

Detailed Information and Preliminary Planning Analysis

Owner: Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited

1225 Dundas Street East

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1. Proposed Development

The applicant proposes to construct a 12 storey apartment building with 675.5 m² (7,271 ft²) of ground floor commercial area and 34 back to back townhouses. In total, 496 dwellings are proposed. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: July 8, 2022 Deemed complete: October 7, 2022	
Developer/ Owner:	Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited	
Applicant:	Glen Schnarr & Associates	
Number of units:	469 units	
Proposed Gross Floor Area:	43,770.2 m ² (471,138.5 ft ²)	
Height: Apartment Townhomes	12 storeys / 161.5 m (529.9 ft.) 3 storeys / 9.2 m (30.0 ft.)	
Floor Space Index:	3.66	
Anticipated Population:	1220* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces retail Total	Required 537 111 24 672	Provided 306 56 14 376
Green Initiatives:	<ul style="list-style-type: none"> Landscape irrigation 	

Development Proposal

- Bicycle storage
- Erosion and sediment control
- Public transportation access

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Acoustical Feasibility Study
- Arborist Report
- Architectural Drawings
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Erosion and Sediment Control Plan
- Functional Servicing and Stormwater Management Report
- Grading and Servicing Plan
- Green Design Features
- Housing Report
- Landscape Plan
- Low Impact Design Features
- Parcel Registry
- Phase 1 Environmental Site Assessment
- Planning Justification Report
- Sun Shadow Study
- Traffic Impact Study
- Tree Inventory and Preservation Plan
- Urban Design Brief
- Wind Study

The application was reviewed by the Urban Design Advisory Panel on September 20, 2022. The Urban Design Advisory Panel is an advisory body that makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

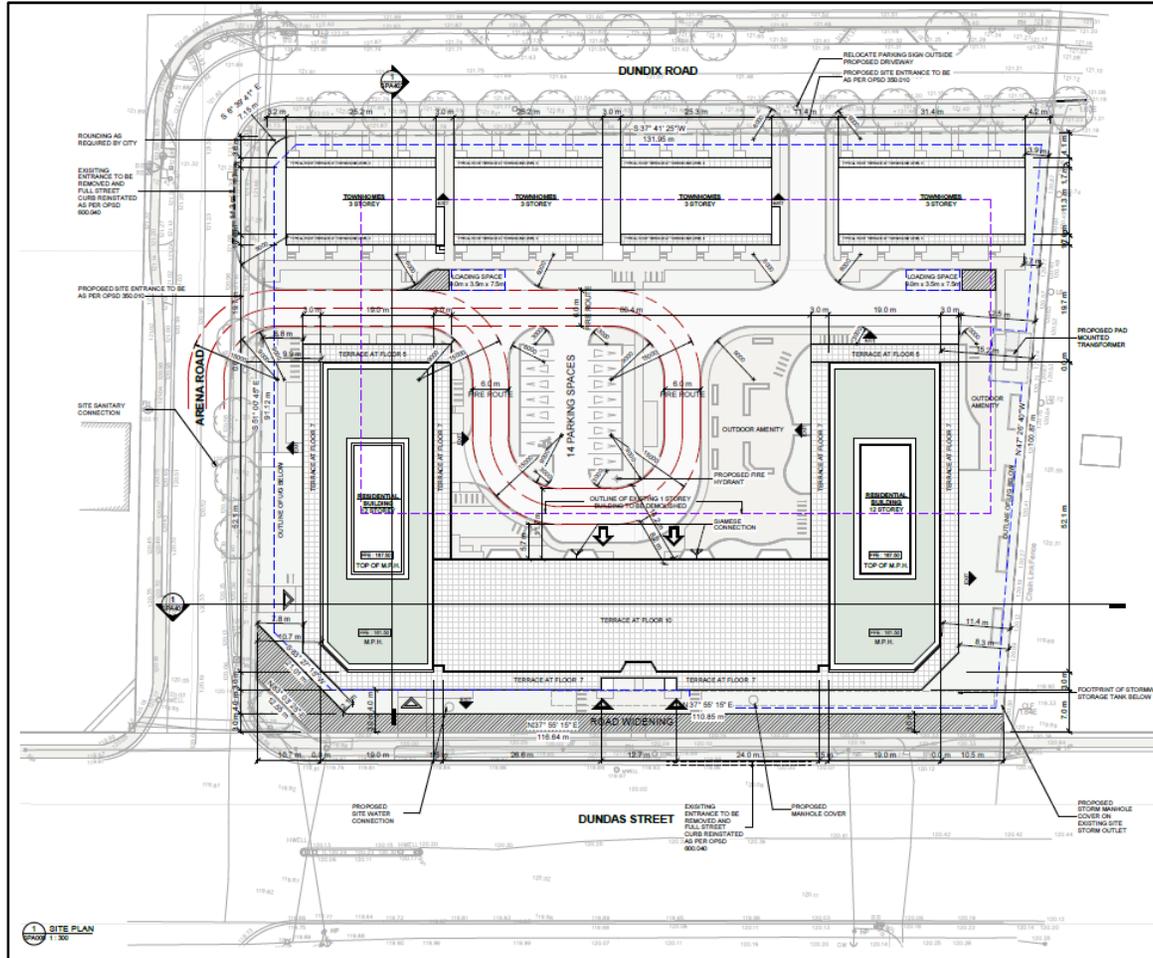
Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments

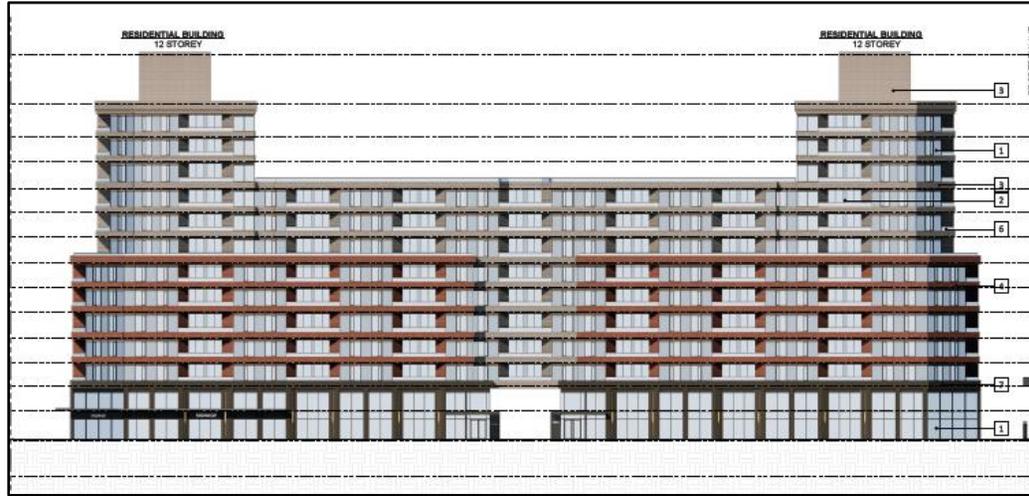
are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 3 Councillor, Chris Fonseca, on July 11, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

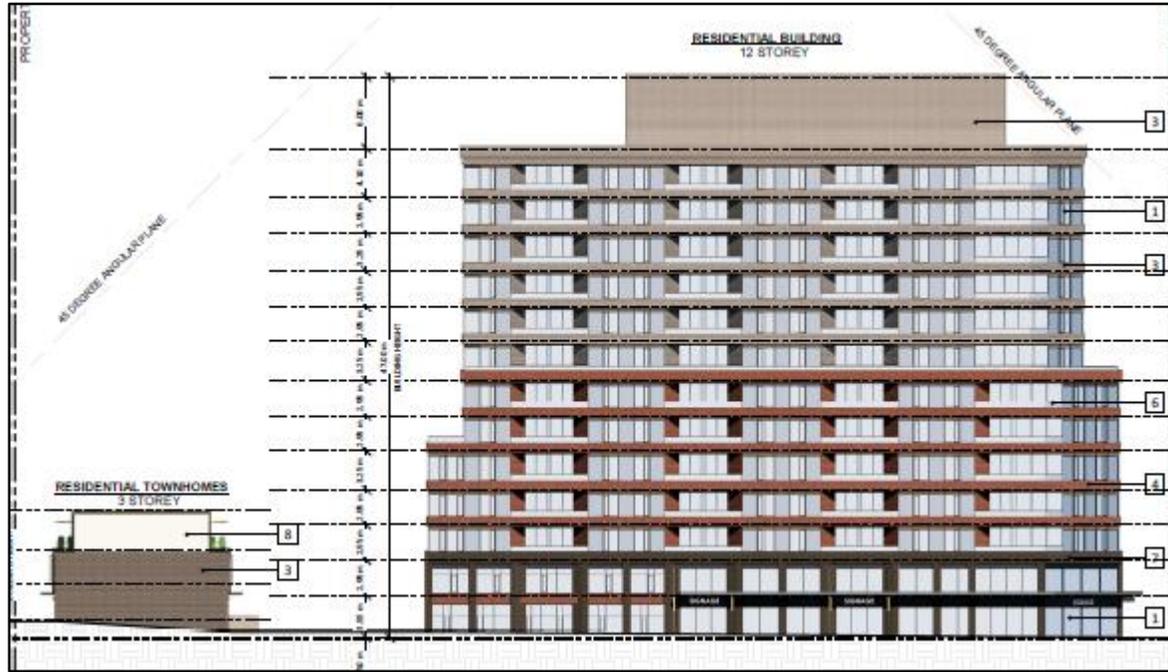
Concept Plan, Elevations and Renderings



Concept Plan



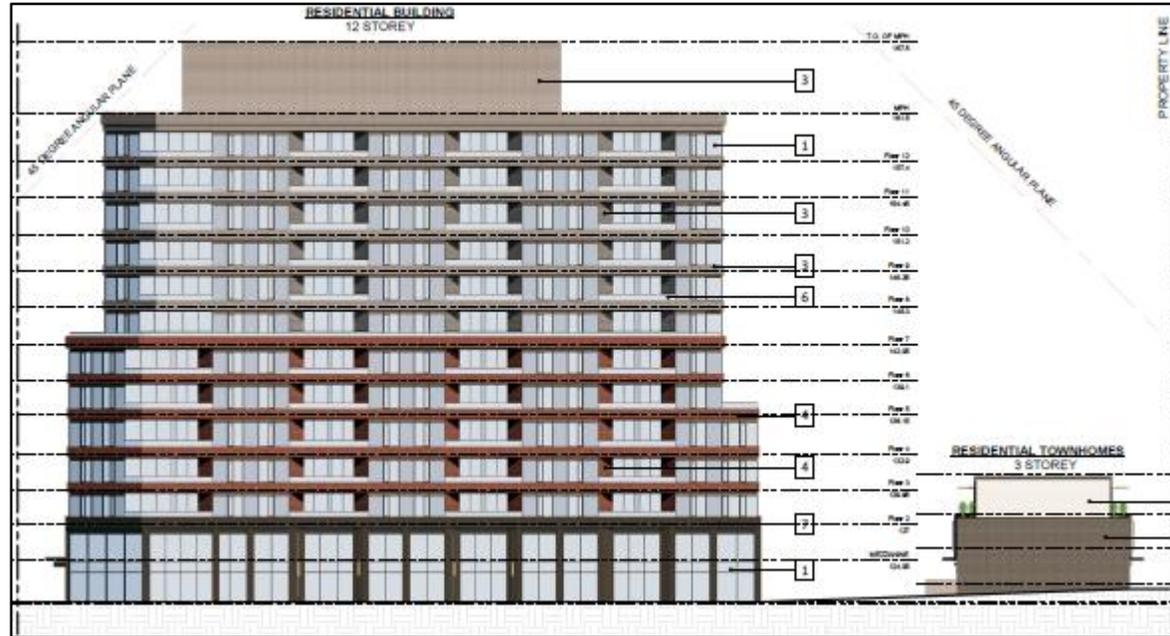
South Elevation – Apartment



West Elevation – Back to Back Townhouses/Apartment



North Elevation - Apartment



East Elevation – Apartment/Back to Back Townhouses



North Elevation – Back to Back Townhouses



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Applewood Neighbourhood Character Area and within a Protected Major Transit Station Area of the City, on the northeast corner of Dundas Street East and Arena Road. The surrounding area contains a mix of low and high rise residential and commercial uses. The site is currently occupied by a one storey multi-tenant commercial plaza and surface parking area.

Property Size and Use	
Frontages:	
Dundas Street	116.6 m (382.5 ft.)
Arena Road	91.1 m (298.9 ft.)
Dundix Road	132.0 m (433.1 ft.)
Depth:	100.9 m (331.0 ft.)
Gross Lot Area:	1.2 ha. (3.1 ac.)
Existing Uses:	One storey commercial plaza with surface parking area



Aerial Photo of 1225 Dundas Street East



Image of existing conditions facing north

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3** (General Commercial). The **C3** zone permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated **Mixed Use** in the Applewood Neighbourhood Character Area.

3. Site Context

Surrounding Land Uses

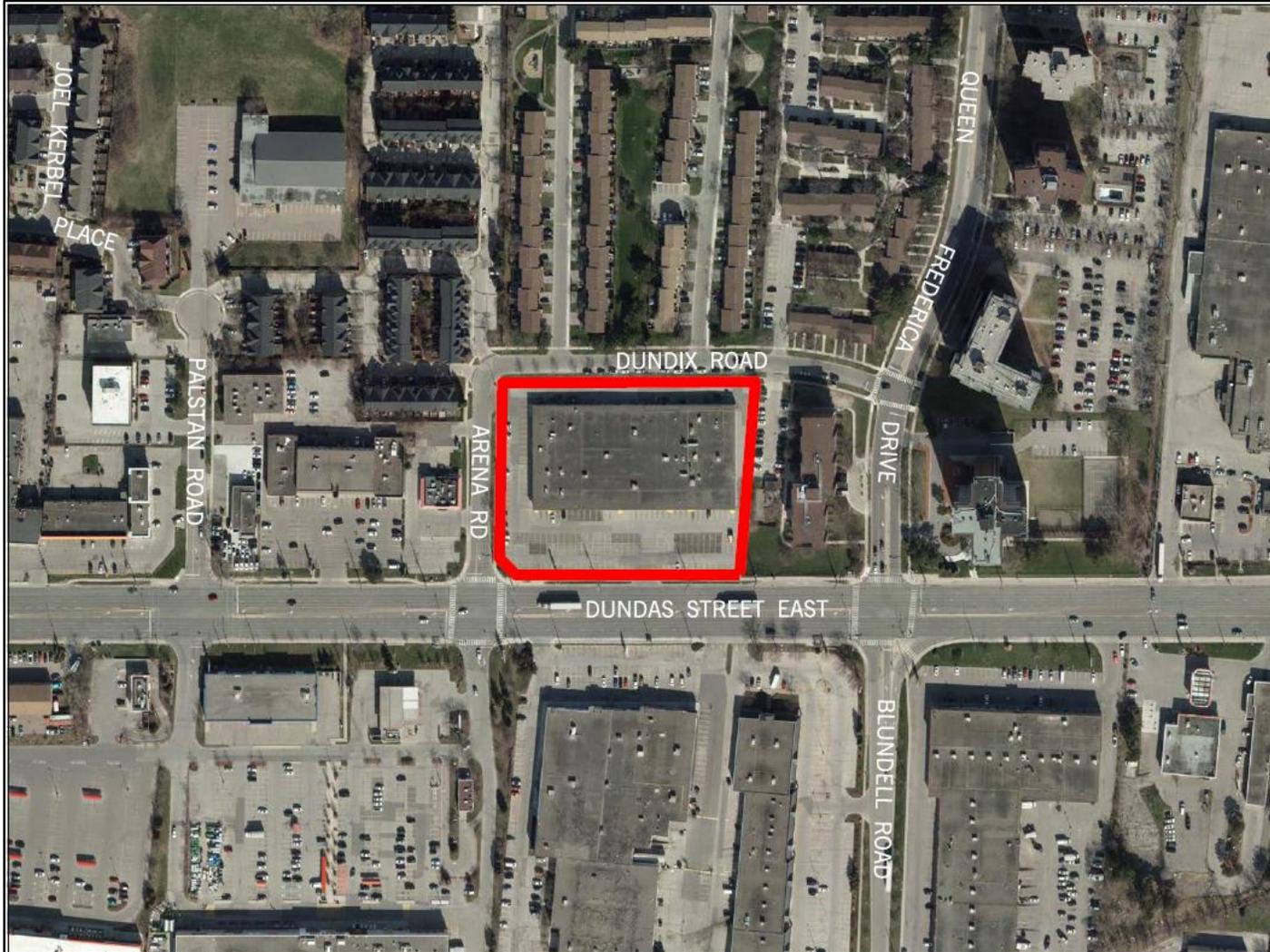
There are townhouses located to the north of the subject lands. A one storey commercial building containing a restaurant is located to the west. A six storey seniors' apartment is located directly to the east and one storey commercial buildings containing retail uses are located across Dundas Street East to the south.

The surrounding land uses are:

North: Townhomes
East: Apartments
South: Commercial buildings
West: Restaurant

Neighbourhood Context

The subject property is located on the north side of Dundas Street East in the Applewood Neighbourhood Character Area. The surrounding area consists of low rise residential uses to the north, and largely commercial development to the east, south and north along the Dundas Street Corridor, which is identified as an intensification corridor.



Aerial Photo of 1225 Dundas Street East

Demographics

Based on the 2016 census, the existing population of the Applewood Neighbourhood area is 36,655 with a median age of this area being 41 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 17% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 40,600 and 41,800 respectively. The average household size is 3 persons with 44% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,535 units (56%) owned and 5,855 units (44%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 2,237. Total employment combined with the population results in a PPJ for Applewood Neighbourhood of 56 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

There are no active development applications in the vicinity of the subject property.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

The proposed development will be serviced by Applewood Heights Park (P-011) which is approximately 600 m (1,968.5 ft.) from the site, which includes a play site and an outdoor pool. In addition, Applewood Hills (P049) is approximately 500 m (1,640.4 ft.) from the development site, classified as Natural Green Space in the Natural Heritage System and includes a play site as well as walking trails.

Notwithstanding proximity to community parks in the neighbourhood, the subject lands are located in the Applewood Neighbourhood Character Area, which currently has a parkland provision of 1.1 ha (2.7 ac.) of parkland for every 1000 residents, whereas the minimum standard is 1.2 ha (3.0 ac.)/1000 residents. This results in a deficit of 3.8 ha (9.3 ac) of parkland. The subject lands are also located in the Dixie GO MTSA where population growth will put further pressure on parkland needs in the area.

The site is within 1.1 km (0.68 miles) of the Dixie GO station, which provides two-way, peak train service and two-way off peak bus service to downtown Toronto. The site is located along a future Bus Rapid Transit (BRT) line on Dundas Street East, with a future BRT stop proposed in proximity to the site.

There is a westbound bus stop adjacent to the Dundas Street frontage of the subject lands and an eastbound bus stop appropriately 50.0 m (164.0 ft.) from the site. The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 101A – Dundas Express

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan,</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.*</p> <p>*Under Bill 23, in the event the applicable provisions relating to changes in the authority of upper tier municipalities concerning official plans are proclaimed to be in force, the Region of Peel will be removed as the approval authority for City of Mississauga Official Plan Amendments. At the time of preparation of this report, these provisions in Bill 23 have not yet been proclaimed.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The Dundas Corridor Policy Implementation Project and Major Transit Station Area report was recently considered by Council, resulting in the adoption of OPA Nos. 141 and 142 on August 10, 2022. These OPAs were appealed by affected landowners to the Ontario Land Tribunal (OLT). In addition, Major Transit Station Area related policies, including maximum building heights, were also adopted by Council on August 10th through OPA Nos. 143 and 144, and are awaiting Region of Peel approval. The approved height for this site is a maximum of 9 storeys.

Existing Designation

The lands are located within the Applewood Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The subject property is located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 12 storey apartment with ground floor commercial uses and 34 back to back townhouses. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>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. (Section 5.3.5.3)</p> <p>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. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (Section 5.4.11)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the</p>

	General Intent
	<p>City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13)</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. (Section 5.5.16)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>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. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (Sections 9.2.1.23, 24 and 25)</p> <p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p>

	General Intent
	<p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (Sections 9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> 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. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (Sections 9.5.1.1 and 2)</p>

	General Intent
	<p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(Section 9.5.2.2)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a) street trees and landscaping, and relocating utilities, if required; b) lighting; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (Section 9.5.2.5)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit an apartment dwelling. (Section 11.2.5)</p> <p>Lands designated Mixed Use will permit residential, in conjunction with other permitted uses and a variety of commercial uses (Section 11.2.6.1)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>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:</p> <ol style="list-style-type: none"> 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. (Section 16.1.1.2) <p>Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design. (Section 16.2.2.2)</p>

	<p>General Intent</p> <p>In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered. (Section 16.2.2.3)</p>
<p>Chapter 19 Implementation</p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

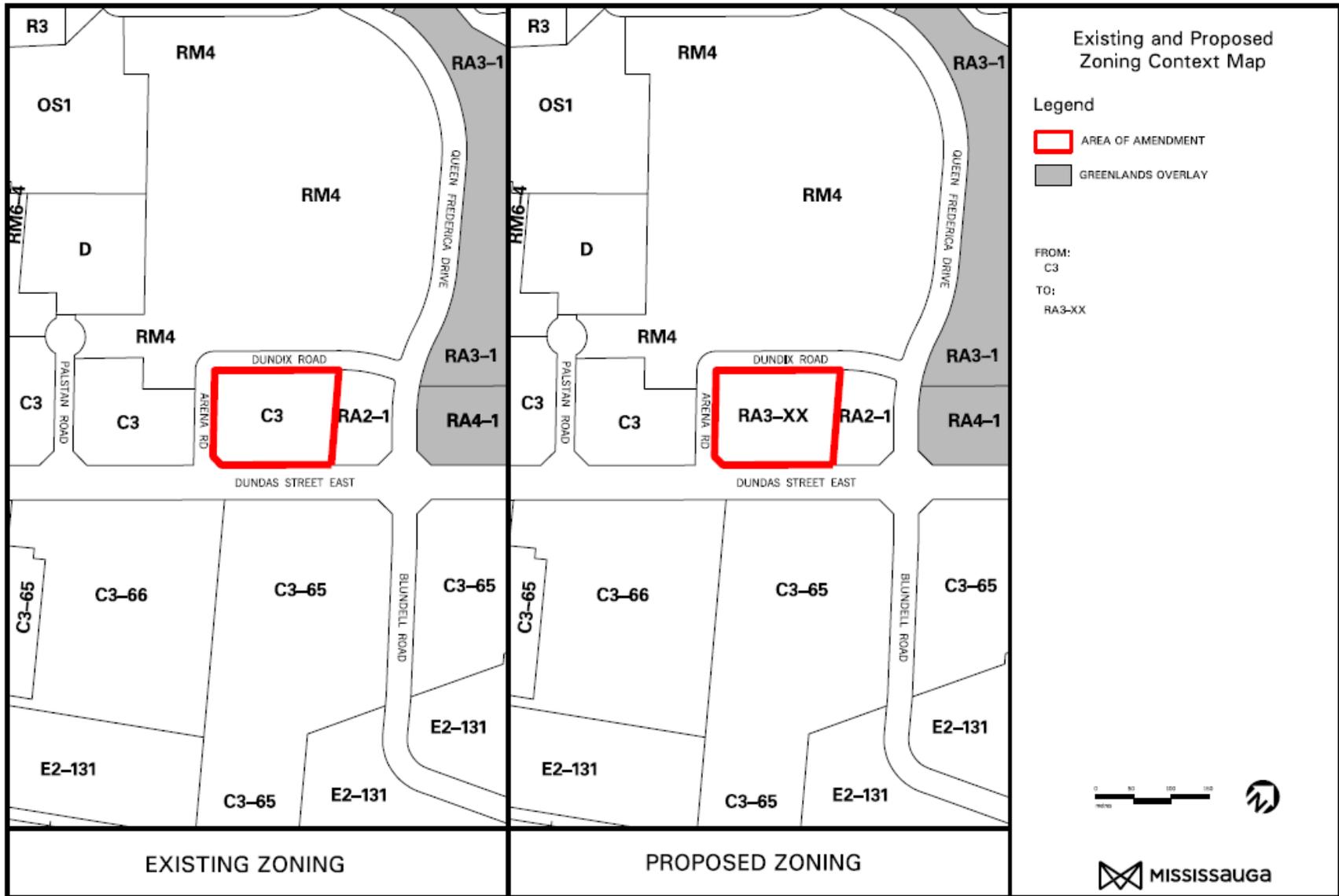
The subject property is currently zoned **C3** (General Commercial), which permits a variety of commercial, service, and office uses.

Proposed Zoning

The applicant is proposing to rezone the property to **RA3 – Exception** (Apartments – Exception) to permit a 12 storey apartment with ground floor commercial space and 34 back to back townhouses. The applicant has not indicated the proposed tenure of the residential

uses, but staff will require this information prior to completion of a recommendation report for Council's consideration.

Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 20

Proposed Zoning Regulations

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Permitted Uses	Retail Store Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted Motor Vehicle Rental Facility Restaurant Convenience Restaurant Take out Restaurant Veterinary clinic Animal Care Establishment Funeral Establishment Service establishment Commercial School Financial Institution Medical Office Office Overnight Accommodation Banquet Hall/Conference Centre/ Convention Centre Recreational Establishment Entertainment Establishment Private Club University/College	Apartment Long Term Care Building Retirement Building	Apartment Long Term Care Building Retirement Building Townhouse Back to Back Townhouse Office Medical Office Retail Store Financial Institution Service establishment Restaurant Take out Restaurant Veterinary clinic
Maximum Floor Space Index (FSI)	N/A	1.0	3.7

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
<p>Maximum Height</p>	<p>Sloped roof: 20.0 m (65.6 ft.) and 4 storeys, where a lot abuts a Residential Zone Flat roof: 16.5 m (54.13 ft.) and 4 storeys, where a lot abuts a Residential Zone</p>	<p>Apartment 38.0 m (124.7 ft.) and 12 storeys</p> <p>Back to Back Townhouse n/a</p>	<p>Apartment 41.0 m (134.5 ft.) and 13 storeys</p> <p>Back to Back Townhouse 9.2 m (30.2 ft.) and 3 storeys</p>
<p>Minimum Front and Exterior Side Yards</p> <p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p>For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>For that portion of the dwelling with a height greater</p>	<p>Front and Exterior Side Yard: 4.5 m (14.76 ft.)</p>	<p>Apartment</p> <p>7.5 m (24.6 ft.)</p> <p>8.5 m (27.9 ft.)</p> <p>9.5 m (31.2 ft.)</p> <p>10.5 m (34.4 ft.)</p>	<p>Apartment</p> <p>Front Yard - Arena Road: 6.8 m (22.3 ft.) Exterior Side Yard - Dundas Street East: 4.0 m (13.1 ft.) Exterior Side Yard - Dundix Road: 35.0 m (114.8 ft.)</p> <p>Front Yard - Arena Road: 6.8 m (22.3 ft.) Exterior Side Yard - Dundas Street East: 4.8 m (15.7 ft.) Exterior Side Yard - Dundix Road: 35.0 m (114.8 ft.)</p> <p>Front Yard- Arena Road: 6.8 m (22.3 ft.) Exterior Side Yard - Dundas Street East: 4.8 m (15.7 ft.) Exterior Side Yard - Dundix Road: 35.0 m (114.8 ft.)</p> <p>Front Yard - Arena Road: 9.9 m (32.5 ft.)</p>

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
<p>than 26.0 m (85.3 ft.):</p>		<p>Back to Back Townhouse n/a</p>	<p>Exterior Side Yard - Dundas Street East: 8.5 m (27.9 ft.) Exterior Side Yard - Dundix Road: 38.3 m (125.7 ft.) Back to Back Townhouse Front Yard - Arena Road: 78.7 m (258.2 ft.) Exterior Side Yard - Dundas Street East: 3.2 m (10.5 ft.) Exterior Side Yard - Dundix Road: 3.6 m (11.8 ft.)</p>
<p>Minimum Rear Yard</p> <p>For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p>For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p>	<p>Lot abutting a Residential Zone: 6.0 m (19.69 ft.)</p>	<p>Apartment</p> <p>7.5 m (24.6 ft.)</p> <p>10.0 m (32.8 ft.)</p> <p>12.5 m (41.0 ft.)</p>	<p>Apartment</p> <p>8.3 m (27.2 ft.)</p> <p>8.3 m (27.2 ft.)</p> <p>8.3 m (27.2 ft.)</p>

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):		15.0 m (49.2 ft.) Back to Back Townhouse n/a	11.4 m (37.4 ft.) Back to Back Townhouse 2.7 m (8.9 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	N/A	3.0 m (9.8 ft.)	1.3 m (4.3 ft.)
Minimum Landscaped Area	N/A	40% of the lot area	37.5% of the lot area
Minimum number of Parking Spaces	Varying rates depending on use	Apartment 1.0 resident spaces per unit 0.2 visitor spaces per unit Towhouse 2.0 spaces per unit 0.25 visitor per unit	Apartment 0.51 resident spaces per unit 0.1 visitor spaces per unit Towhouse 0.9 spaces per unit 0.18 visitor per unit

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and

Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. Based on the number of units proposed in this development, a total of 42 units would be required for affordable housing.

A Housing Report was submitted in support of the proposal. However, the report did not provide any additional provisions to provide for the range of housing options contemplated in the City's Housing Reports Terms of Reference.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
47 Kindergarten to Grade 5	Dixie Public School	Tomken Road Middle School	Applewood Heights Secondary School
16 Grade 6 to Grade 8	Enrolment: 355	Enrolment: 893	Enrolment: 1222
9 Grade 9 to Grade 12	Capacity: 507	Capacity: 947	Capacity: 1284
	Portables: 0	Portables: 0	Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
10 Kindergarten to Grade 8	St. Thomas More Elementary School	Philip Pocock Catholic Secondary School
8 Grade 9 to Grade 12	Enrolment: 564	Enrolment: 1118

	Capacity: 648 Portables: 0	Capacity: 1257 Portables: 0
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6. Community Questions and Comments

A pre-application community meeting was held by Ward 3 Councillor, Chris Fonseca, on July 11, 2022. A total of 5 people virtually attended the meeting.

The following comments made by the community, as well as any others raised at the public meeting, will be addressed in the Recommendation Report, which will come at a later date.

- What will the housing tenure be?
- What are the proposed setbacks to the lot lines?
- What impacts will there be on the adjacent Peel Housing building?
- What will happen to the on-street parking along Dundix Street?

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (November 8, 2022)	<p>An existing 375 mm (14.7 in.) diameter sanitary sewer is located on Dundas Street and Arena Road. An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Dundix Road. Please review the Regions Sanitary Sewer Design Criteria found online.</p> <p>An existing 300 mm (11.8 in.) diameter water main is located on Dundas Street East. An existing 200 mm (7.9 in.) diameter water main is located on Arena Road. An existing 250 mm (9.8 in.) diameter water main is located on Dundix Road. Due to the size and function of the 2100 mm (82.7 in.) diameter watermain on Dundix Road & Arena Road, connection will not be permitted (Watermain Design Criteria 6.1).</p> <p>This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2.</p>
Dufferin-Peel Catholic District School Board (October 19, 2022)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.

Agency / Comment Date	Comments
	<p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <ul style="list-style-type: none"> (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
<p>Peel District School Board (November 10, 2022)</p>	<p>Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.</p> <p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement</p> <ul style="list-style-type: none"> (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."
<p>City Community Services Department – Park Planning Section (October 16, 2022)</p> <p>City Community Services Department – Culture Section (November 11, 2022)</p>	<p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m² (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. The HLRT transit corridor has been identified as a priority zone for public art. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department – Municipal Parking (October 19, 2022)</p>	<p>Staff cannot support the proposed parking rates as proposed as they are lower than the newly in-effect Zoning By-law 0117-2022, and are not supportive of the Parking Regulations Study recommendations. The submitted parking justification for the proposed land uses is not acceptable. As the proposed parking rates are lower than the existing Zoning By-law 0225-2007, as amended, new parking rates for Precinct 3, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site.</p> <p>The following Parking Precinct 3 parking rates are recommended: 1.0 spaces/residential condominium apartment unit, 0.20 spaces/residential condominium apartment unit for visitors, 1.3 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway, 0.25 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway for visitors, 4.0 spaces/100m² (1076.4 ft²) non-residential GFA for permitted non-residential uses except restaurants with a GFA greater than 220 m² (2,368.1 ft²). Should the Applicant wish to propose a shared parking arrangement between the non-residential uses of the subject site, a shared parking arrangement is applicable for the calculation of required visitor/non-residential parking in accordance with the following: the greater of visitor spaces/unit or parking required for all non-residential uses, except restaurants over 220 m² (2,368.1 ft²) GFA-non-residential. Restaurants over 220 m² (2,368.1 ft²) GFA non residential shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of City of Mississauga's Zoning By-law. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for a particular use or occupant. Please note that above comments and recommendations are based on the details submitted along with the application and are subject to change should there be any changes to the proposal.</p> <p>Staff commend the Applicant for considering the provision of TDM measures on site; however staff request further details. Staff request the Applicant provide clarification, specific details and commitments as to how these measures will be provided and implemented on site. Staff encourage the applicant to consider the provision of a minimum of three months worth of transit passes to residents. Municipal Parking Staff advise that the Applicant contact TDM Staff in the Transportation Planning section to review and provide comment on the proposed TDM measures.</p> <p>Staff note the submitted draft Zoning By-law Amendment states parking rates for residential and visitor uses that are not consistent with the Site Plan Statistics. Staff advise that there are multiple discrepancies between the submitted Site Plan Statistics, Parking Plans, and Parking Section of the Transportation Impact Study. Staff request that the proposed unit counts, number of parking spaces, and parking rates be verified and confirmed for consistency. Please confirm whether or not a shared parking arrangement is being proposed between the resident visitor parking and retail parking on site. Please confirm the number of retail units proposed in the development and ensure the correct retail parking rate is used. Staff note that the City of Mississauga's Zoning By-law 0225-2007, as amended, requires a minimum number of required Electric Vehicle Ready parking spaces. The associated rates for these are noted in Table 3.1.1.12, Minimum Required Number of Electric Vehicle Ready Parking Spaces, of the updated Zoning By-law.</p>
<p>City Transportation and Works</p>	<p>Technical reports have been submitted and are under reviewed to ensure that engineering matters related to noise,</p>

Agency / Comment Date	Comments
Department (December 21, 2022)	<p>grading, servicing, storm water management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by Stantec, dated July, 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of storm water run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site storm water management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> - provide further technical information for the proposed storm sewer connection; - demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved; and - demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site <p><u>Traffic</u></p> <p>A Transportation Impact Study (TIS), prepared by CGH Transportation and dated June 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> - provide an updated Traffic Impact Study addressing all staff comments; - review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; - provide the future property lines due to required land dedication; and, - address any traffic concerns from the community related to the proposed development.

Agency / Comment Date	Comments
	<p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA) report, dated June 30, 2022, and prepared by GEI Consultants Ltd, was submitted in support of the proposed development. The report indicates that a further investigation is required to assess the soil and groundwater conditions at the site. Therefore, the following is to be submitted for review:</p> <ul style="list-style-type: none"> - a letter of reliance for the Phase One ESA report; - a Phase Two ESA report along with a letter of reliance; - a Temporary Discharge Commitment Letter; - written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; and, - a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u></p> <p>A Noise and Vibration Impact Study prepared by Thornton Tomasetti, dated June 28, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. The report indicated that noise sources that may have an impact on this development include road traffic and stationary noise sources. Noise mitigation will be required in the form of upgraded building components, as well as noise warning clauses included in the development agreement. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
City Fire Department (October 14, 2022)	The City's Fire Department have requested additional information to address the following questions. Can the proposed fire access route location be modified to provide 3.0 m (9.8 ft.) of clearance to the West tower? For example, can the fire access route requirements still be met if the route passes by the surface parking area before turning towards the main entrance?
Go Transit - Metrolinx (December 12, 2022)	The analysis for all legs along Dundas Street East in future conditions are incorrect as the left turns are coded as permissive-protected. Due to the median bus lanes, permissive movements are not allowed as they would be in direct conflict and result in unsafe operations. This will significantly impact the results for left turning movements and queues along Dundas.

Agency / Comment Date	Comments
	<p>The offsets may change due to passive transit priority over corridor flow. To be confirmed by City of Mississauga.</p> <p>Please confirm that channelized right turn lanes are not part of any of the modelled future scenarios.</p> <p>Please note that if the queue lengths exceed the storage lengths provided under the Dundas BRT scenario once remodelled, this would need to be resolved with the City of Mississauga.</p> <p>The all reds look very short on these signal timing plans. Please confirm this is acceptable to the City of Mississauga.</p> <p>Protected left turn phases are required at Blundell Road/Dundas and Arena/Dundas.</p> <p>Potential conflict at NE corner of Arena and Dundas between sidewalk and manhole based on property lines.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post - Conseil Scolaire Viamonde - Alectra Utilities - City Community Services – Arborist City Property - City Community Services – Arborist Private Property - Enbridge - Greater Toronto Airport Authority - City Community Services - Heritage Planning - Trillium Health Partners
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - City Community Services – Arborist Streetscape - Legal Services - City Community Services – Landscape Architect

Development Requirements

There are engineering matters including: grading, environmental, servicing and stormwater management that will

require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.