

## Detailed Information and Preliminary Planning Analysis

**Owner: KJC Properties Inc.**

**799, 801, 803 and 805 Dundas Street East**

### Table of Contents

|   |    |
|---|----|
| 1. Proposed Development.....  | 2  |
| 2. Site Description.....  | 10 |
| 3. Site Context .....   | 12 |
| 4. Summary of Applicable Policies, Regulations and Proposed Amendments..... | 17 |
| 5. School Accommodation .....   | 34 |
| 6. Community Questions and Comments.....                                    | 34 |
| 7. Development Issues .....   | 35 |
| 8. Community Benefits Charge .....  | 39 |
| 9. Next Steps .....   | 40 |

## 1. Proposed Development

The applicant proposes to develop the property with a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes, with underground parking. 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: November 24, 2022<br>Deemed complete: March 3, 2023   |
| Developer/<br>Owner:   | KJC Properties Inc.   |
| Applicant:   | Glen Schnarr and Associates   |
| Number of units:<br>12 storey apartment<br>3 storey townhomes<br>Total | 399 units<br>20 units<br>419 units  |
| Unit Breakdown<br>Apartment  | Jr. One Bedroom: 13<br>One Bedroom: 279<br>Two Bedroom: 88<br>Three Bedroom: 19   |
| Unit Breakdown<br>Townhomes  | Three Bedroom: 18<br>Four Bedroom: 2  |
| Existing Gross Floor Area:   | multi-tenant commercial buildings - 2,513 m <sup>2</sup> (27,054 ft <sup>2</sup> )<br>Tim Hortons - 227.6 m <sup>2</sup> (2,450 ft <sup>2</sup> )           |
| Proposed Gross Floor Area:<br>Residential<br>Non-Residential<br>Total  | 32,905.8 m <sup>2</sup> (354, 195 ft <sup>2</sup> )<br>1,969.3 m <sup>2</sup> (21,197 ft <sup>2</sup> )<br>36,647 m <sup>2</sup> (394,465 ft <sup>2</sup> ) |

| Development Proposal                    |  |                                       |
|---|--|---------------------------------------|
| Height:                                 | 12 storeys / 43.9 m (144 ft.) and<br>3 storeys / 9.3 m (30.5 ft.)  |                                       |
| Lot Coverage:                           | 42.2%  |                                       |
| Floor Space Index:                      | 2.88   |                                       |
| Landscaped Area:                        | 39.7%  |                                       |
| Anticipated Population:                 | Apartment: 874<br>Townhomes: 61<br>Total: 935  |                                       |
| Parking (apartment):<br>resident spaces | Required<br>0.1/unit =<br>399 spaces   | Provided<br>0.95/unit =<br>379 spaces |
| combined visitor/non-residential spaces | 0.20/unit =<br>80 spaces   | 0.20/unit =<br>80 spaces              |
| Total                                   | 479 spaces   | 459 spaces                            |
| Parking (townhomes):<br>resident spaces | Required<br>2.0/unit =<br>40 spaces  | Provided<br>2.0/unit =<br>40 spaces   |
| visitor spaces                          | 0.25/unit =<br>5 spaces  | 0.2/unit =<br>4 spaces                |
| Total                                   | 45 spaces  | 44 spaces                             |
| Green Initiatives:                      | <ul style="list-style-type: none"> <li>• Rainwater Harvesting</li> <li>• Green Roofs</li> <li>• Native Vegetation</li> <li>• Bird Friendly Lighting</li> <li>• Water Efficient fixtures</li> </ul> |                                       |

## 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>:

- Planning Justification
- Draft Official Plan and Zoning By-law Amendments
- Concept Site Plans
- Site Survey
- Architectural Drawings (including Elevations)
- Sun/Shadow Study
- Pedestrian Level Wind Study
- Noise Assessment
- Housing Report
- Arborist Report
- Tree Inventory and Preservation Plan
- Functional Servicing Report

- Grading and Servicing Plans
- Stormwater Management Report
- Hydrogeological Investigation
- Phase I and Phase II Environmental Site Assessment
- Transportation Impact Study

## 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 community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 19, 2023. 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



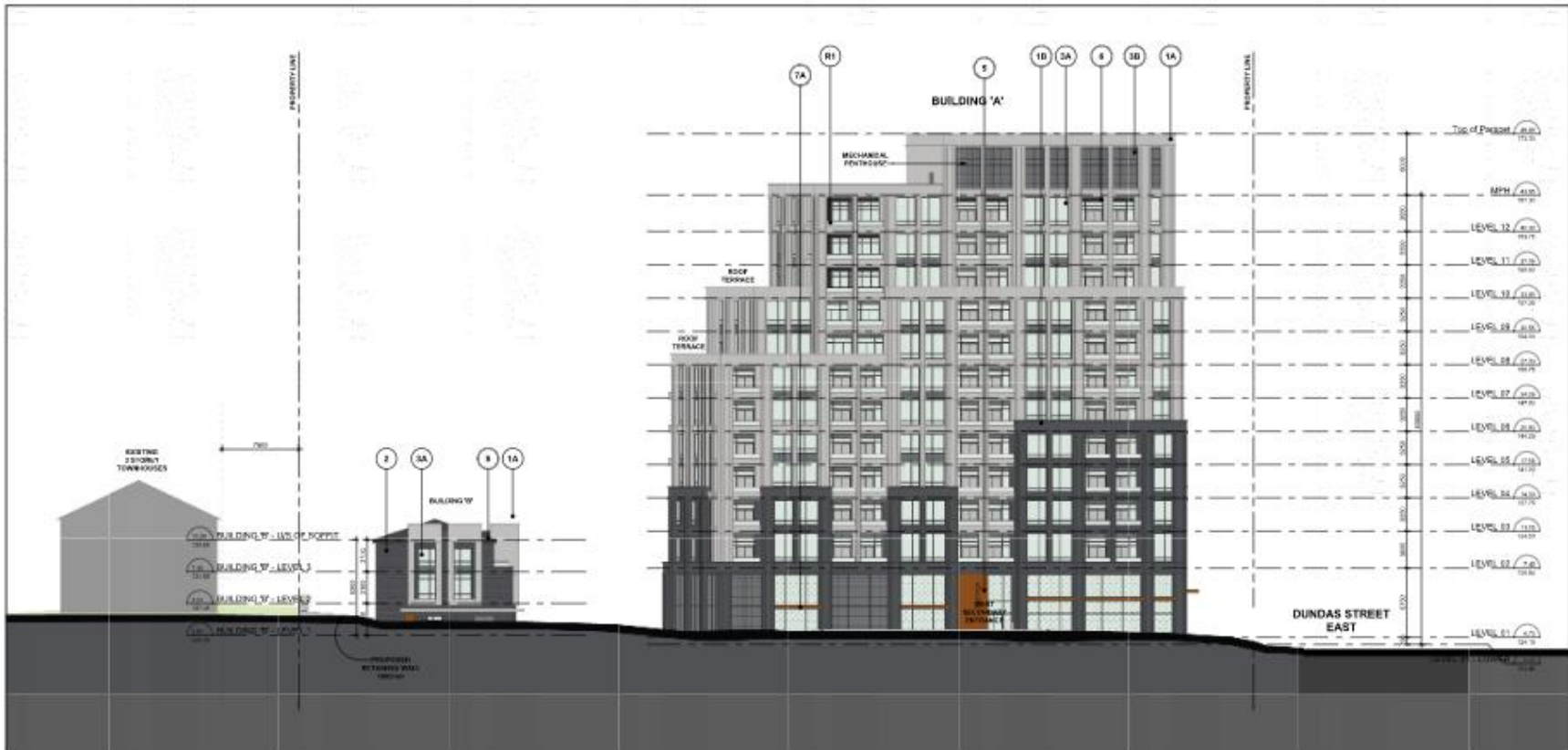
### South Elevation



### East Elevation



### West Elevation



### Applicant's Renderings



South West View - Along Dundas Street East  
NTS 4 (24/07/23)



South East View - Along Dundas Street East  
NTS 3 (24/07/23)

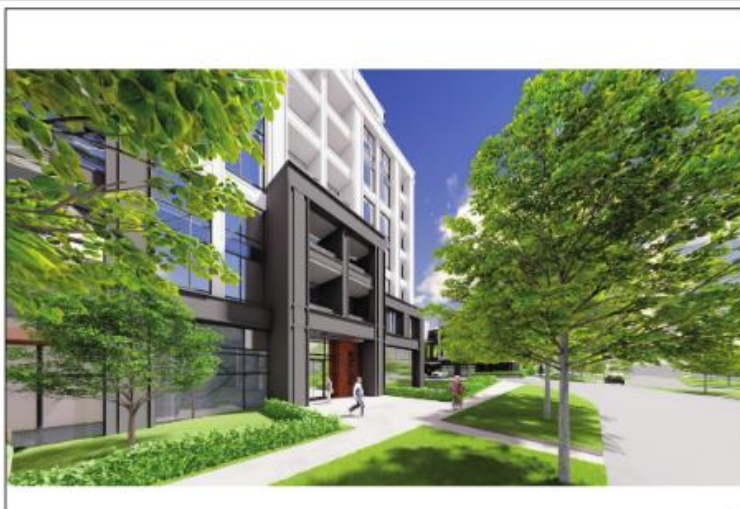


Private Terrace  
NTS 2 (24/07/23)



East View - Townhouse Front Overall  
NTS 1 (24/07/23)

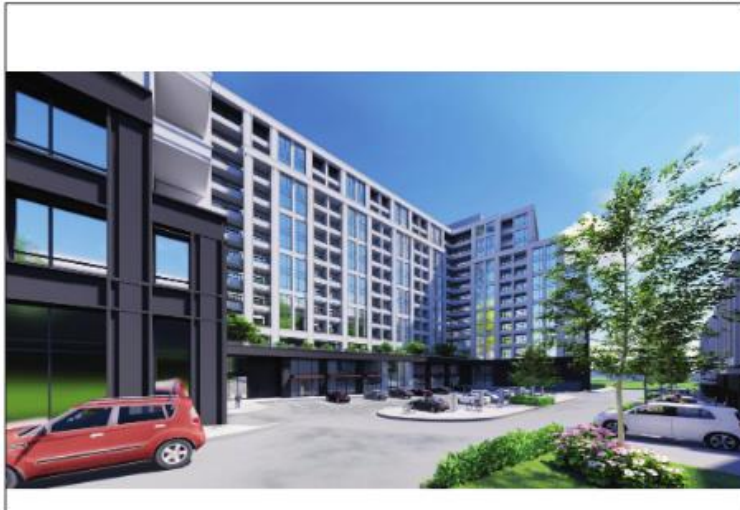




East View - Primary Residential Entrance Along Haines Road  
MTS 4 MAY 23



South View - Lower Retail Entrance Along Dundas Street East  
MTS 2 MAY 23



North East View - Upper Retail Entrance at Parking  
MTS 3 MAY 23



North West View - Upper Retail Entrance at Parking  
MTS 1 MAY 23

## 2. Site Description

### Site Information

The property is located at the northwest corner of Dundas Street East and Haines Road, within the Applewood Neighbourhood Character Area. The site is currently occupied by a one storey commercial plaza consisting of two multi-tenant buildings and one stand-alone restaurant use with an accessory drive-through. The site contains a significant amount of surface parking and existing accesses to the site are located at the northeast corner from Haines Road and at the mid-point of the frontage on Dundas Street East. The site is slightly higher than the elevation of the Dundas Street East right-of-way.



Aerial of 799, 801, 803 and 805 Dundas Street East

| Property Size and Use        |  |
|------------------------------|--|
| Frontage on Dundas Street E: | 122 m (400 ft.)  |
| Frontage on Haines Road:     | 78 m (226 ft.)   |
| Depth:                       | 78 m (226 ft.)   |
| Gross Lot Area:              | 1.27 ha (3.14 ac.)   |
| Existing Uses:               | Variety of retail and service commercial uses including medical offices, pharmacy, personal service shops, a dry cleaners and restaurants. |



Photo of the site looking west



Photo of the site looking east



Photo of the site from Haines Road



Photo of the site from the west

## Site History

- 1987-1988 – The existing commercial plaza and stand-alone restaurant were constructed
- 2001 - Addition of the drive-through to the existing stand-alone restaurant (Tim Horton's).
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C2** (Neighbourhood Commercial) which permits a variety of commercial and retail uses, including, but not limited to retail store, restaurant, medical office and pharmacy.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force, which designated the lands **Mixed Use** in the Applewood Neighbourhood Character Area.
- June 20, 2018 – Dundas Connects Master Plan (DCMP) was endorsed by Mississauga City Council as the recommended vision for the Dundas Corridor.
- August 10, 2022 – Mississauga Council adopts Official Plan Amendment (OPA) No. 141 which implements the recommendations of the 2018 Council adopted Dundas Connects Master Plan (DCMP) with policies pertaining to the Dundas Street corridor.
- August 10, 2022 – Mississauga Council adopts Official Plan Amendments No. 142 to 144, which add policies pertaining to Major Transit Station Areas, including those pertaining to

maximum building heights. Regional Council approval is required for these amendments to come into effect.

- February 23, 2023 - Region Council referred the City's Major Transit Station Area Official Plan Amendments back to regional staff to confer further with the City and Province.

## 3. Site Context

### Surrounding Land Uses

The subject property is located in the Applewood Neighbourhood Character Area and is surrounded by a mix of uses, including residential, retail and service commercial.

Immediately north of the property is a three storey townhouse development, beyond which are a mix of detached and semi-detached homes. To the west of the site is Cedar Creek Lane and St. John's Cemetery. To the south is Dundas Street East and on the south side of the street are a variety commercial buildings. Beyond Haines Road to the east are detached houses and some eight and 16 storey apartment buildings.

The surrounding land uses are:

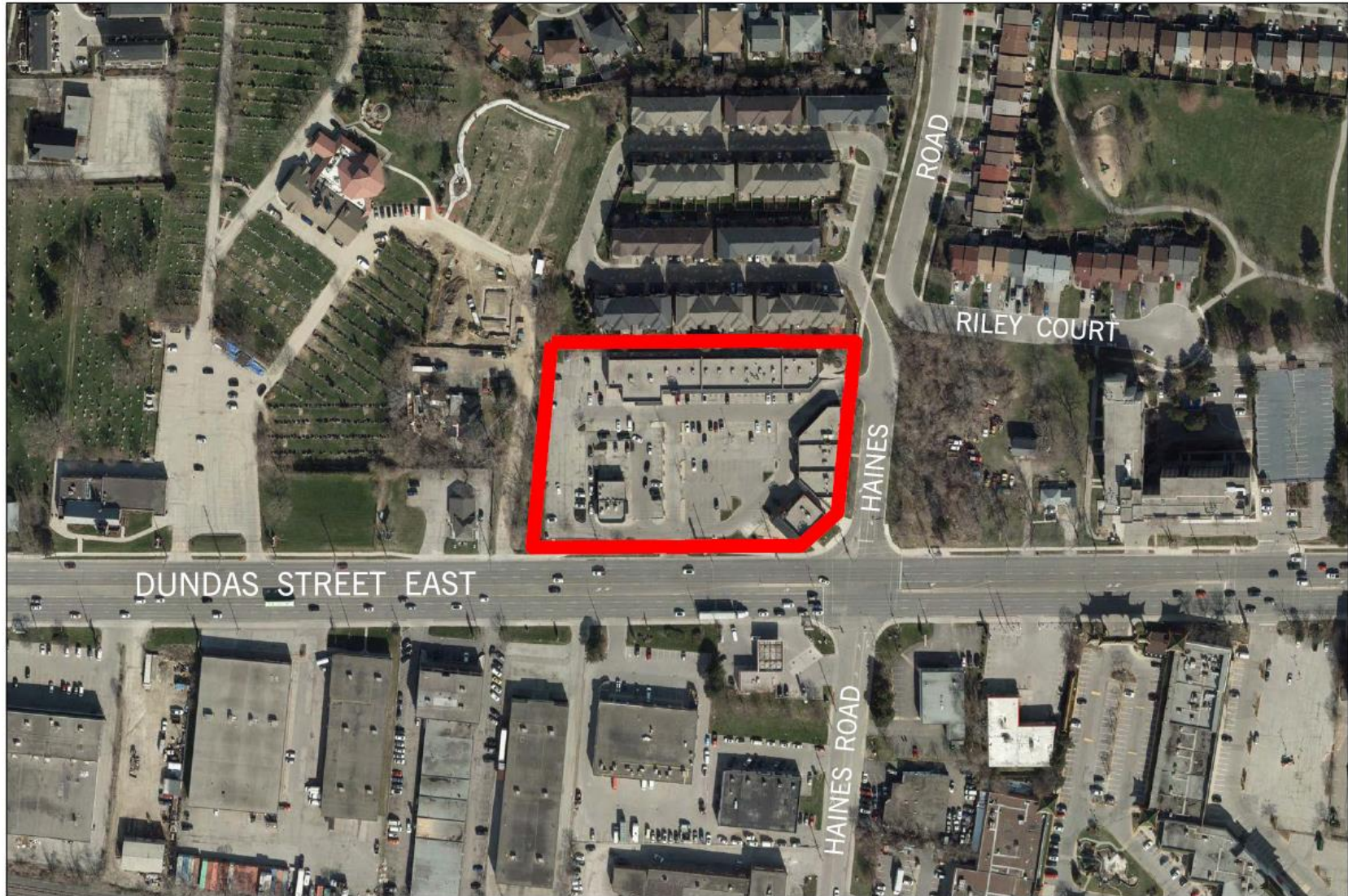
- North: Three storey townhomes
- East: Haines Road and detached lots
- South: Dundas Street East and retail and service commercial uses
- West: Cedar Creek Lane and St. John's Cemetery

### Neighbourhood Context

The Applewood Neighbourhood Character Area is an area that evolved over the last 50 years from predominantly agricultural uses including a number of apple orchards to a mixed use neighbourhood with a variety of housing forms, schools, retail and service commercial uses and recreational facilities.

Dundas Street East is classified as an Arterial Road in MOP with an ultimate right-of-way width of 42 metres (137.8 ft.), while Haines Road is classified as a Minor Collector, which has a typical width of up to 26 metres (85.3 ft.). The subject lands have frontage on both Dundas Street East and Haines Road.

Additionally, Dundas Street East is identified as an Intensification Corridor and a Higher Order Transit Corridor by the in-effect MOP. These classifications recognize that Dundas Street East is to incorporate future transit connections, including the planned Dundas Bus Rapid Transit (BRT).



Aerial Photo of 799, 801, 803 and 805 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

The following development applications are in process, or were recently approved, in the immediate vicinity of the subject property:

- OZ/OPA 22-18 W1 – 1000 Dundas Street East and 1024 Dundas Street East – application in process for a 16 and a

20 storey apartment building with non-residential uses proposed on the ground floor

- OZ/OPA 20/003 W3 – 1840 and 1850 Bloor Street East – applications in process for an 18 storey apartment with non-residential uses on the ground floor
- OZ 18-/005 W3 – 1315 Silver Spear Road – application in process for an 8 storey apartment building
- OZ 17/014 W3 – 1750 Bloor Street and 3315 Fieldgate Drive – application approved for a 15 storey apartment building on May 4, 2022.

These applications are well within the anticipated population forecasted for the node.

## Community and Transportation Services

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

The 2022 Parks Plan notes that Applewood NHD has a parkland deficiency of 3.8 ha (9.4 ac.) and does not meet the minimum provision target of 1.2 ha (2.9 ac.) of parkland per 1000 people. The current development proposal includes a privately owned publicly accessible space (POPS) along the west property line. However, staff note in lieu of a POPS, which are not eligible for parkland dedication credits under current Parkland Conveyance By-law 0317-2022, an unencumbered public park be incorporated as part of this residential development. It is further

noted that although Hawkins Glen (P-158), being City owned parkland, is approximately 300 m (984.2 ft.) from the subject site which includes a play site, additional parkland on the subject development site will help address the parkland need and deficiency within the Applewood Neighbourhood Character Area.

The site is within 2.0 km (1.2 miles) of the Dixie GO station, which provides two-way, morning and evening peak time service every 30 minutes. The site is also located within 2.4 km (1.5 miles) of Hurontario Street and the future Hurontario Light Rail Transit route, which is under construction.

Further, the following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 51 - Tomken

There are walkways and multi-use trails in the area including one in Hawkins Glen Park to the west and Cherry Hill Park to the north. There are walkways on Haines Road and sidewalks on other residential roads in the area.



#### 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.

| <b>Policy Document</b>   | <b>Legislative Authority/Applicability</b>  | <b>Key Policies</b>   |
|--|---|---|
| <b><i>Provincial Policy Statement (PPS)</i></b>                          | <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>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</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> |
| <b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b> | <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><b>Region of Peel Official Plan (ROP)</b></p> | <p>With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal.</p> <p>MOP 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 application meets 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>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Core Areas of the Greenlands System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> <li>• achieving sustainable development;</li> <li>• establishing healthy complete communities;</li> <li>• achieving intensified and compact built form and a 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;</li> <li>• achieving an urban form and densities that are pedestrian-friendly and transit supportive;</li> <li>• promoting crime prevention and improvement in the quality of life;</li> <li>• protecting, restoring, and enhancing the natural environment;</li> <li>• allowing opportunities for residents to live in their own communities as they age;</li> <li>• preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and,</li> <li>• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.</li> </ul> <p>Identify, protect, restore and enhance the long-term ecological function and biodiversity of the Greenlands System. (ROP 2.14.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.14.15)</p> <p>Detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies  |
|-----------------|-------------------------------------|---|
|                 |                                     | through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.3.4) |

### 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, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

The Dundas Corridor Policy Implementation Project and Major Transit Station Area report was 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 12 storeys.

### Existing Designation

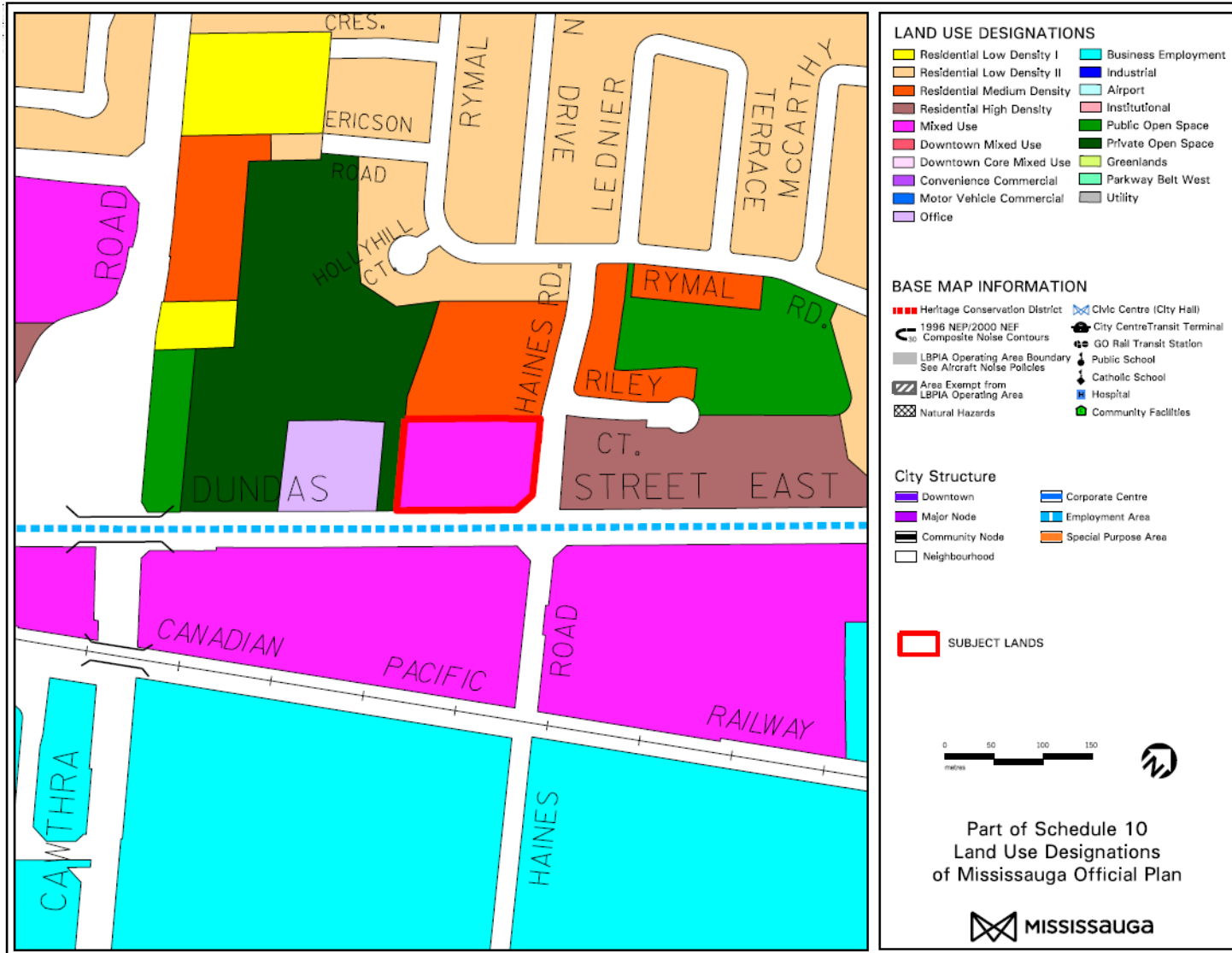
The lands are located within the Applewood Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a variety of commercial and retail uses such as a financial institution, retail store, motor vehicle rental, overnight accommodation, restaurant and residential in conjunction with other permitted uses.

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

### Proposed Designation

The applicant is proposing to add a Special Site to the existing **Mixed Use** designation that applies to the property to permit the proposed 12 storey apartment with non-residential uses at grade and the three storey townhomes. 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.

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



Excerpt of Applewood Neighbourhood Character Area

### 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.

|                                    | <b>General Intent</b>  |
|------------------------------------|--|
| <b>Chapter 5<br/>Direct Growth</b> | <p>Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</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>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</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>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment. (Section 5.3.5.4)</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>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>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>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify</p> |

|   |   |
|---|---|
|   | <p><b>General Intent</b></p> <p>appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12)</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. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Sections 5.5.1 and 5.5.3)</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy and promote the qualities of complete communities. (Sections 5.5.4 and 5.5.5)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</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 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> |
| <p><b>Chapter 6<br/>Value The<br/>Environment</b></p> | <p>In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase. (Section 6.3.73)</p> <p>Land conveyed to Mississauga for use as public parkland and/or Greenlands will be in a condition that is acceptable to the city. (Section 6.3.74)</p>   |
| <p><b>Chapter 7<br/>Complete<br/>Communities</b></p>  | <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> <ol style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ol> <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> <p>An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan,</p>  |

|   | <p><b>General Intent</b></p> <p>and subject to an Inclusionary Zoning By-law, is required to include affordable ownership housing units or affordable rental housing units for moderate income households, as follows:</p> <p>a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table 7-1;</p> <p>Extract from Table 7-1:</p> <table border="1" data-bbox="449 435 1581 654"> <thead> <tr> <th data-bbox="449 435 642 581">IZ Area as identified on Map 7-1</th> <th data-bbox="642 435 1014 581">Tenure of Affordable Housing Units</th> <th data-bbox="1014 435 1224 581">Applies January 1, 2023 to December 31, 2023</th> <th data-bbox="1224 435 1419 581">Applies January 1, 2024 to December 31, 2024</th> <th data-bbox="1419 435 1581 581">Applies January 1, 2025</th> </tr> </thead> <tbody> <tr> <td data-bbox="449 581 642 654">IZ Area 2</td> <td data-bbox="642 581 1014 654"><i>Affordable Ownership Housing Units</i></td> <td data-bbox="1014 581 1224 654">3%</td> <td data-bbox="1224 581 1419 654">5%</td> <td data-bbox="1419 581 1581 654">7%</td> </tr> </tbody> </table> <p>The suite mix of the affordable housing unit component will generally be a balanced mix of one bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines. (Section 5.3.4)</p> <p>Inclusionary Zoning requirements may be met on an offsite location, at the discretion of the City through a site-specific zoning by-law amendment, subject to achieving certain conditions. (Section 7.3.8)</p> | IZ Area as identified on Map 7-1             | Tenure of Affordable Housing Units           | Applies January 1, 2023 to December 31, 2023 | Applies January 1, 2024 to December 31, 2024 | Applies January 1, 2025 | IZ Area 2 | <i>Affordable Ownership Housing Units</i> | 3% | 5% | 7% |
|---|---|--|--|--|--|-------------------------|-----------|---|----|----|----|
| IZ Area as identified on Map 7-1  | Tenure of Affordable Housing Units  | Applies January 1, 2023 to December 31, 2023 | Applies January 1, 2024 to December 31, 2024 | Applies January 1, 2025                      |  |                         |           |   |    |    |    |
| IZ Area 2   | <i>Affordable Ownership Housing Units</i>   | 3%   | 5%   | 7%   |  |                         |           |   |    |    |    |
| <p><b>Chapter 9<br/>                 Build A Desirable Urban Form</b></p> | <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>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas (Section 9.2.1.8)</p> <p>Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. Appropriate height and built form transitions will be required between sites and their surrounding areas. (Sections 9.2.1.9 and 9.2.1.10)</p>   |  |  |  |  |                         |           |   |    |    |    |



|   | <b>General Intent</b>  |
|---|--|
|   | <p>Tall buildings will be appropriately spaces to provide privacy and permit light and sky views. (Section 9.2.1.13)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. (Sections 9.2.1.15, 9.2.1.16 and 9.2.1.17)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (Section 9.2.1.25)</p> <p>For non-residential uses, at grade windows will be required facing major streets and must be transparent. (Section 9.2.1.26)</p> <p>Built form will relate to and be integrated with the streetline, 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> <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>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> |
| <b>Chapter 11<br/>General Land Use<br/>Designations</b> | <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>   |

|   |   |
|---|---|
|   | <p><b>General Intent</b></p> <p>Residential uses will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.5)</p> <p>If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.6)</p> <p>Lands designated Residential High Density will permit the following use:</p> <ul style="list-style-type: none"> <li>a. apartment dwelling</li> <li>b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and</li> <li>c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</li> </ul> <p>Accessory offices for physicians, dentists, health professionals, and drugless practitioners will only be permitted in detached and semi-detached dwellings provided the dwelling is their principal private residence. (11.2.5.7)</p> <p>Second units within detached dwellings, semi-detached dwellings and townhouse dwellings will be permitted, where appropriate. (11.2.5.8)</p> |
| <p><b>Chapter 16<br/>Neighbourhoods</b></p> | <p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. (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: 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>  |
| <p><b>Chapter 19<br/>Implementation</b></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"> <li>• 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;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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).</li> </ul>   |

**Official Plan Amendments Implementing Dundas Connects & MTSA policies**

Mississauga Council has adopted a series of Official Plan Amendments that implement the Dundas Connects Master Plan (DCMP) and MTSA policies. Although these amendments are not yet in effect, as they have either been appealed to the OLT or are still before the Region of Peel for approval, they still provide insight into the most current vision for redevelopment along the Dundas Street corridor.

With respect to MTSA policies that are currently at the Region for approval, it should be noted that on February 9, 2023 the Minister of Municipal Affairs and Housing wrote the Region and advised the proposed MTSA maximum height policies are contrary to the modifications the MMAH made to the in-effect Regional Official Plan. The MTSA official plan amendments have been referred back to regional staff for further discussion. City staff have met with the Province and are awaiting a formal response clarifying the comments outlined in their letter.

|   | General Intent  |
|---|---|
| <p><b>OPA No. 141 - Dundas Connects Implementation</b></p> <p><b>Adopted By Council - August 2021</b></p> <p><b>Appealed September 1, 2022</b><br/> <b>Appealed By: a number of land owners in the area</b></p> | <ul style="list-style-type: none"> <li>• Dundas Street will have a mix of residential, commercial and employment uses within a predominately mid-rise built form</li> <li>• Development will be designed and located to:                         <ul style="list-style-type: none"> <li>a) ensure sufficient minimum ground floor building heights to accommodate changes over time</li> <li>b) incorporate podiums that are generally a minimum of 3 storeys and a maximum of 6 storeys except where building height is less than 9 storeys</li> <li>c) introduce flexible ground floor space</li> <li>d) achieve a consistent street wall</li> <li>e) promote mixed-use buildings</li> <li>f) prohibit surface parking</li> <li>g) incorporate underground parking</li> <li>h) achieve transition to surrounding lands designated low density residential</li> <li>i) incorporate setbacks between the podium and tower</li> <li>j) maintain separation distances to ensure sufficient access to sunlight, sky views and privacy, achieve noise attenuation through site design (Section 5.4.18)</li> </ul> </li> <li>• An expanded parkland and open space system will be determined through the development application process (Section 5.4.21)</li> </ul> |

|   | <b>General Intent</b>  |
|---|--|
|   | <ul style="list-style-type: none"> <li>Dundas Street East is a higher-order transit corridor that crosses through a number of protected Major Transit Station Areas. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan. (Section 16.2.2.2)</li> </ul>   |
| <p><b>OPA No 142 – Dundas Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p> | <ul style="list-style-type: none"> <li>Development will contribute to the creation of a predominately mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional height is permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of the Plan. (Section 5.4.17)</li> </ul>  |
| <p><b>OPA No 143 – Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p>        | <ul style="list-style-type: none"> <li>Introduces the term Protected Major Transit Area which is a Major Transit Station Area identified in the Region of Peel Official Plan (Glossary Section)</li> <li>Each Major Transit Station Area is unique and will be planned based on its local context, growth potential and limitations (Section 5.7)</li> <li>Inclusionary zoning applies to Protected Major Transit Station Areas (5.7.1.6)</li> <li>The amendment speaks to issues including:             <ul style="list-style-type: none"> <li>- compatibility (e.g. development will be compatible and mitigate impacts) (section 5.7.5)</li> <li>- urban design (e.g. development will minimize surface parking) (section 5.7.6)</li> <li>- connectivity (e.g. development will contribute to an interconnected street pattern that is multi-modal) (Section 5.7.7),</li> <li>- community infrastructure such as city-owned playgrounds will be required within 400 m of new development, unimpeded by major pedestrian barriers (Section 5.7.8), and</li> <li>- servicing development will be phased to ensure appropriate infrastructure is in place (Section 5.7.9)</li> </ul> </li> </ul> |

|  | General Intent   |
|--|--|
| <p><b>OPA No 144 – Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p> | <ul style="list-style-type: none"> <li>• Redevelopment within Mixed Use that results in a loss of non-residential floor space will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained (Section 5.7.2.2)</li> <li>• Maintaining non-residential planned function means a concentration of convenient commercial uses and employment opportunities (Section 5.7.2.3)</li> <li>• Development will contribute towards the creation of transit supportive communities by, amongst other things, including a broad and balanced mix of land uses with a range of residential and non-residential uses, providing housing choices, including a balanced mix of office and retail uses (Section 5.7.2.4)</li> <li>• The OPA identifies the subject lands as being within the Dundas Street Bus Rapid Transit Corridor Cawthra Station Area with a minimum residents and jobs (PPJ) of 160 combined per hectare, a minimum FSI of 1.0, a permitted building height of 3 to 12 storeys and designated Mixed Use (5.7.3 and 5.7.4 and Map C7)</li> <li>• The minimum Floor Space Index (FSI) will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area. Individual development proposals do not need to meet the minimum FSI. (Section 5.7.3.3)</li> </ul> |

**Mississauga Zoning By-law**

**Existing Zoning**

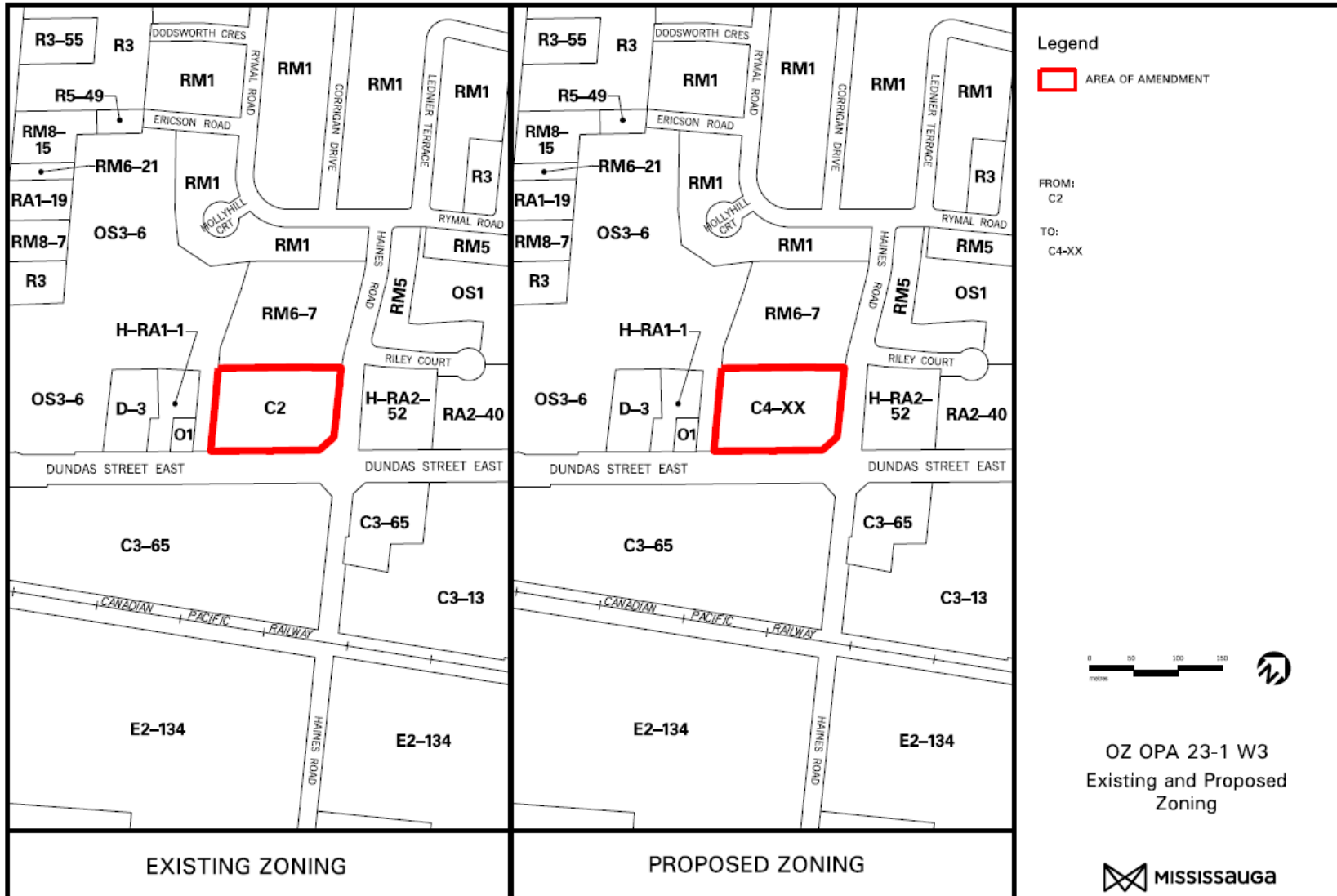
The subject property is currently zoned **C2** (Neighbourhood Commercial), which permits a variety of commercial and retail uses, including, but not limited to retail store, restaurant, medical office and pharmacy.

**Proposed Zoning**

The applicant is proposing to zone the property **C4 – Exception** (Mainstreet Commercial – Exception) to permit the proposed 12 storey

apartment with non-residential uses on the ground floor and the three storey townhomes.

Through the processing of the application 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 C2 Zone Regulations   | Proposed C4 Base Zone Regulations   | Proposed C4 Exception Zone Regulations  |
|--|--|---|---|
| Minimum Separation Distance – for a restaurant or take out restaurant  | 60.0 m (196.8 ft.)   | 60.0 m (196.8 ft.)  | Shall not apply   |
| Temporary Outdoor Patios - Minimum distance from accessible parking space to the edge of a temporary outdoor patio                                       | 1.0 m (3.3 ft.)  | 1.0 m (3.3 ft.)   | Shall not apply   |
| Centreline Setbacks – where a lot abuts a ROW or a 0.3 m reserve abutting a ROW the nearest part of a building or structure to the centerline of the ROW | 30.0 m (98.4 ft.) ROW – 15.0 (49.2 ft.) m + Required Yard/Setback  | 30.0 m (98.4 ft.) ROW – 15.0 m (49.2 ft.) + Required Yard/Setback   | Shall not apply   |
| Rooftop Balcony set back from all exterior edges of a building or structure  | 1.2 m (3.9 ft.)  | 1.2 m (3.9 ft.)   | 0.0 m (0.0 ft.)   |
| Permitted uses   | Retail Store<br>Restaurant<br>Convenience Restaurant<br>Take-out Restaurant<br>Veterinary Clinic<br>Animal Care Establishment<br>Funeral Establishment<br>Service Establishment<br>Commercial School<br>Financial Institution<br>Medical Office<br>Office<br>Recreational Establishment<br>Entertainment Establishment | Retail Store less than or equal to 600 m <sup>2</sup><br>GFA – non- residential Retail Store greater than 600 m <sup>2</sup><br>GFA – non-residential<br>Restaurant<br>Take-Out Restaurant<br>Veterinary Clinic Animal Care Establishment<br>Funeral Establishment<br>Personal Service<br>Establishment<br>Commercial School<br>Financial Institution | Dwelling units in stand alone residential buildings<br>Daycare<br>Education and Training Facility<br>Office<br>Personal Service Establishment<br>Recreational Establishment<br>Restaurant<br>Take-out Restaurant;<br>Temporary Outdoor Patio<br>Veterinary Clinic |

| Zone Regulations   | Existing C2 Zone Regulations   | Proposed C4 Base Zone Regulations  | Proposed C4 Exception Zone Regulations                            |
|--|--|--|---|
|  | Private Club<br>University/College   | Repair Establishment<br>Beverage / Food Preparation Establishment<br>Medical Office<br>Office<br>Overnight Accommodation<br>Recreational Establishment<br>Entertainment Establishment<br>Private Club<br>University / College<br>Parking Lot<br>Apartment<br>Dwelling Unit located above the first storey of a commercial building |   |
| Minimum front yard   | 4.5 m (14.7 ft.)   | 4.0 m (13.1 ft.)   | Shall not apply   |
| Minimum exterior side yard   | 4.5 m (14.7 ft.)   | 3.0 m (9.8 ft.)  | Shall not apply   |
| Maximum building heights   | 20.0 m (65.6 ft.) and 4 storeys (sloped roof)<br>16.5 m (54.1 ft.) and 4 storeys (flat roof) | 12.5 m (41.0 ft.) and 3 storeys  | 43.9 m (144 ft.) and 12 storeys<br>9.3 m (30.5 ft.) and 3 storeys |
| Minimum depth of a landscaped buffer abutting a lot line   | 4.5 m (14.7 ft.)   | 4.5 m (14.7 ft.)   | 1.5 m (4.9 ft.)   |
| Maximum length of a building streetwall on the first storey that may be used for accessing residential uses located above the first storey | n/a  | 25%  | Shall not apply   |
| Maximum length of a building streetwall that may be set back beyond the  | n/a  | 30%  | Shall not apply   |



| Zone Regulations                             | Existing C2 Zone Regulations  | Proposed C4 Base Zone Regulations | Proposed C4 Exception Zone Regulations |
|--|---|-----------------------------------|--|
| maximum front and maximum exterior side yard |   |                                   |  |
|  | <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> |                                   |  |

### Affordable Housing

On August 10, 2022, City Council adopted Inclusionary Zoning (IZ) Official Plan policies and zoning provisions to help get more affordable housing built in Mississauga. Applicant's proposing residential developments or re-developments with 50 or more residential units or 3,600 m<sup>2</sup> (38,750 ft<sup>2</sup>) or more of residential gross floor area and located within an IZ Area as identified in the Zoning By-law are required to include affordable ownership housing units or affordable rental housing units for moderate income households. The subject property is located in IZ Area 2 and therefore is to provide a minimum of 3% of the gross floor area as affordable ownership housing units for moderate income households.

In accordance with article 2.1.34.1(6)(2) of zoning by-law 0225-2007, a proposal is exempt from IZ if a rezoning application is filed prior to IZ coming into effect, and a subsequent site plan application is filed within two years of the date of filing of the application.

IZ came into effect on January 1, 2023. The rezoning application associated with this proposal was filed on November 24, 2022. Provided the site plan application is filed by November 24, 2024 this proposed development is exempt from IZ.

Should the proposal be exempt from IZ, the size of the proposed development is such that the City would still be seeking an affordable housing component within the proposed development, in accordance with the Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* (October 2017).

## 5. School Accommodation

### The Peel District School Board

| Student Yield              | School Accommodation |                           |                                    |
|----------------------------|----------------------|---------------------------|------------------------------------|
| 37 Kindergarten to Grade 5 | Dixie Public School  | Tomken Road Middle School | Applewood Heights Secondary School |
| 10 Grade 6 to Grade 8      | Enrolment: 355       | Enrolment: 893            | Enrolment: 1233                    |
| 6 Grade 9 to Grade 12      | Capacity: 507        | Capacity: 947             | Capacity: 1284                     |
|                            | Portables: 0         | Portables: 0              | Portables: 2                       |

### The Dufferin-Peel Catholic District School Board

| Student Yield             | School Accommodation       |                         |
|---------------------------|----------------------------|-------------------------|
| 8 Kindergarten to Grade 8 | St. Thomas More Elementary | Philip Pocock Secondary |
| 7 Grade 9 to Grade 12     | Enrolment: 545             | Enrolment: 1152         |
|                           | Capacity: 648              | Capacity: 1257          |
|                           | Portables: 0               | Portables: 0            |

## 6. Community Questions and Comments

A community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 19, 2023. There were 20 residents in attendance.

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.

Concerns raised include the excessive height and massing of the proposed 12 storey apartment building, potential shadow and overlook conditions, excessive density, increased traffic, possible street parking and trespass. In addition to these, some residents expressed concerns about the access and potential connection of Haines Road. In its current condition, Haines Road does not continue from Dundas Street East to Rymal Road. Some area residents were concerned that this application might cause this condition to change.

## 7. Development Issues

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

| Agency / Comment Date   | Comments  |
|---|---|
| Region of Peel<br>(March 31, 2023)  | <p>An existing 300 mm diameter watermain is located on Dundas St E. An existing 250 mm diameter watermain is located on Haines Rd. An existing 900 mm diameter watermain is also located Haines Rd, however, due to the size and function of the 900 mm diameter watermain on Haines Rd, connection will not be permitted (Watermain Design Criteria 6.1). An existing 375 mm diameter sanitary sewer is located on Cedar Creek Lane. An existing 250 mm diameter sanitary sewer is located on Haines Rd.</p> <p>City of Mississauga Staff are working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council. The following are our recommendations:</p> <ul style="list-style-type: none"> <li>- Recommend bicycle parking near building entrance</li> <li>- Consider landscape walkways with pedestrian scaled lighting (up to 4.6 m in height) within the site and connecting to the residential community to the north</li> <li>- Explore unbundled parking by selling or leasing parking spaces separately from residential units</li> <li>- Give consideration to preferential parking for carpool and/or carshare vehicle spaces</li> <li>- Explore a pedestrian connection to existing residential community to the north</li> <li>- Consider age friendly development design guidelines when designing spaces for multi-generational use</li> <li>- A minimum 2 m wide walkway along the 12-storey building is recommended while a 1.5 m wide walkway abutting the proposed townhouses is recommended as referenced in the Peel Health Development Assessment User Guide</li> </ul> <p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual requirements being met and labelled on the Waste Management Plan drawings.</p> |
| Dufferin-Peel Catholic District School Board and the Peel District School Board<br>(March 14, 2023) | <p>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.</p>   |
| Peel District School Board<br>(March 28, 2023)  | <p>City of Mississauga, Council Resolution 152-98 applies to this application, therefore 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>  |
| City Community Services Department – Park Planning Section<br>(March 3, 2023)                       | <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 and in accordance with the City's Policies and By-laws.</p> <p>Community Services has requested a public park on site. Based on Bill 23, 10% of the land is to be dedicated to the City for</p>   |

| Agency / Comment Date  | Comments   |
|--|--|
|  | <p>a Park.</p> <p>Park Criteria: The park should be planned in keeping with the City's Park's criteria:</p> <ul style="list-style-type: none"> <li>• Incorporated to meet City's parkland needs;</li> <li>• Have adequate frontage on at least one public street;</li> <li>• Have a shape and size appropriate to meet park programming needs;</li> <li>• Have complimentary adjacent built form and uses;</li> <li>• Address user comfort through framed spaces, comfortable edges and desirable environment factors (such as sun and wind); and</li> <li>• Satisfy CPTED principles by having desirable views to, through and from the park.</li> </ul>  |
| <p>City Planning Strategies – Housing (March 29, 2023)</p>       | <p>Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(3) of Mississauga Zoning By-law 0225-2007, a proposal is exempt from Inclusionary Zoning (IZ) if a rezoning application is filed prior to IZ coming into effect, AND a subsequent site plan application is filed within 2 years of the date of filing of the application.</p> <p>IZ came into effect on January 1, 2023. The rezoning application associated with this proposal, (OZ/OPA 23-1 W3) was filed on November 24, 2022. Provided the site plan application is filed by November 24, 2024 this proposed development is exempt from IZ.</p> <p>A comment will be added to the rezoning file to indicate the current exemption status. The City will determine the final exemption status at the time of the site plan application filing.</p> <p>The applicant has failed to address any additional provisions to provide for the range of housing options as contemplated by the Housing Reports TOR.</p> <p>The Housing Reports TOR outlines various options to ensure the proposal provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, off-site land contributions, or financial contributions to affordable middle income housing elsewhere.</p> <p>While it is appreciated that the anticipated unit mix includes larger family-sized two, three and four bedroom units, the applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is needed on pricing and affordability period (i.e., 25 years or more).</p> <p>The applicant is strongly encouraged to consider one of the above methods to contribute to the range and affordability of housing options within the proposal.</p> |
| <p>City Transportation and Works Department (April 28, 2023)</p> | <p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance could 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</p>   |

| Agency / Comment Date | Comments  |
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|                       | <p>and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b>Stormwater</b></p> <p>A Functional Servicing and Stormwater Management Report prepared by Husson Engineering and Management, dated November 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 stormwater 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 on Dundas St E as well as on-site stormwater management controls for the post-development discharge. An existing municipal storm sewer within the site is also proposed to be realigned to increase the developable area.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer as well as the storm sewer realignment</li> <li>• demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved</li> <li>• demonstrate that the water quality measures will be met for stormwater discharge</li> <li>• demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site</li> </ul> <p><b>Traffic</b></p> <p>A Traffic Impact Study (TIS), prepared by Crozier Consulting Engineers dated October 2022, was submitted in support of the proposed development. 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"> <li>• Provide an updated Traffic Impact Study addressing all staff comments</li> <li>• Review the driveway access to ensure it would operate safely and efficiently</li> <li>• Provide the future property lines following required land dedications</li> <li>• Address any traffic concerns from the Community related to the proposed development</li> </ul> |

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|  | <p><b>Environmental Compliance</b></p> <p>A Phase Two Environmental Site Assessment (ESA), dated August 31, 2022 and prepared by Haddad Geotechnical Inc., was submitted in support of the proposed development. The report indicates that no further environmental investigation is required; however the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase Two ESA</li> <li>• A copy of the Phase One ESA, dated June 17, 2022, along with a letter of reliance</li> <li>• A Storm Sewer Use By-law Acknowledgement form</li> <li>• A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning</li> <li>• A 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</li> <li>• A letter or report prepared by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use</li> </ul> <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><b>Noise</b></p> <p>A Transportation Traffic Noise Assessment, prepared by Gradient Wind and dated September 22, 2022, was received for review. This study evaluates the potential impact to the development, and recommends mitigation measures to reduce any negative impacts. Noise sources considered in this study that may have an impact on this development include road and rail traffic. The study is to be revised to include off-site stationary noise impact on the development.</p> <p><b>Engineering Plans/Drawings</b></p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards. Additional drawings and plans will be required to confirm the road widening on Dundas St E and proposed new municipal storm sewer realignment and easement.</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"> <li>- City of Mississauga - Fire Services</li> </ul>   |

| Agency / Comment Date | Comments  |
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|                       | <ul style="list-style-type: none"> <li>- City of Mississauga - Arborist – City Property</li> <li>- City of Mississauga - Arborist – Private Property</li> <li>- City of Mississauga – MiWay Transit</li> <li>- Alectra</li> <li>- Bell Canada</li> <li>- Rogers</li> <li>- Canada Post</li> <li>- CS Viamonde</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> </ul> |
|                       | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Ministry of Transportation</li> <li>- Trans-Northern Pipeline</li> </ul>  |

### 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 does contain 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 MOP maintained by this project?
- Is the proposed development compatible with, and is an appropriate transition achieved to, the existing and planned context given the proposed massing, building height, and rear yard setbacks to the existing townhomes?
- Are the proposed zoning by-law exception standards appropriate?
- Have the supporting technical studies adequately addressed all concerns?

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.