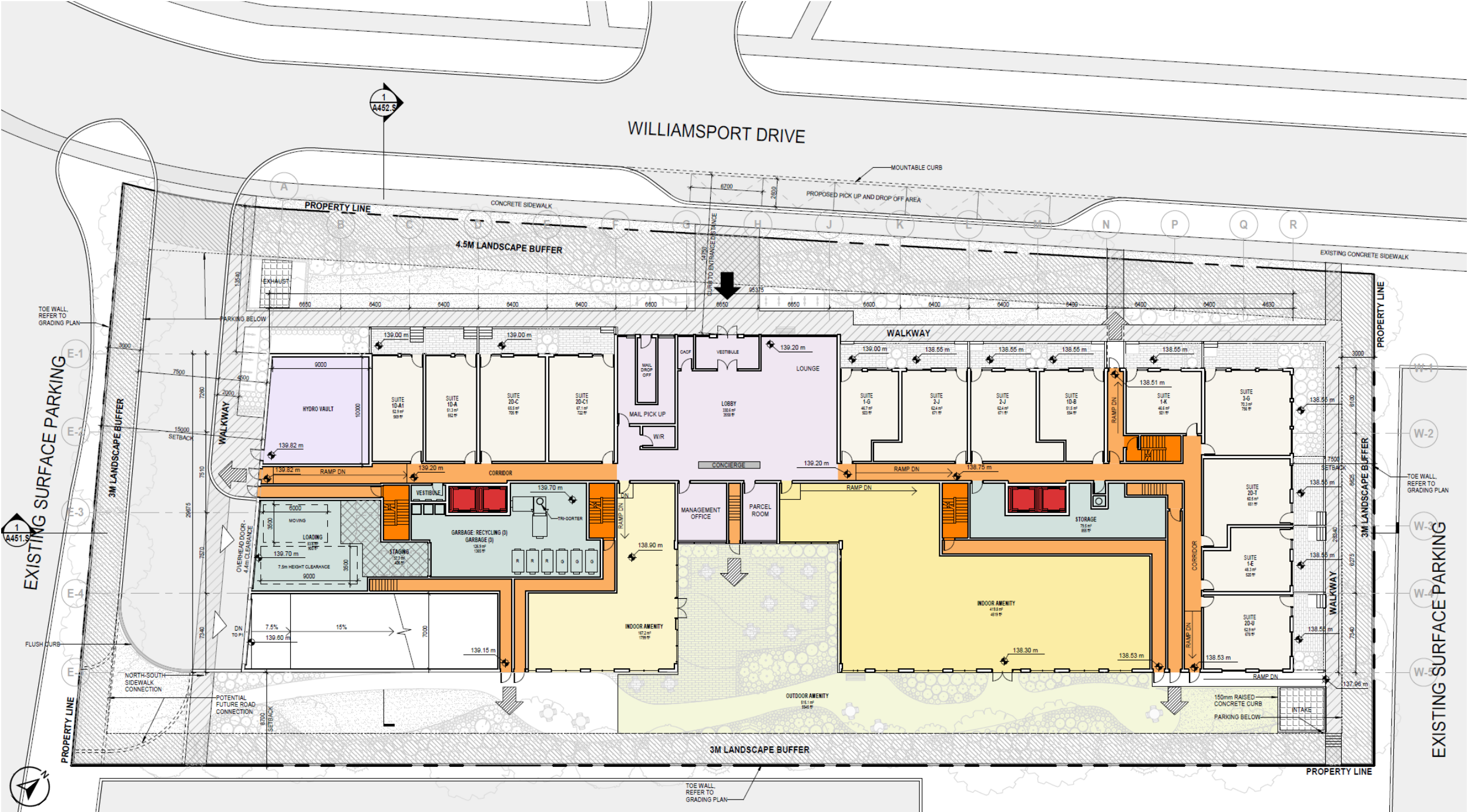


Figure 14 - Ground floor plan (Source: BDPQ Architects)

m setback between the building and the eastern property line. To the south, a 3.0 m landscaped buffer separates the outdoor amenity area from the southern property line. On the west side of the building, a landscaped buffer separates the proposed driveway from the western property line. The proposed driveway to access the underground parking garage and the integrated loading area runs north-south along the west side of the building.

Planted groundcover includes deciduous and coniferous shrubs, perennials, and topsoil with sod. Larger deciduous and coniferous trees are planted along the perimeter of the site. Together, the plantings provide water infiltration, shade, and privacy throughout the year. The composition and configuration of walkways including concrete paving, concrete unit pavers, and river stone create circulation throughout the outdoor areas of the site that also aid in rainwater infiltration.

Amenity Areas, Site Layout, and Pedestrian Circulation

A total of 1,836.5 m² of amenity area is proposed, comprised of 806.1 m² of indoor amenity space and 1,030.4 m² of outdoor amenity space. Outdoor amenity space is proposed at-grade, the second level and seventh level (between the two buildings). Three large indoor amenity spaces are provided in the rear portion of the first level and the southwest portion of the second level.

The building is set back 8.5 m from Williamsport Drive at the front, 8.7 m from the rear property line, 15.0 m from the west property line, and 7.5 m from the east property line. On the west side of the building, a proposed driveway with a public access easement provides pedestrian and vehicular access to entrances on the west side of the building. and west towers. Walkways along the north, east, and west edges of the building create a welcoming pedestrian realm that connects the streetscape with building entrances and amenity areas.



Figure 15 - Landscaping plan (Source: Crozier)

3.2 Required Approvals

The site is designated *Residential High Density* in the City of Mississauga Official Plan. The policies of the *Residential High Density* designation permit a residential apartment similar to the proposed development.

Map 16-2: Applewood Neighbourhood Character Area states the site has a permitted FSI range of 0.5 to 1.2. 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. An OPA is required to permit a proposed height of greater than what exists and a density greater than an FSI of 1.2.

The site is zoned *Residential Apartment* with an exception (RA2-40) in Zoning By-law 0225-2007. This zoning permits residential apartment uses but restricts density to a maximum FSI of 0.8. The zone further restricts maximum height to 26.0 m and eight storeys, and requires a minimum landscaped area of 40% of the lot area.

A ZBA is required to permit the proposed development on the site, including the proposed building height, density, and performance standards. The proposed zone is RA2-XX.

53 rental apartment units currently exist on the site. As such, a Section 99.1 Permit to demolish a residential rental property is required under the Rental Protection By-law 0121-2018. The 53 existing units are proposed to be replaced, and will be incorporated on-site as part of the redevelopment.

3.3 Public Consultation

The public consultation approach will follow regulations outlined in the *Planning Act* and City of Mississauga OPA and ZBA processes. On January 14, 2025, a Councillor-led community meeting took place prior to the OPA/ZBA application being filed. A summary of this meeting is provided a Community Meeting Report, provided as part of this submission.

Stakeholders and the public will be engaged throughout the development process, and the Applicant will adhere to all statutory requirements. All application materials will be made available both online and in-person, and an application notice sign will be posted on the site and updated throughout the development process. The Applicant will continue to work closely with City staff and the local Councillor regarding any questions or comments received by members of the public

As detailed further in *Section 4.7*, tenant engagement will be undertaken concurrently with this development application in accordance with provisions laid out in Mississauga's Rental Housing Protection By-law 0121-2018. Notice of a Section 99.1 Permit application will be provided to tenants no later than 14 days after the submission of this development application and will include education and consultation details. A proposal for tenant engagement outlining a consultation and education strategy will be included in the Section 99.1 Permit application.

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4.0 POLICY AND REGULATORY CONTEXT

4.1 Overview

The following sub-sections provide an overview of provincial and municipal planning policies, regulations and relevant documents that apply to the site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement 2024, conforms to the Region of Peel Official Plan (2021 Consolidation) and the City of Mississauga OP (August 7, 2024 Consolidation).

4.2 Planning Act

The Planning Act R.S.O. 1990, c. P.13 (*Planning Act*) is the legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the 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 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 services;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,
- (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.

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

The proposed development addresses matters of provincial interest as it makes efficient use of transportation, sewage, water, and waste management services in place in proximity to the site. The site is well served by transit, and is close to nearby services including schools, childcare, libraries, and retail and commercial opportunities. Intensification of the site is appropriate and would contribute to the creation of a greater range of housing, including new rental housing, to support complete community development.

4.3 Provincial Planning Statement 2024

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

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

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

The PPS encourages the development of a range and mix of housing options and densities to meet

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

The PPS states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including major transit station areas. Policy 2.3.3 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.

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.

The proposed development advances the Province's vision for housing by adding a range of one to three-bedroom rental units to the housing stock within an urban settlement area, making efficient use of existing transit, infrastructure, and public amenities.

The proposed development increases the City's housing stock and contributes to a complete community by offering a range of housing choices. The site is located within an existing settlement area within the *Urban Boundary* in the established neighbourhood of Applewood, where schools, transit and active transportation routes, community services, and retail and commercial opportunities are abundant.

While the site is not located within a Strategic Growth Area, this proposal seeks to intensify a site that is designated a *Residential High Density* area in the City OP, making more efficient use of land that has adequate infrastructure and servicing in place. As discussed in Section 2.5, the site is well served by transit and active transportation opportunities. The area in proximity to the site has received investments that have created a system of municipal services, transportation opportunities, and utilities that can accommodate additional residents. Intensification of the site utilizes infrastructure already in place.

The proposed development is consistent with and meets the intent of the PPS 2024. The site is located within the built-up area and is specifically targeted to accommodate infill development. The proposed development embodies compact and efficient land use patterns which promote the use of transit and active transportation. The additional rental units and rental replacement units will help diversify the supply of housing while protecting affordability.

4.4 Region of Peel Official Plan

The Region of Peel Official Plan, April 2022 (ROP) was adopted by Regional Council on April 8, 2022 and received ministerial approval with 44 modifications on November 4, 2022. Bill 150, the *Planning Statute Law Amendment Act, 2023* was enacted on December 6, 2023, which reversed most of the original modifications. On May 16, 2024, Bill 162, the *Get It Done Act, 2024*, which reinstated 18 modifications, received royal ascent, resulting in a net total of 27 modifications to the adopted ROP. This report considers the up-to-date version of the ROP that reflects Bill 150 and Bill 162.

Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* received royal assent on June 6, 2024. It



includes changes to the *Planning Act* first introduced through Bill 23, the *More Homes Built Faster Act*, 2022. Among the changes, planning policy and approval responsibilities are removed from some upper-tier municipalities, including the Region of Peel (the Region). As of July 1, 2024, the ROP is a plan of local municipalities including Mississauga. The City of Mississauga is required to implement and ensure applications conform to the ROP. The Province is now the approval authority for certain Official Plan Reviews and amendments under the *Planning Act*, whereas these were previously the responsibility of Peel Region.

The ROP guides growth and development in the Region. The ROP seeks to provide a long-term, holistic approach to planning that guides development while protecting the environment, managing resources, and outlining a regional structure that manages growth effectively and efficiently.

This section outlines parts of the ROP that contain policies relevant to the development of the site.

Table 3 in Section 4.3 of ROP outlines population, households, and employment forecasts for Peel Region. 2041 forecasts for Mississauga anticipate a population of 921,000 people, 320,000 households, and 565,000 jobs.

Chapter 5 of the ROP contains broad planning goals, objectives, and policies to support the development of complete communities and respond to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in the Region. These communities will be connected by a multi-modal transportation

system and provide efficient use of land, public services, and infrastructure (Section 5.2).

According to ROP Schedule E-1 – Regional Structure, the site is within the Urban System. Policy 5.3.1 states:

“Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.”

The site is within the Urban System, where the majority of growth is directed by the ROP. The proposed development will leverage existing infrastructure and transit investments by intensifying an underutilized site.

Policies in Section 5.4 of the ROP direct Growth Management within the Region. Policies include:

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

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

5.4.18.10 “Facilitate and promote intensification.”

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

5.4.18.12 “Require that between 2021 and 2051, a minimum of 55 per cent of the Region’s residential development occurring annually to be located within the Delineated Built Boundary.”

Section 5.6 of the ROP contains policies for the Urban System within the Region. Policies pertaining to the site include:

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

- b) support pedestrian-friendly and transit-supportive urban development;
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;

Section 5.9 of the ROP contains policies for housing within the Region. Policy 5.9.17 states:

“Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.”

The proposed development is within the Built-up Area and Urban System. The proposal contemplates infill intensification of an underutilized site in a compact built form as part of a complete community. The

proposal also enhances the rental housing supply within the Region, and replaces the existing rental units on-site through the redevelopment.

Section 5.10 contains policies relating to the regional transportation system. ROP Schedule F-1 designates Dixie Road as an Other Rapid Transit Corridor. Policy 5.10.34.5 supports transit-supportive development densities and patterns in key areas, particularly along rapid transit corridors, at designated nodes, near GO rail stations and transportation hubs, and within Urban Growth Centres, strategic growth areas, and Major Transit Station Areas, consistent with local official plans and the direction in the latest provincial plans.

The proposed development increases densities near Dixie Road, a designated Rapid Transit Corridor, helping to generate ridership, promote transit use, and protect the viability of the transit investments.

The proposed development is within a settlement area and within the Urban System, where the ROP directs future growth. A diversity of residential unit types and rental replacement is proposed on a large site that is steps to the Dixie Road corridor, in line with the principles and objectives for housing and complete communities in the Region.

The proposed built form is compact and reflects transit-oriented density within an area that benefits from existing and planned transit service. For the reasons outlined above, it is our opinion that the proposed development and OPA/ZBA application conform to the policies of the ROP.

4.5 City of Mississauga Official Plan

The City of Mississauga Official Plan (OP) was adopted by City Council on September 29, 2010, and partially approved by the Region on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal). This Section refers to the March 4, 2024 office consolidation, including appeal decisions and Council-approved amendments.

The *Planning Act* requires the 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 OP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the city's long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth until 2051, incorporate new provincial legislation and regulations, policy initiatives, and plans, and consider new trends ideas and policy implications.

This Section outlines chapters of the City OP that contain policies relevant to the development of the site.

Chapter 4 – Vision

Chapter 4 of the OP sets out guiding principles for the growth and development of the City. The guiding principles include providing a wide range of housing, jobs, and community infrastructure resources so that they are available to meet the needs of the community through all stages of life. The City will support the creation of distinct, vibrant, and complete communities (Section 4.4).

To achieve the objectives of its guiding principles, the OP focuses growth within locations supported by higher order transit, higher densities, pedestrian-oriented development, and community infrastructure, service and facilities. (Section 4.5).

The OP promotes the creation of complete communities that are healthy, vibrant, and provide residents with a range and diversity of housing types and mobility choices; the ability to maintain a healthy, safe, and active lifestyle; access to close-by daily needs; and a sense of community belonging. Complete communities in Mississauga will be achieved through the promotion of an urban environment that supports public health and active living.

The proposed development helps to implement the vision of the OP. The proposed infill of the site will support renewal of the rental housing stock, facilitate appropriate growth near transit and existing infrastructure, and encourage the creation of a complete, pedestrian-oriented community.

Chapter 5 – Direct Growth

The site is within a Neighbourhood within the City Structure as per OP Schedule 1 – Urban System, and within the Applewood Character Area. Applewood is a historic neighbourhood with a mix of housing options offered through detached, semi-detached, townhouse and apartment dwellings. Apartments are mostly located close to the arterial and major roads, offering housing options for households of various lifestyles and economic needs.

A core principle of the OP is to preserve the character of stable residential *Neighbourhoods*, although consideration is given to higher density uses where appropriate. 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 5.3.5.3 states “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.”

Policy 5.3.5.5 states “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.”

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

The site is designated as *Residential High Density* and the proposal contemplates a compatible built form that keeps with the existing character of the higher-density Applewood apartment neighbourhood. The site is currently occupied by a six-storey apartment building, with the current zoning by-law permissions allowing for up to eight storeys. The proposed infill of the site represents a modest increase above the current zoning permissions and is supported by OP policy that promotes the efficient use of land and growth near transit.

Chapter 6 – Value the Environment

The OP seeks to contribute to the health of the natural environment, within policies intended to protect the natural environment against the effects of climate change. Communities are planned to be environmentally sustainable and designed to encourage sustainable lifestyles (Policy 6.2.2).

This proposal includes a Functional Servicing and Preliminary Stormwater Management Report that outlines strategies taken to manage stormwater on-site. The report is further detailed in Section 5. The proposal will have no adverse impacts on the surrounding environment, as indicated by the Phase One Environmental Site Assessment. Further, the proposal contemplates generous landscaping throughout the site, including large trees, coniferous and deciduous bushes and shrubs, and grassy areas that preserve and enhance the greening of the area. A proposed underground stormwater retention tank would reuse rainwater for irrigation. Green roof treatments and permeable surfaces further improve the site’s water retention. To improve the site for outdoor recreation, new walkways will promote circulation throughout the site.

Chapter 7 – Complete Communities

The housing stock of Mississauga is generally geared towards families with children, and is relatively new, being built in the last three to four decades. The OP expects that most future housing stock additions will be in higher density forms, especially apartments, due to the diverse population the City hopes to attract (Policy 7.2).

Policy 7.2.1 states “Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.”

Policy 7.2.2 states “Mississauga will provide opportunities for:

- a) the development of a range of housing choices in terms of type, tenure and price;
- b) the production of a variety of affordable dwelling types for both the ownership and rental markets;”

The proposed development conforms to and implements complete community policies of the OP by providing a range of housing options and the replacement of the existing rental units, in keeping with Mississauga's Rental Replacement By-law 0121-2018.

Chapter 8 – Create a Multi-Modal City

Mississauga's transportation system is becoming more multi-modal to support more sustainable communities. The transportation system continues to evolve to offer more opportunities for carpooling, transit, and active transportation choices. Chapter 8 of the OP provides policies for creating a multi-modal transportation system that supports compact, complete communities. The transit network will be supported by compact, pedestrian oriented, mixed use land development in nodes, mobility hubs, and along Corridors (Section 8.2.3).

The site is situated in close proximity to the long term cycling, transit, and road networks that form the City's transportation system. The site will have access to increased active transportation infrastructure in the coming years when the cycling lanes associated with the Bloor Street Integrated Road Project are constructed. Schedule 7: Long Term Cycling Routes (Figure 11) identifies Dixie Road, Bloor Street, and Burnhamthorpe Road as Primary On-Road / Boulevard Routes (Dixie Road is Regional).

The site is in proximity to the Little Etobicoke Creek Trail and East Hydro One Corridor Trail, which are Primary Off-Road Routes. Schedule 6: Long Term Transit Network identifies the site as being in the vicinity of the Transit Priority Corridor along Dixie Road (Figure 16). The proposed development will promote use of these active transportation facilities.

The site is also within walking distance of a variety of community facilities, and commercial, retail and service uses along Dixie Road and Bloor Street. The surrounding mix of uses and the availability of transit, cycling, trails and pedestrian infrastructure will allow future residents to access their daily needs without a vehicle.

Section 8.4 of the OP contains policies related to parking. Parking is recognized as being able to influence travel behaviours. Policy 8.4.3 states:

"Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- c. traffic generation; and
- d. impact on the surrounding area."

A parking reduction has been proposed for the site at a combined parking rate of 0.95 spaces per unit, for a total of 272 parking spaces. The proposed parking rate is consistent with recently approved developments in the area that have the same levels of transit service and traffic generation. The proposed parking supply is outlined in the Transportation Impact Study and Parking Justification Study in support of the proposed development. The study concludes that proposed parking rate is sufficient to service the site and has good access to nearby bus routes and multi-modal networks.

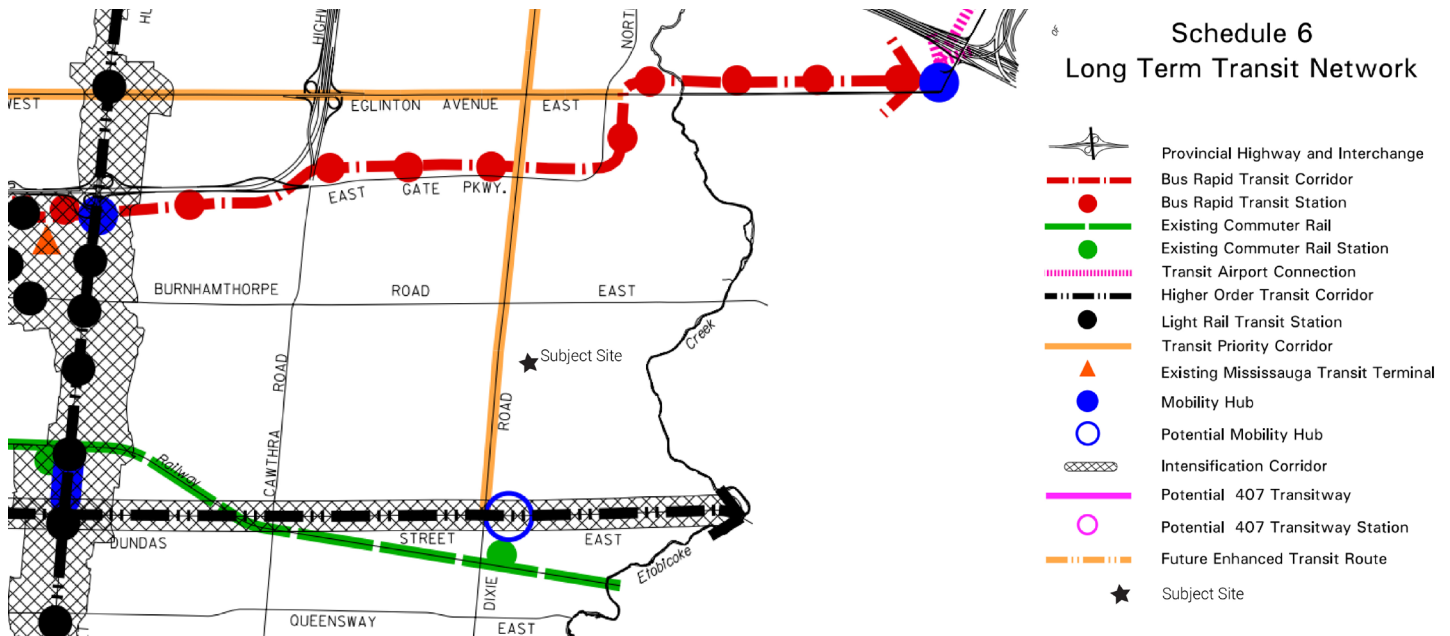


Figure 16 - Mississauga Official Plan - Schedule 6: Long Term Transit Network

Chapter 9 – Build a Desirable Urban Form

Section 9 of the OP outlines urban design priorities that achieve a sustainable urban form for Mississauga. Established residential *Neighbourhoods* will be protected and strengthened through infill and redevelopment that is compatible with the existing or planned character. Appropriate infill will help revitalize communities by replacing aged buildings, developing underutilized lots, and by adding a variety of building forms and tenures that fit within the existing urban context and minimize undue impacts on neighbouring properties. Policy 9.1.3 states “Infill and redevelopment within Neighbourhoods will respect the existing and planned character.”

An integral component of the City's urban form is creating an attractive, comfortable and functional public realm that considers matters such as the layout of blocks and streets, views, and open spaces. How one navigates and moves through these elements is critical to the functioning and enjoyment of the public

realm. Ensuring various modes of transportation are supported and connected to a broader system is critical to the movement of goods and services throughout the City and Region.

Policy 9.1.9 states “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 proposed infill development is within an existing built-up area that has a variety of commercial and community amenities within proximity to the site. With this, ample pedestrian opportunities exist including sidewalks along Williamsport Drive, Havenwood Drive, Bloor Street and Dixie Road. A proposed driveway access has been proposed on the west portion of the site, with the potential to extend to Bloor Street in the future should neighbouring sites redevelop in the future. This provides opportunities for a new mid-block connection and enhances porosity of the existing

urban fabric. Multi-modal access to the site is further promoted through pedestrian walkways and short and long-term bicycle parking.

On a broader scale, the site is ~1 km away from the Little Etobicoke Creek Trail and the East Hydro Corridor Trail, two Primary Off-Road Routes. Together, these cycling routes situate the site within a well-served section of Mississauga's active transportation network.

The City's desired urban form will take time to achieve and will be supported by development that respects the City's urban hierarchy, applies sustainability practices, is contextually sensitive, promotes accessibility and safety, and is designed with excellence (Policy 9.1.10). Policy 9.1.13 states "Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design."

The proposed development is designed to accommodate a range of low impact development features including stormwater retention, pedestrian and cycling comfort, efficient facade design, and underground parking.

Section 9.2 contains policies related to City pattern. As discussed, the site is located within the Applewood Neighbourhood which is considered to be a non-intensification area. However, development that does occur within Neighbourhoods must be sensitive and respectful toward the existing and planned character and should be directed to corridors.

Policy 9.2.2.3 states "While new development need not mirror existing development, new development in Neighbourhoods will:

- a. respect existing lotting patterns;
- b. respect the continuity of front, rear and side yard setbacks;

- c. respect the scale and character of the surrounding area;
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate stormwater best management practices;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area."

The proposal contemplates a height of 12 storeys on a sizable, underutilized site. The proposed building maintains the scale of existing and proposed developments in the vicinity as discussed in Section 2 of this report. The proposal warrants an exception to the "general" exclusion of tall buildings due to its proximity to a mix of uses and the Dixie Road and Bloor Street corridors, in addition to its *High Density Residential* land use designation.

As per the Urban Design Study, Shadow Study, and Pedestrian Level Wind Study, 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 introduce new landscaping, trees and on-site amenities, and is respectful toward its surrounding built context. Proposed stormwater management strategies include a new 300 mm diameter storm service with a connection to the existing 600 mm diameter storm sewer on Williamsport Drive; grading to support proper site drainage; and the provision of a stormwater tank located on the P1 level.

Section 9.4 contains policies focused on connectivity through a coordinated approach to urban design, land use and transportation planning. Development should seek to improve connections and accessibility

for a wide range of transit users and people of different ages, abilities and backgrounds. Policy 9.4.1.3 states “Development will support transit and active transportation by:

- a. locating buildings at the street edge, where appropriate;
- b. requiring front doors that open to the public street;
- c. ensuring active/animated building façades and high quality architecture;
- d. ensuring buildings respect the scale of the street;
- e. ensuring appropriate massing for the context;
- f. providing pedestrian safety and comfort; and
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.”

The proposed development frames and activates the streetscape along Williamsport Drive. The building’s façade and primary residential entrance is located centrally within the podium fronting Williamsport Drive. The building’s scale, massing and facade articulation is designed with sensitivity towards the surrounding context. Pedestrian connections and bicycle parking facilities provide multi-modal options to future residents and visitors (noting there are currently no cycling facilities on-site).

Section 9.5 contains policies that guide site development and building characteristics. Policy 9.5.1.1 states “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.”

Policy 9.5.1.2 states: “Developments should be compatible and provide appropriate transition to

existing and planned development by having regard for the following elements:

- a. Natural Heritage System;
- b. natural hazards (flooding and erosion);
- c. natural and cultural heritage features;
- d. street and block patterns;
- e. the size and configuration of properties along a street, including lot frontages and areas;
- f. continuity and enhancement of streetscapes;
- g. the size and distribution of building mass and height;
- h. front, side and rear yards;
- i. the orientation of buildings, structures and landscapes on a property;
- j. views, sunlight and wind conditions;
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- l. privacy and overlook; and
- m. the function and use of buildings, structures and landscapes.”

Policy 9.5.1.9 states “Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.”

As per the Urban Design Study, Shadow Study, and Pedestrian Level Wind Study, the proposal provides appropriate transitions to existing and planned development in the vicinity. The building design gives regard to continuity and enhancement of streetscape, the character of the area, the size and distribution of building mass and height, views,

sunlight, wind conditions, privacy and overlook. Further, integration with surrounding land uses and the public realm is achieved by ensuring adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.

Chapter 11 – General Land Use Designations

Chapter 11 contains policies for the different components of the City's Urban System, categorized as General Land Use Designation. The site is within the Neighbourhoods per Schedule 1b – Urban System – City Structure and is designated *Residential High Density* in Schedule 10 – Land Use Designations. Policy 11.2.5.6.a states that apartment dwellings are a permitted use on lands designated *Residential High Density*.

The application proposes to redevelop the site with two 12-storey apartment buildings, which is a permitted use within lands designated *Residential High Density* within the *Neighbourhoods* element of the Urban System.

Chapter 16 - Neighbourhoods

The OP identifies 23 Neighbourhood Character Areas across the City, of which the site is located in the Applewood Character Area. Policy 16.1.1.2 states: "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 hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan"

The site is located within an apartment neighbourhood where the existing and planned context includes high-rise apartment buildings. The proposed 12-storey buildings are in keeping with the existing character of the area. In addition, given the large site size, appropriate transitions have been provided through the use of setbacks to adjacent properties and landscaped buffers around the edges of the property.

Section 16.2 contains policies for the Applewood Neighbourhood Character Area (*Figure 17*). According to Map 16-2 in Section 16.2, the site is within the Applewood Neighbourhood Character Area and has a FSI range of 0.5-1.2. Section 16.2.2 contains policies for land use within the Applewood Neighbourhood Character Area, including Policy 16.2.3.1: "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."

The immediate surroundings are predominantly characterized by mid-rise and taller apartment buildings. The proposed 12-storey building height is in keeping with the established character of the area and is appropriate given the large site size, the pressing demand for additional rental housing, and its proximity to transit and other municipal infrastructure.

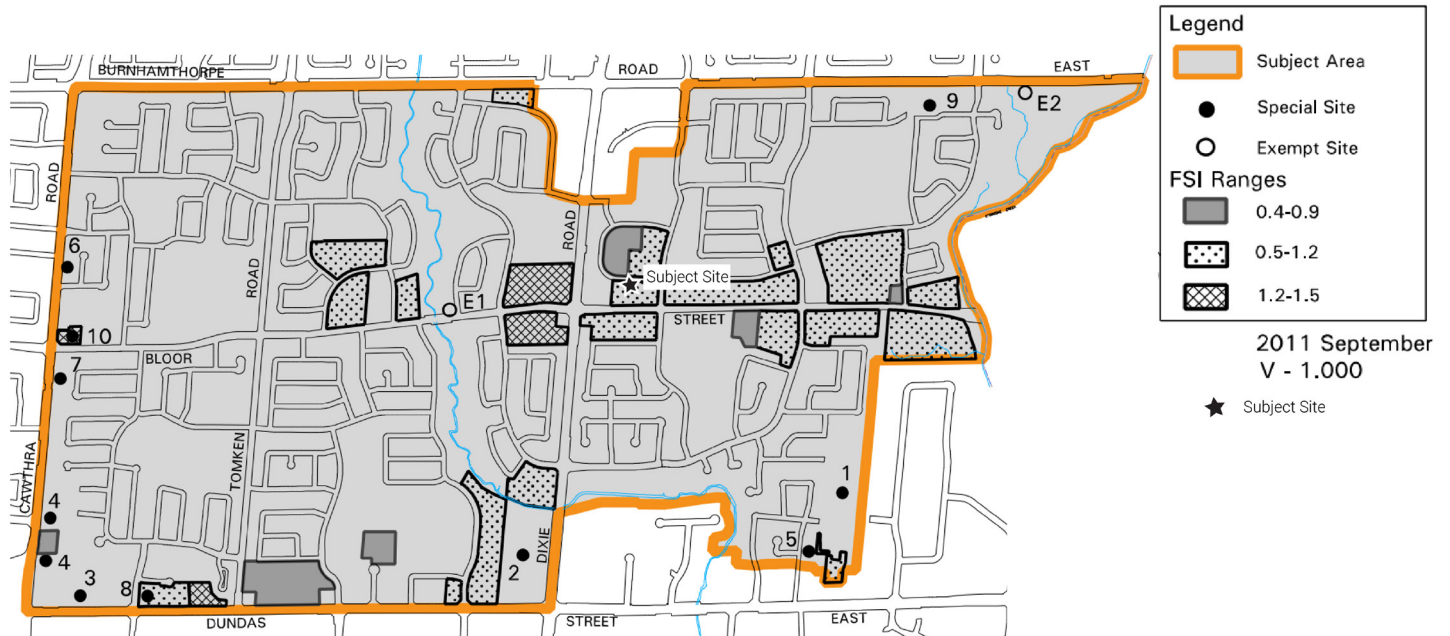


Figure 17 - Site within the Applewood Neighbourhood Character Area

4.5.1 Official Plan Amendment

The site is designated as *Residential High Density* in the OP, which supports the proposed use and form. The proposed building height of 12 storeys (45.5m) and density of 3.3 FSI are not permitted under the existing policy framework for the *Applewood Neighbourhood Character Area*. An OPA is required to permit an increase in height and density. The Draft Official Plan Amendment is found in *Appendix B*).

The proposed development conforms to the policies of the OP, specifically with respect to those related to intensification, growth, housing and complete communities. The proposal fits well within the existing apartment neighbourhood context and provides appropriate transition to nearby uses.

The proposed development upholds the vision of the Applewood neighbourhood in keeping with the character of the higher-density apartment neighbourhood, and provides additional purpose-

built rental housing to support the City's diverse population. The proposal intensifies an area designated for high density residential uses and with sufficient infrastructure capacity to accommodate growth. The proposal advances the City's goals for environmental protection by incorporating sustainable building design strategies, promoting the efficient use of the land, and enabling residents with opportunities to rely on transit, cycling and walking instead of a private automobile.

It is our opinion that the proposed development and the associated OPA and ZBA conform to the policies of the OP and achieve good planning.

4.6 City of Mississauga Zoning By-law 0225-2007

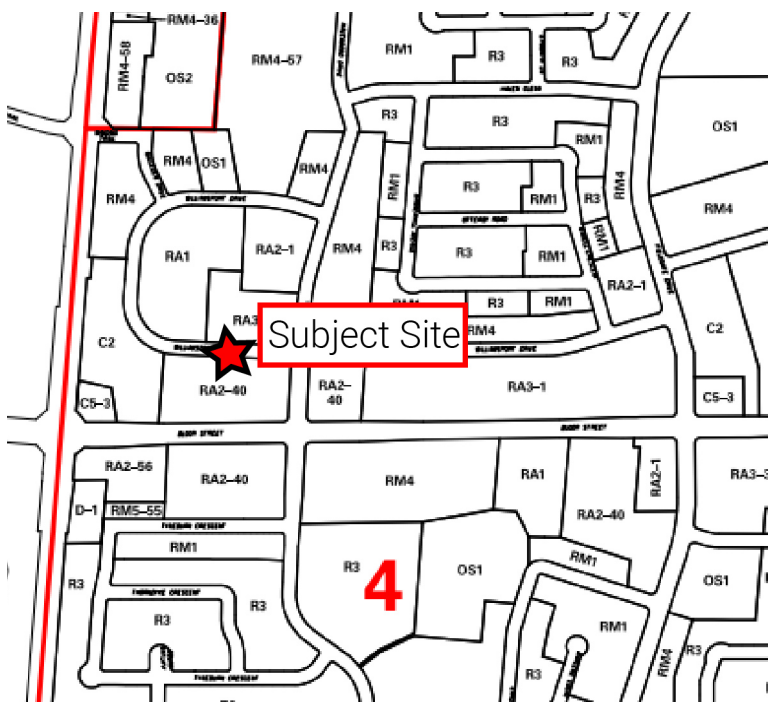
City of Mississauga Zoning By-law 0225-2007 implements OP policies and development directions. The Zoning By-law was enacted and passed on June 20, 2007. The site is zoned *Residential Apartment* with an exception (RA2-40) (Figure 18).

The *Residential Apartment* Zone permits apartments, long-term care buildings, and retirement buildings up to a maximum height of 8 storeys and 26.0 m. Exception 40 to the RA2 zone permits a minimum density of 0.5 FSI and a maximum density of 0.8 FSI. A ZBA application is required to permit a modest increase in additional height (4 storeys) and a related increase in density.

4.6.1 Zoning By-law Amendment

While the proposed residential uses are permitted under the Zoning By-law, a ZBA is required to address the proposed building height, density, parking provisions and other performance standards. The Draft Zoning By-law Amendment is found in *Appendix C*.

The proposed Zoning By-law Amendment promotes efficient development within a high-density area. The proposed amendment permits intensification of an underutilized site within an area with sufficient servicing capacity. The proposal will create new rental housing, replace existing rental units, and provide enhanced indoor and outdoor amenity spaces for residents.



- Parking Precinct
- Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

★ Subject Site

Zoning Map 19

Schedule "B" To
By-law No. 0225-2007

Figure 18 - Zoning By-law 0225-2007 - Map 19 Schedule B

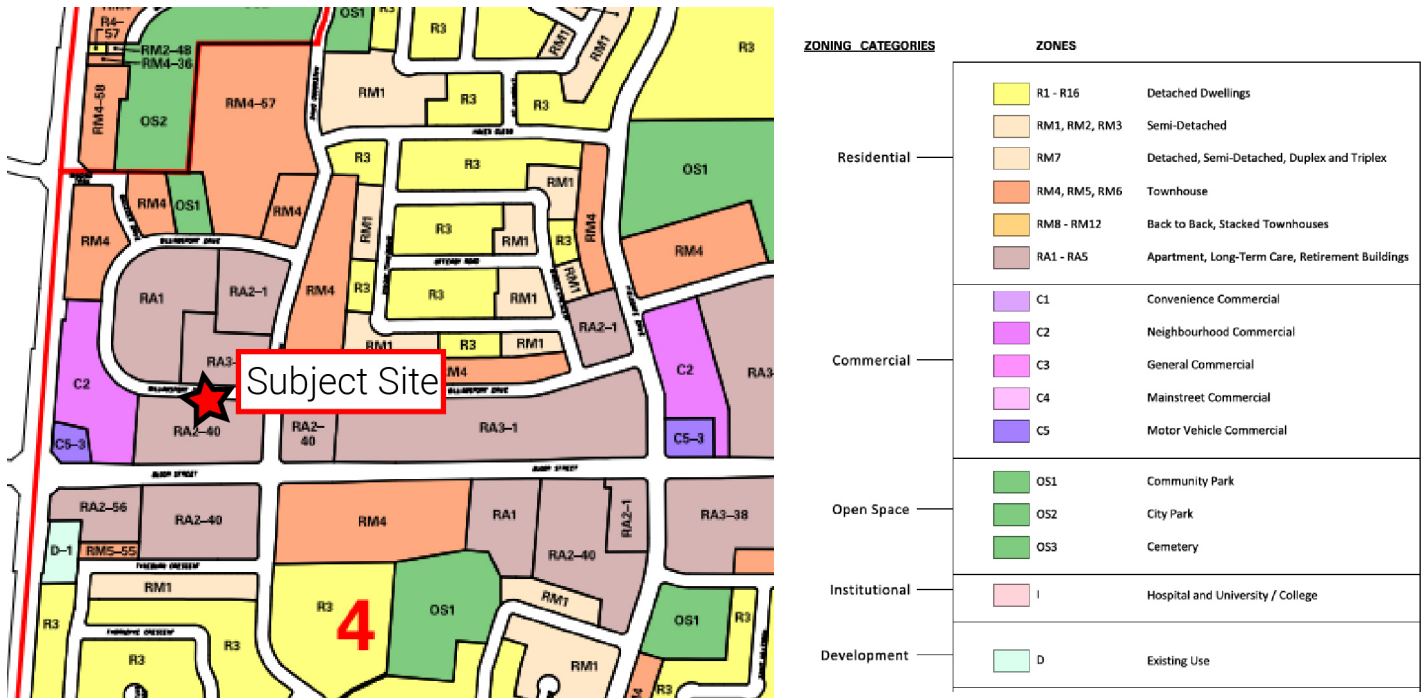


Figure 19 - Zoning By-law 0225-2007 - Map 19 Schedule B

4.7 City of Mississauga Rental Housing Protection By-law 0121-2018

Rental Housing Protection By-law 0121-2018 was created to protect Mississauga's rental housing stock. The By-law was approved by Council in June 2018, and is now in effect. Under Section 4 of the By-law, demolition of a residential rental property is only allowed if a Section 99.1 Permit has been issued.

By-law 0121-2018 applies to the proposed development as the following conditions are met:

- There are six or more existing purpose-built rental units on the site
- The City's vacancy rate is above 3% (as reported by CMHC)
- Rents are equal to or less than 1.75 times average market rent (AMR) (as reported by CMHC)

An application for a Section 99.1 Permit will be submitted concurrently with this development

application in accordance with Regulation 9 under Part IV of the By-law, which outlines application requirements.

The proposed development includes the on-site replacement of the 53 demolished rental units. Proper notification of tenants including the provision of education and engagement opportunities are required by Regulation 9(8). Additionally, Regulation 12 states that an applicant must provide proof of notice of the application to tenants within 14 days of the submission of a Section 99.1 Permit application. A tenant engagement and education strategy will be submitted as part of the Section 99.1 Permit application.

4.8 Additional Considerations

4.8.1 Bloor Street Integrated Road Project and Bloor Street Redesign Project

The Bloor Street Integrated Road Project was initiated by the City in 2021 to evaluate the design and planning of several road improvements to the Bloor Street corridor between Central Parkway and Etobicoke Creek in Wards 3 and 4. The preferred design, Alternative 6, was approved by City Council on June 28, 2023, and is proposed to be implemented as the Bloor Street redesign project.

A need for asphalt resurfacing prompted the City to consider how to turn the corridor into a more complete street that will be safer and more accessible for all users. Alternative 6 includes Vision Zero Principles including intersection improvements, a new pedestrian crossing, in-boulevard cycling facilities, and upgrades to transit stops and lighting throughout the corridor. Construction was proposed to begin in the fall of 2024, however the project is currently on hold as a result of Bill 212.

The Bloor Street Integrated Road Project and Bloor Street redesign project creates a complete street that is safe for all road users, including pedestrians, cyclists, transit users and motorists. The site is conveniently located ~50m away from the Bloor Street right-of-way, with the potential for consolidated access to the west through to Bloor Street, as identified on the plans (should adjacent sites redevelop in the future).

Existing and future residents can benefit from the future improvements along Bloor Street that will enhance the active transportation network, encourage alternative modes of transportation, and decrease automotive dependency.

4.8.2 City of Mississauga Official Plan Review

The City is undertaking a comprehensive review of its Official Plan Review to strategically manage growth and change to the year 2051. The draft OP designates the site as Residential Mid-Rise, which permits dwelling units in buildings that are between five and eight storeys (unless otherwise set by area-specific height limits) and subject to Character Area and Special Site policies.

The latest draft was released for public consultation in January 2025. The new OP is targeted for City Council adopted in Spring 2025, subject to final approval by the Ministry of Municipal Affairs and Housing.

The Applicant will continue close monitoring of this project and work closely with City staff regarding the site-specific OPA.

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5.0 SUPPORTING STUDIES AND REPORTS

Reports supporting the OPA/ZBA application for the site are summarized below.

5.1 Shadow Study

A Shadow Study was prepared by BDP Quadrangle Architects based on Criteria 3.1 to 3.5 as outlined in the City of Mississauga Urban Design Terms of Reference (TOR) - Standards for Shadow Studies (July 2024). The study reviews existing shadows in the surrounding area compared to new shadows produced by the proposed buildings. It analyses the shadow impacts on dates and times per the Terms of Reference, which include 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.

The study illustrates that the sun access factor minimums are mostly met and that there is minimal shadow impact on the surrounding areas and public realm. The following findings are based on the criteria outlined under the TOR.

Communal Outdoor Amenity Areas:

The findings conclude that in communal outdoor amenity areas, the required sun access factor minimums (minimum 0.5As) on the identified communal outdoor amenity areas are not met on:

- September 21, in Areas 1 (0.46As) and Areas 2 (0.45As)
- December 21st, in Area 1 (0.29As), Areas 2 (0.48As), Areas 4(0.49As) and Areas 6(0.35As).

The criterion for communal outdoor amenity area is met at all other times.

Public Realm:

Within the public realm, the opposite boulevard of Williamsport Drive has full sunlight on September 21 between 1:12pm and 4:12pm. While there is an incremental shadow on the opposite boulevard of

Williamsport Drive between 8:35am and 12:12pm on September 21, the criterion is met at all other times.

5.2 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Theakston Environmental. The main objective of the study is to determine areas of higher-than-normal wind velocities induced by the shape and orientation of the proposed buildings and surroundings. The wind velocities are rated in accordance with the safety and comfort of pedestrians, notably at entrances to the buildings, sidewalks, courtyards on the property, as well as other buildings in the immediate vicinity. To determine an objective analysis of the wind conditions for the property, the wind environment was tested in three configurations:

- **Existing:** The existing building on-site, and the existing and approved buildings in the surrounding area.
- **Proposed:** The replacement of the existing building with the proposed development.
- **Future:** Upon request of Urban Design staff, a future scenario which includes the development proposed at 3480 Havenwood Drive and 1485 Williamsport Drive.



Figure 20 - Wind Testing Facility (Source: Theakston)

The study concludes that the observed wind velocity and flow patterns at the proposed development are largely influenced by approach wind characteristics that are dictated by the surrounding areas to prevailing and less dominant wind directions. These surroundings moderate wind flow near the pedestrian level, resulting in generally comfortable conditions, with localized windier conditions proximate to high-rise buildings and gaps in between in the surrounding area.

With inclusion of the proposed and future developments, ground level winds at some locations will improve, with localized areas of higher pedestrian level winds, resulting in wind conditions that generally remain comfortable and appropriate to the areas' intended purposes throughout the year. While some uncomfortable winter conditions are noted to the north of the proposed development, these areas are anticipated to improve with further refinements to the detailed design and landscaping.

Further recommendations include mitigation plans for the at-grade Outdoor Amenity Space and residential units proximate to the northernmost corner, along with subsequent testing of the Outdoor Amenity Space at the 7th level. Overall, the proposed development will realize wind conditions acceptable to a typical suburban context.

5.3 Transportation Impact Study & Parking Utilization Study

A Transportation Impact Study and Parking Justification Study was prepared by C.F. Crozier & Associates (Crozier) to support the proposed development, which will replace the existing apartment building and its associated at-grade parking. The proposed development includes 283 residential rental units, 272 vehicular parking spaces in two levels of

underground parking and 5 additional pick-up / drop-off spaces. A total of 260 bicycle parking spaces are proposed. A full-movement access to the site is proposed from Williamsport Drive.

From a transit perspective, two primary bus routes (Route 3 Bloor and Route 5 Dixie) connect passengers to Downtown Mississauga, the GO Transit Network, the TTC Line 1 Subway, the Mississauga Transitway and multiple shopping centres). A third route, Route 307 (High School) runs along Bloor Street to Philip Pocock Secondary School.

The proposed development can be supported from a traffic operations and safety perspective if the following roadway improvements are implemented:

- That the signal operations at the Dixie Road and Bloor Street intersection are optimized in both the weekday AM and weekday PM peak hour to reduce delays for the eastbound and westbound left-turn movements.
- That the storage length for the westbound left-turn movement at the Dixie Road and Bloor Street intersection is increased to accommodate a 95th percentile queue of 140 metres.
- A protected phase is implemented in the weekday PM peak hour for the eastbound left-turn movement at the Bloor Street and Havenwood Drive intersection reduce delays.

Several TDM strategies are recommended for the site to further support the reduced parking supply proposed. These strategies include improved pedestrian, cycling, and transit facilities, unbundled resident parking, pedestrian and cycling wayfinding, as well as information packages.

These recommended strategies should enhance existing TDM opportunities at the site such as strong

pedestrian connectivity in the study area, planned cycling facilities on Bloor Street, and two convenient Mi-Way bus routes that can connect passengers to several high-demand destinations. Overall, the TDM plan encourages alternative modes of transportation which is expected to lead to a reduction in parking demand. The study concludes that the proposed residential development can be supported from a traffic operations and safety perspective.

5.4 Urban Design Study

An Urban Design Study was prepared by Sajecki Planning Inc. The purpose of this study is 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 redevelopment proposed for the site represent good urban design practices and are appropriate within the surrounding context. The proposed development will contribute to an improved public realm and urban design along Williamsport Drive on an underutilized site within an existing apartment neighbourhood. Furthermore, the proposal contemplates a design that provides adequate transition to the lands designated Mixed Use to the west, and the lands designated Residential High Density to the north, east and south of the site.

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

5.5 Hydrogeological Investigation

A Hydrogeological Investigation was prepared by DS Consultants Limited (DS Consultants). The investigation includes an overview of the existing geological and hydrogeological conditions at the Site and the surrounding area, an assessment of the hydrogeological constraints, and impacts of the proposed development on the local groundwater. It also provides an estimate of construction dewatering and permanent drainage requirements during the development phase.

The investigation included site visits and the collection and interpretation of available reports and data including the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records, geotechnical, hydrogeological and environmental studies completed at the site. In situation hydraulic conductivity testing of monitoring wells, and estimation of both temporary groundwater flow rate (during construction) and of long-term or permanent discharge rate (after construction) was undertaken. Further, assessing groundwater quantity and quality to evaluate discharge options and assessing potential impacts due to dewatering activities was completed.

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

- If a groundwater dewatering system is set up at the site, daily and weekly monitoring should be implemented during construction to assess the groundwater conditions such as water levels, measurement of discharge flow, discharge water quality and any adverse impacts as a result of dewatering, including settlement.

- Baseline groundwater quality has been assessed and established before construction. However, groundwater quality can change based on several factors (land-use change, spills, etc.) and should be monitored during construction dewatering and after construction to ensure that water quality meets the guidelines or regulations associated with any required permits.
- Following the completion of construction activities, all dewatering wells, well points, eductors and monitoring wells installed at various stages of this project must be decommissioned.

5.6 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared by DS Consultants. The objectives of the Phase One ESA were to identify the presence or absence of potentially contaminating activities (PCAs) on the Phase One Property and/or within the Phase One Study Area, and to determine if the PCAs identified within the Phase One Study Area are likely to result in an Area of Potential Environmental Concern (APEC) on the site. A total of twelve (12) Potentially Contaminating Activities (PCAs) were identified of which four were considered to be contributing to four APECs. This concluded the need for a Phase Two ESA to conduct further investigation on the APECs and to assess the soil and groundwater conditions.

5.7 Phase Two Environmental Site Assessment

A Phase Two ESA was prepared by DS Consultants. The objective of the Phase Two ESA is to assess whether contaminants are present, and at what concentration, on the Phase Two Property, as related to the APECs identified in the Phase One ESA.

Based on a review of the findings of this Phase Two ESA, the following was determined:

- The results of the chemical analyses conducted on soil and groundwater samples indicate that the applicable Site Condition Standards have been met. No further environmental site assessment is recommended at this time.
- Based on the findings of this Phase Two ESA, a Record of Site Condition may be filed (if required).
- Further chemical testing of the soils on the property may be required in the future to support the export of excess soils generated by the proposed development. DS recommends completing this work prior to tendering the construction earthworks.
- All monitoring wells should be decommissioned in accordance with O.Reg. 903 when no longer required.

5.8 Noise Impact Study

A Noise Impact Study was prepared by J.E. Coulter Associated Limited. The purpose of the study is to prepare recommendations to address potential stationary and transportation noise issues in support of the proposed development's OPA/ZBA application.

This report concluded that applicable MECP and City of Mississauga noise guidelines can be met with modest noise control measures, including ventilation upgrades, noise barriers, exterior glazing and walls/panels. These recommendations will take into consideration the sound from the surrounding roadways as well as the commercial plaza to the west of the development. There are no major noise issues that would prove challenging to address at later stages of the design.

5.9 Tree Inventory and Preservation Plan / Arborist Report

A Tree Inventory and Preservation Plan / Arborist Report was prepared by Kuntz Forestry Consulting Inc. The work plan for the study included:

- Preparing an inventory of tree resources measuring 10 cm diameter at breast height (DBH) and greater on and within 6 m of the site and trees of all sizes within the adjacent road right-of-way;
- Evaluating potential tree saving opportunities based on proposed development plans, and;
- Documenting the findings in a Tree Inventory and Preservation Plan.

The findings indicate a total of 25 trees on and within 6 m of the site and within the adjacent road right-of-way. The removal of 14 trees will be required to accommodate the proposed development. The removal of two additional trees is recommended regardless of the proposed development due to their dead condition. The remaining trees can be preserved provided proper tree protection is installed as per the Tree Preservation Plan (TPP).

The following recommendations are proposed:

- Tree protection barriers and fencing should be erected at locations as prescribed on the TPP. All tree protection measures should follow the guidelines as set out in the TPP notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on TPP as a tree protection zone (TPZ) at any time during or after construction.

- Special mitigation measures have been prescribed for select trees.
- Branches and roots that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with Good Arboricultural Standards.
- Site visits pre, during, and post construction are recommended by either a certified consulting Arborist or registered professional forester to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

5.10 Functional Servicing & Preliminary Stormwater Management Report

A Functional Servicing and Preliminary Stormwater Management Report was prepared by Crozier. The purpose of the report is to demonstrate that the proposed development can be developed in accordance with the City, Region, and Credit Valley Conservation (CVC) guidelines and standards from a water, wastewater, and stormwater management perspective.

The report finds the proposed development can be adequately serviced according to the required guidelines and standards, and that the following conclusions and recommendations be considered:

1. Water servicing is proposed to be provided by the existing 300 mm diameter watermain on Williamsport Drive through a 200 mm diameter water service connection.

2. Sanitary servicing for the new development is proposed through a 200 mm diameter sanitary service with a connection to the existing 250 mm diameter sanitary sewer on Williamsport Drive.
3. Storm servicing for the new development is proposed through a 300 mm diameter storm service with a connection to the existing 600 mm diameter storm sewer on Williamsport Drive.
4. The Site will be graded to promote positive drainage away from the building and to convey stormwater towards the proposed area drains located throughout the property. Stormwater management is proposed to be provided through a stormwater tank located on the P1 level.
5. The water quality requirement of 80% TSS removal from the Site is achieved through the use of a 1200mm Up-Flo Filter system.
6. Site water balance objective will be achieved through water re-use methods such as irrigation. The water re-use method will be confirmed at detailed design stage.

The report concludes that the proposed development can be supported from the perspective of water supply, sanitary servicing, and stormwater management.

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6.0 PLANNING RATIONALE

As outlined in *Section 4.0*, it is our opinion that the proposal is consistent with and conforms to provincial and municipal planning policies. The following section highlights key planning components of the proposal and describes how the proposed development achieve good planning.

6.1 Supporting Complete Community Building

The proposed development contributes toward the City's goals to achieve complete communities. The neighbourhood contains a diverse range of commercial uses and community amenities that can be utilized by future residents.

Infill redevelopment of the site provides an opportunity for a new, compact built form that makes efficient use of an existing urban site. The buildings have been designed with pedestrian experience in mind in order to support a safe and comfortable environment. New greening in the form of landscaping and trees in addition to new amenity areas provide opportunities for recreation and leisure activities for future residents.

The proposed tenure, purpose-built rental units, can accommodate diverse needs of people of all ages, abilities and income groups. The proposed building incorporates new sustainability elements (such as a greenroof), indoor and outdoor amenity areas, parking (including dedicated electric vehicle spaces), bicycle parking facilities, and modern rental unit layouts and features.

The development takes advantage of existing and planned active transportation and transit infrastructure which connects it to the broader city and surrounding region. The site is within a short distance to several MiWay bus stops and the City's

trail and park system. Redevelopment of the site will encourage the use of public transit and active transportation, contributing to the creation of a complete, multi-modal transportation system in Mississauga.

6.2 Builds and Protects Attainable Housing Stock

The housing policies of the PPS and OP require a range and mix of housing that is appropriately located to accommodate the needs of a diverse population, including in terms of tenure and affordability. New housing development should leverage existing resources, infrastructure, and services to ensure they are sufficiently utilized.

Applewood is a relatively stable neighbourhood that was mostly constructed by the early 1970s, and has been relatively stable since. OP policies and zoning regulations seek to protect the character of the low density detached homes that occupy interior neighbourhood.

The site falls within the Apartment Neighbourhood portion of Applewood that has seen an increase in development activity in recent years. The proposed infill redevelopment of the site offers additional range of housing options without disrupting the low-rise areas within the neighbourhood. While the existing building is planned to be demolished, the existing 53 rental units are planned to be incorporated in the new building. Unit types range from studios to three-bedroom suites which can help support aging-in-place (through different unit options), multi-generational housing and family friendly units.



Figure 21 - Southwest views of site (Source: Google Earth)

6.3 Compatible and Attractive Built Form and Design

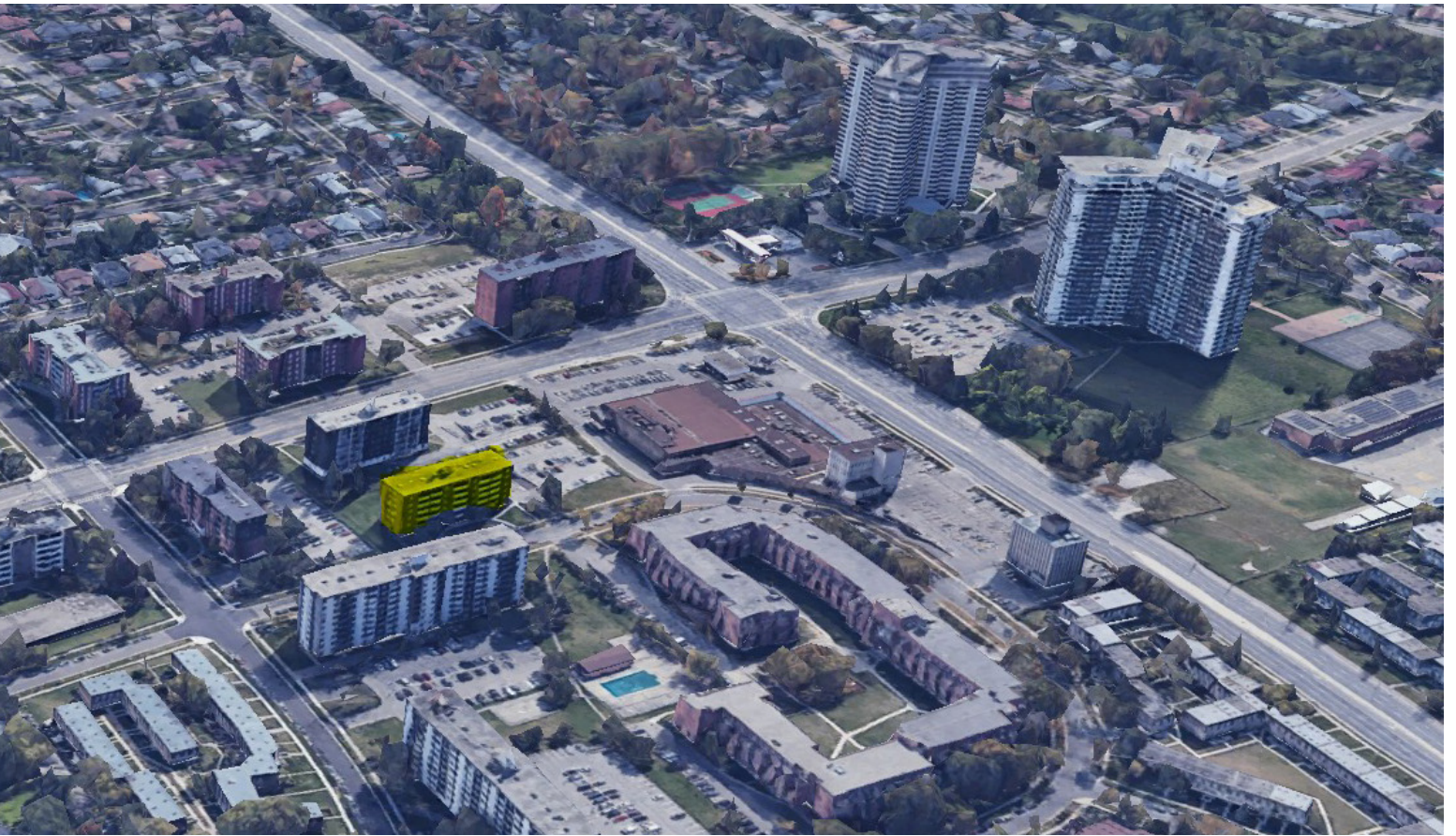
The proposed design achieves a desirable urban form that considers the identity and character of the existing neighbourhood, connections, local services and amenities, and overall integration with surrounding uses. As an infill site, the proposed development has been designed to "fit" within its existing context at a scale that is appropriate for the evolving development context of mid- and high-density apartments.

The building layout and massing has been designed with sufficient setbacks and stepbacks from adjacent properties to ensure appropriate transitions in scale and height. Vehicular parking access and loading spaces are directed away from public roads (to a proposed driveway with a public access easement along the west side of the building) to maximize pedestrian and cyclist safety, while making them more visually inconspicuous. The proposal significantly improves the quality of the public realm

and building amenities, as a significant portion of the site is currently dedicated to surface parking.

The siting and shape of the proposed buildings considers privacy, access to sunlight and protection from the elements. The Shadow Study reveals that the sun access factor minimums are mostly met with minimal shadow impacts on the surrounding areas and public realm. The Pedestrian Level Wind Study concludes that the observed wind velocity and flow patterns at the proposed development are largely influenced by approach wind characteristics that are dictated by the surrounding areas to prevailing and less dominant wind directions. The report recommends further wind mitigation measures and testing to improve conditions at-grade in specific areas.

Landscaping improvements on the site, along with indoor and outdoor amenity spaces, address the wants and needs of a variety of lifestyles on-site. Building siting enhances the public realm and streetscape of Williamsport Drive by framing the



street, and locating the main residential entrance at the edge of the street with a high-quality façade. The Urban Design Study provides further detail on the proposed built form and urban design rationale.

6.4 Appropriate Height and Density

The character and scale of the proposed development is in keeping with the surrounding apartment neighbourhood. While the OP does not specifically direct growth to neighborhoods, the existing height context supports the development of taller building on the site. In fact, the proposed 12-storey height is a difference of four storeys compared to the 8 storey heights that is permitted as-of-right per the Zoning By-law. The proposed building takes on a mid-rise form that fits appropriately within the surrounding apartment context.

Within the *Applewood neighbourhood Character Area*, policies which seek to maintain the historic pattern of lots, heights and building forms must be considered alongside policies that promote housing options for

varying lifestyles and economic needs. The proposed density of 3.3 FSI is regarded as an appropriate and a relatively modest increase in density that is needed to help achieve Provincial and municipal housing targets and to ensure the efficient use of municipal infrastructure. Given the site's proximity to transit and active transportation infrastructure, and given the local apartment neighbourhood context, the proposed height and density is justified and achieves good planning. It is noted that recent development applications follow a trend towards higher-density infill development within the area.

The addition of new rental units on the site can be supported by existing servicing and infrastructure. Supporting studies demonstrate that the proposed development will not create adverse impacts on nearby lands. For these reasons, it is our opinion the proposal is consistent with, and conforms to provincial, regional, and municipal policies.

7.0 CONCLUSION

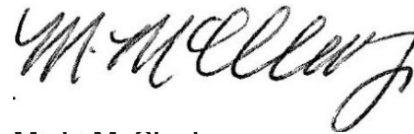
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, it is our opinion the proposed development and associated Official Plan and Zoning By-law Amendments represent good planning. The existing apartment neighbourhood context, in addition to the site's access to existing and planned infrastructure and amenities, make it an appropriate location for redevelopment.

We conclude the following:

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement 2024;
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan;
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the 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 my professional planning opinion that the proposed development is appropriate, desirable, and will support the creation of new housing and complete communities in Mississauga and Peel Region. As such, the Official Plan and Zoning By-law Amendments should be approved to permit the proposed development at 1470 Williamsport Drive in Mississauga.

Respectfully submitted,



Michi McCloskey
MCIP RPP M.IDS BURPL
Senior Associate
Sajecki Planning Inc.

APPENDIX 1: DARC 24-20 - SUBMISSION CHECKLIST

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 1470 Williamsport Drive		Ward No. 3
Meeting Date Feb 27/24 (1 st)		
Description of Proposal Two 12-storey residential apartment buildings		
Applicant Name Daniel Gordon, Sajecki Planning		Planner Name Jaspreet Sidhu
Pre-Application Meeting No. DARC 24-20		

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 Plan	<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 with Transportation Demand Management
<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 checked="" type="checkbox"/> Waste Management Plan	<input type="checkbox"/> Archaeological Assessment
	<input 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 2: DRAFT OFFICIAL PLAN AMENDMENT (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 add a special site to the Applewood Neighbourhood Character Area of the Mississauga Official Plan in order to permit two 12 storey apartment buildings atop a shared six storey podium and permit a maximum FSI of 3.3 on the subject property.

LOCATION

The subject property affected by this Amendment is located at 1470 Williamsport Drive in Ward 3 north of Bloor Street and east of Dixie Road. The subject property is located in 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 property is designated Residential High Density in the Applewood Neighbourhood Character Area of the Mississauga Official Plan, which permits high density developments with building heights not exceeding any existing buildings on the property and a maximum FSI of 1.2.

An official plan amendment is required to add a special site to the Applewood Character Area to permit two 12 storey apartment buildings atop a shared six storey podium and permit a maximum FSI of 3.3 on the subject property.

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

- 1. 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.
- 2. The massing and scale of the proposed built form is compatible with the planned urban character and vision for the East Bloor Corridor.

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 south side of Williamsport Drive, west of Havenwood Drive.
16.2.4.X.X	Notwithstanding the policies of this Plan, the following additional policies will apply: <ul style="list-style-type: none">a) One apartment dwelling two 12 storey tower elements atop a shared six storey podium will be permitted; andb) The maximum floor space index (FSI) for the entire site shall not exceed 3.3 times the site area.

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 property will be rezoned concurrently to implement this Amendment.

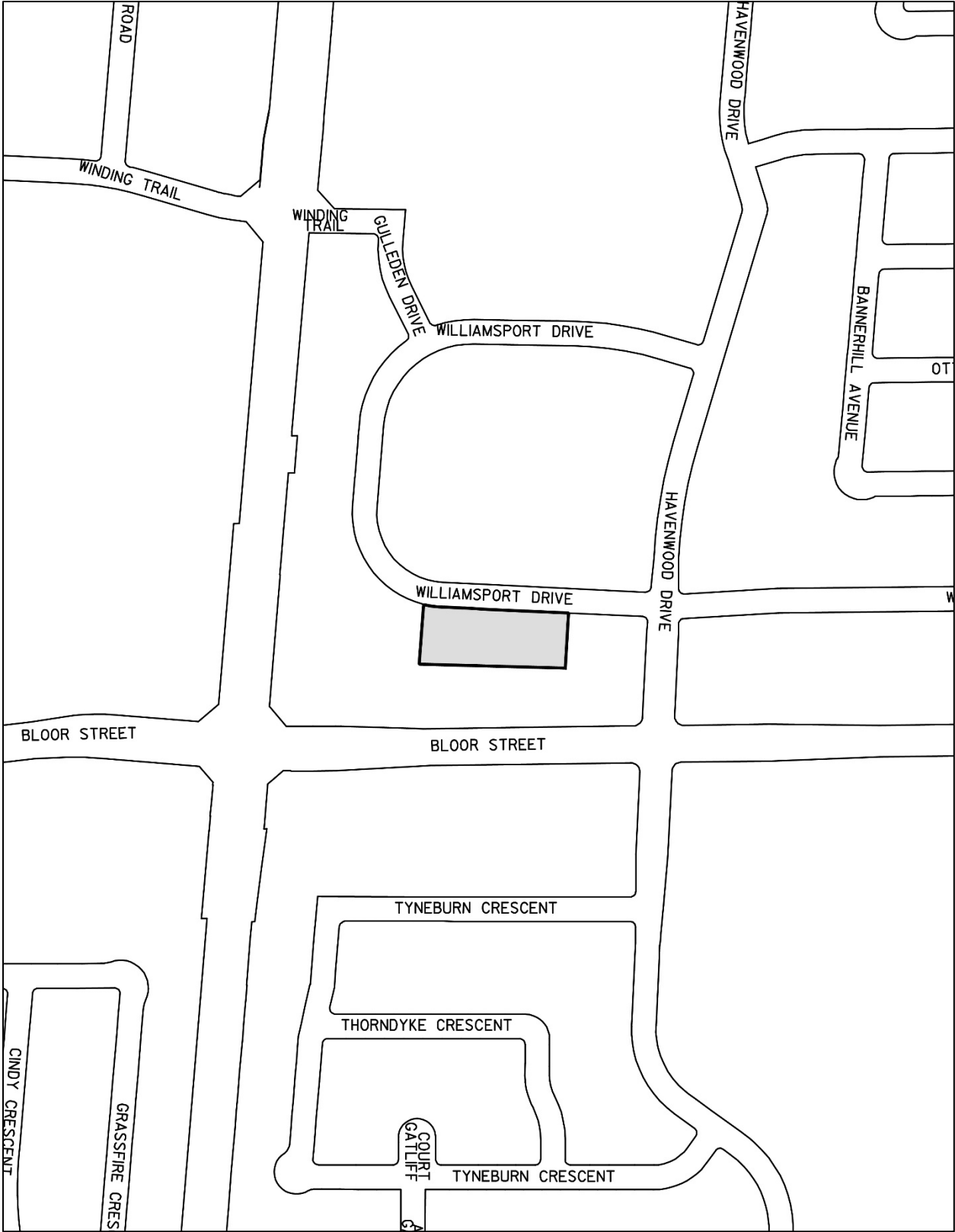
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated August 7, 2024.

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.

DRAFT



APPENDIX 3: DRAFT ZONING BY-LAW AMENDMENT (ZBA)

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2024

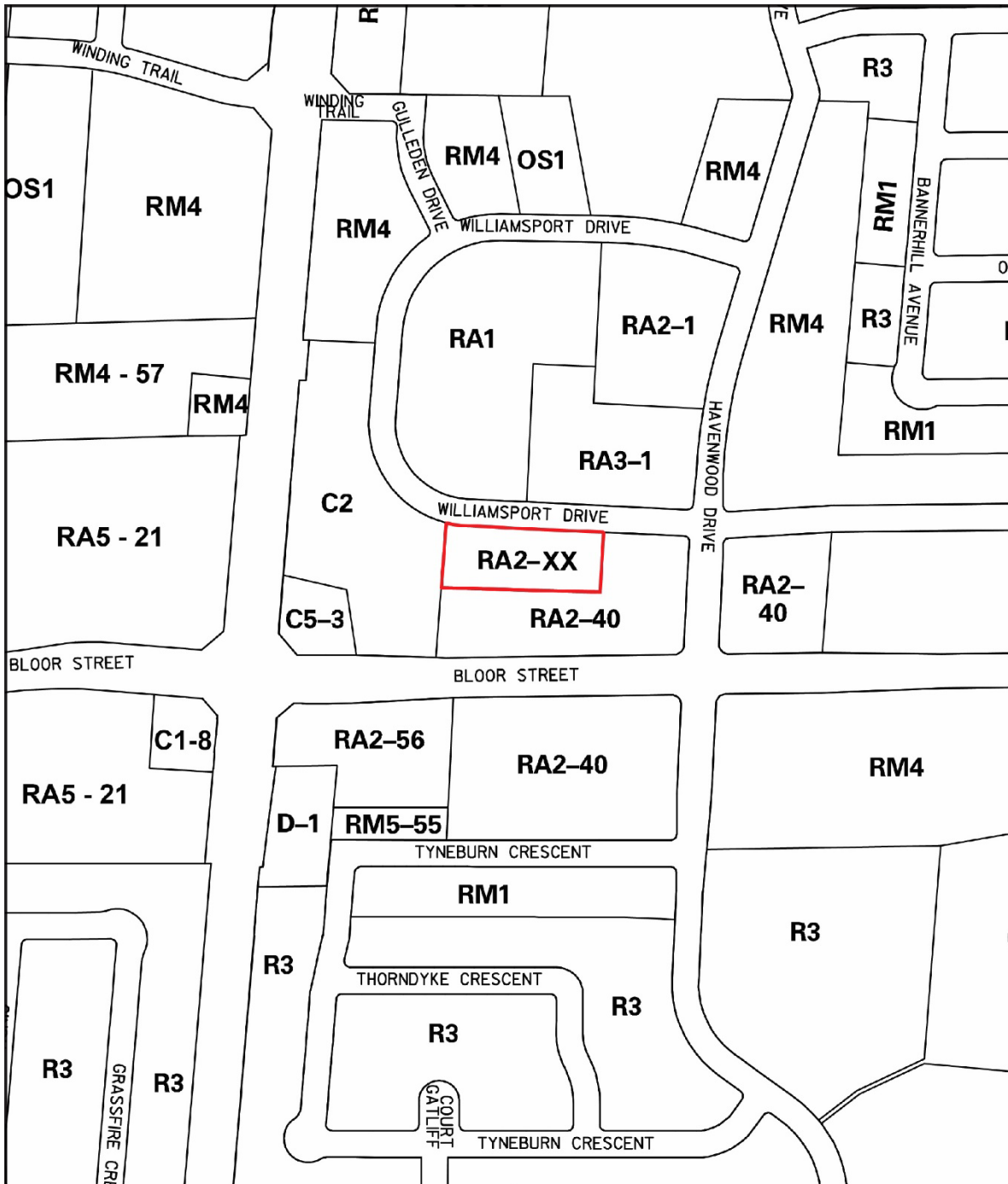
A by-law to amend By-law Number 0225-2007, as amended.

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 C, Registered Plan 729, City of Mississauga, as shown on Schedule "A" and "B" attached hereto, and that Schedule "A" and "B" form 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 4.15.3.XX and adding the following:

4.15.3.XX	Exception RA2-XX	Map #XX	By-law: XXX-2025
In a RA2-XX zone the permitted uses and applicable regulations shall be as specified for a RA2 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.3.XX.1	Maximum Floor Space Index- Apartment Zone	3.3	
4.15.3.XX.2	Maximum height	40.0 m and 12 Storeys (excluding MPH)	
4.15.3.XX.3	Minimum front yard for that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	8.2 m	
4.15.3.XX.4	Minimum front yard for that portion of the dwelling with a height greater than 26.0 m	8.9 m	
4.15.3.X.X.5	Minimum number of resident parking spaces per rental apartment dwelling unit	0.85 resident spaces per unit	
4.15.3.X.X.6	Minimum number of visitor parking spaces per rental apartment dwelling unit	0.10 visitor spaces per unit	
4.15.3.X.X.7	All site development plans shall comply with Schedule “B” of this Exception.		



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

LOCATION:

PLAN 729 PT BLK C
City of Mississauga
Regional Municipality of Peel
Subject Property (1470 Williamsport Drive)

Not to Scale

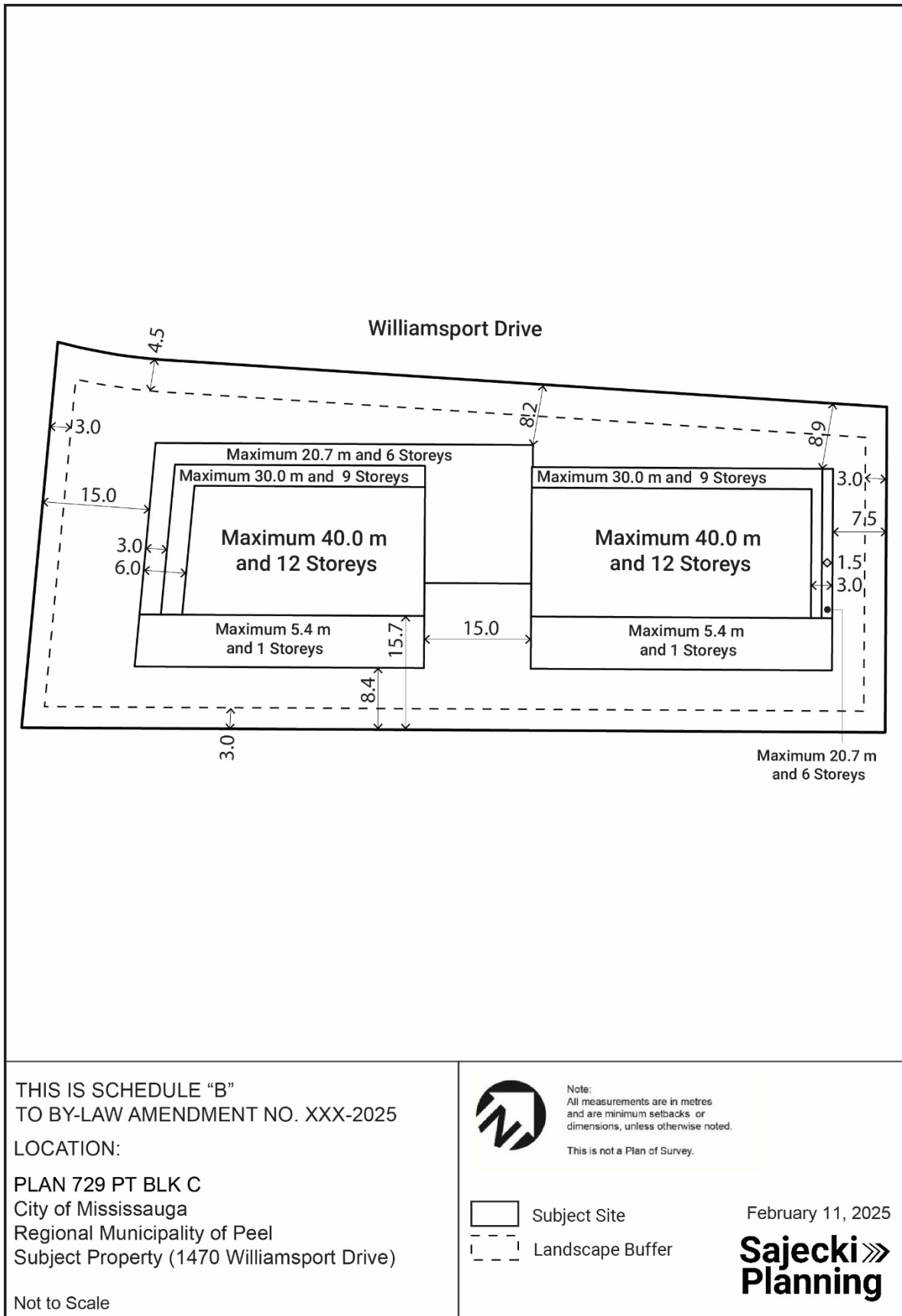


Note:
All measurements are in metres
and are minimum setbacks or
dimensions, unless otherwise noted.

This is not a Plan of Survey.

February 11, 2025

**Sajecki»
Planning**



THIS IS SCHEDULE "B"
TO BY-LAW AMENDMENT NO. XXX-2025
LOCATION:

PLAN 729 PT BLK C
City of Mississauga
Regional Municipality of Peel
Subject Property (1470 Williamsport Drive)

Not to Scale



Note:
All measurements are in metres
and are minimum setbacks or
dimensions, unless otherwise noted.
This is not a Plan of Survey.

- Subject Site
- Landscape Buffer

February 11, 2025

Sajecki»»
Planning

S|P

2025