

Recommendation Report Detailed Planning Analysis

**Owner: Ahmed Group (1000 Dundas St. E.) Inc. &
 Ahmed Group (1024 Dundas St. E.) Inc.**

Address: 1000 & 1024 Dundas Street East

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1. Community Comments

Comments from the public at the community and public meetings held were generally directed towards tenure, built form, traffic, stormwater management and land use compatibility. Below is a summary and response to the specific comments heard.

Comment

What type of rental units are proposed?

Response

The applicant has indicated it is their intention to develop purpose built rental buildings where all units are under one ownership. The number and mix of unit types will be determined at the site plan approval stage as the proposal comes closer to market.

Comment

Are there opportunities to provide additional space in the building to accommodate work from home uses?

Response

The idea of incorporating a common area where residents can have access to office facilities (printer, photocopier, desks, meeting room) is useful given evolving work patterns. Currently the City does not have any specific requirements for providing this type use within apartment buildings, although in some proposed developments, a portion of the proposed indoor amenity space has been identified for this function. The

applicant has expressed interest in accommodating these services as the design of the project evolves.

Comment

The proposed retail space should have entrances on Dundas Street East (and not face the interior of the site) in order to animate the street frontage.

Response

The Dundas Connects Master Plan (DCMP) encourages street-related retail uses. Staff agree that it is important that the primary access to retail stores should be from Dundas Street East and the implementing zoning by-law should incorporate regulations to require the main front entrance for commercial uses be located fronting Dundas Street.

Comment

Concerns were raised regarding how impacts from additional traffic and stormwater management will be addressed on site.

Response

A Transportation Impact Study, prepared by GHD Limited and a Functional Servicing and Stormwater Management Report, prepared by IBI Group, were submitted in support of the application. The Transportation and Works Department advises that, based on the information provided to date, they are not satisfied with the studies and required further clarification and information.

Comment

Concerns were raised by Mother Parker's Tea & Coffee Inc. (Mother Parker's), a local industry in the immediate vicinity, that the introduction of residential uses in the area south of Dundas Street East, between Haines Road and Blundell Road, including the subject site, would be incompatible with Mother Parker's manufacturing operations and expansion plans. A February 3, 2023 press release announced that Mother Parker's is investing \$33.4 million (of which \$5 million is from the Province's Regional Development Program) to expand its existing facilities.

Response

A Noise/Vibration and Land Use Compatibility Study (Air Quality and Noise), prepared by RWDI was submitted in support of the application. The City retained Dillon Consulting to Peer Review these studies along with additional material provided to the City by Mother Parker's. The Peer Review concluded that additional information is required. Section 7 of this report discusses the issue of land use compatibility in greater detail.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on September 9, 2022. The applicant has not submitted revised drawings and studies. The summary of comments attached as Appendix 1 in the Information Report remain applicable.

3. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Public Meeting Report dated April 14, 2023 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including the following (policies are paraphrased)

Section 1.1.1 of the PPS states that a number of factors sustain healthy communities, including: an appropriate affordable and market based range and mix of residential types, and promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning.

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.2.6.1 of the PPS states that major facilities (which includes manufacturing) and sensitive land uses (which includes residences) shall be planned to avoid or minimize adverse effects from odour, noise and other contaminants.

Section 1.2.6.2 of the PPS states where avoidance is not possible, planning authorities shall protect the long-term viability of existing manufacturing uses that are vulnerable to

encroachment. Development of adjacent sensitive land uses shall only be permitted if:

- a) there is a need for the proposed use;
- b) alternative locations have been evaluated;
- c) adverse effects to the proposed sensitive uses are minimized and mitigated; and
- d) potential impacts to manufacturing uses are minimized and mitigated.

Section 1.7.1.e) of the PPS states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form.

Section 4.6 of the PPS states that the official plan is the most important vehicle for implementing the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The proposed redevelopment of the subject site appears to be focused on those PPS policies associated with accommodating an affordable and market based range of housing, the efficient use of land and infrastructure, and promoting intensification.

However, the proposed development as currently configured and based on the existing information provided to the date of writing of this report, is not considered to be consistent given the application has not demonstrated that:

- the proposed residential uses are compatible with surrounding manufacturing and industrial uses; and
- all development standards are appropriate for the site.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. The Public Meeting Report dated April 14, 2022 (Appendix 1) provides an overview of relevant policies found in the Growth Plan. Policies relevant to the applications include (but are not limited to), the following (policies are paraphrased):

- Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; location with existing or planned transit, with a priority on higher order transit; and areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)
- Municipalities will develop a strategy to achieve minimum intensification targets which will identify the appropriate type and scale of development. (Growth Plan 2.2.2.3 b)
- All major transit station areas will be planned to be transit supportive and development will be supported, where appropriate, by alternative development standards. (Growth Plan 2.2.4.9 c)
- The development of sensitive land uses will, in accordance with provincial guidelines, avoid or if avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly

vulnerable to encroachment. (Growth Plan 2.2.5.8)

- Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to be accommodated on site. (Growth Plan 2.2.5.14)
- 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)

The proposed development speaks to certain portions of the Growth Plan direction pertaining to accommodating intensification within the built-up area and sites in proximity to transit as well as increasing housing supply. However, conformity with the Growth Plan has not yet been demonstrated as land use compatibility, and the extent to which alternative development standards should be implemented require further information and/or the proposal requires modification.

Proposed Provincial Planning Statement

On April 6, 2023 the Ministry of Municipal Affairs and Housing (MMAH) posted on the Environmental Registry of Ontario a document entitled Proposed Provincial Planning Statement. The purpose of the document is to integrate policies from *A Place To Grow: Growth Plan for the Greater Golden Horseshoe* and the *Provincial Policy Statement* to support the achievement of housing objectives and meeting the target to construct 1.5

million new homes by 2031. The document has been posted for a 60 day commenting period.

City staff have reviewed the draft legislation and reported to Council on May 3, 2023. Click on the following link and select Agenda Item 10.2 to review the report. [Council - May 03, 2023 \(escribemeetings.com\)](https://www.escribemeetings.com). As the subject applications have been appealed to the Ontario Land Tribunal, should the Proposed Provincial Planning Statement come into effect before the OLT decision, staff will have to review their recommendations in-light of the final policies as well as direction which the Province may provide through transition regulations.

6. Region of Peel Official Plan

As summarized in the public meeting report dated April 14, 2023 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The new Region of Peel Official Plan, approved in November 2022, identifies the subject lands as being within a Strategic Growth Area and a Major Transit Station Area (MTSA). These areas have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit as well as enhancing the Region's attractiveness for new employment opportunities. Not all stations or sites will achieve the same mixed or intensity of development (new ROP 5.6.19).

The subject lands are no longer part of an Employment Area; however, they are located immediately adjacent to one. The

new Regional Official Plan includes policies that address land use compatibility, including the following:

- Until such time as local municipalities have established MTSA policies, proposed developments will be reviewed to ensure the proposed development avoids potential adverse effects to major facilities (e.g. industry) and sensitive land uses (e.g. residential) and address land use compatibility in accordance with the PPS, provincial guidelines, standards and procedures. (5.6.19.18 i)

The proposed development achieves the broad direction in the Region of Peel Official Plan pertaining to achieving higher density compact development oriented to higher order transit. However, issues pertaining to land use compatibility are unresolved.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies, to permit 4, 16, and 20 storey rental apartment buildings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application. Although not current policy, the Dundas Connects Master Plan and implementing official plan amendments represents the City's most current thinking about development in the area. As such, the proposed development has also been reviewed against these documents.

The following is an analysis of the key planning issues, policies and criteria:

Land Use Compatibility

A Noise & Vibration Impact Study and a Land Use Compatibility Studies were prepared by RWDI Consulting in support of the proposed development. The studies concluded, amongst other things, that if the proposed development was given a Class 4

designation for noise, it would be compatible with surrounding industry.

Mother Parker's have consistently opposed the introduction of residential uses on the subject property as it could prevent employers in the area from appropriately changing activities and processes to accommodate new market demands or new technologies. This would impact their ability to remain current and competitive and cause the lands to be unfit for continued industrial operations. Mother Parker's also identified a number of issues with the proposal, including, but not limited to:

- current noise levels increase with building heights (e.g. noise at 15 storeys is greater than at 3 storeys) and exceed permitted levels for residential development;
- there is no justification for a degraded acoustical environment permitted by a Class 4 noise designation for residents when it can be avoided;
- examples where Class 4 noise designations have been used are not comparable to the subject property given Mother Parker's intentions to expand;
- the City must plan to accommodate employment; and
- housing can be provided elsewhere, including other locations along the Dundas Street, and the subject site is not required to address this issue.

Staff have reviewed relevant legislation and policies, as well as retained Dillon Consulting to Peer Review the RWDI land use compatibility studies.

The Dillon Consulting Peer Review identified that additional information is required before concluding that the proposed development is compatible with surrounding uses. Key issues include, but are not limited to addressing:

- the implications of the vacant industrial building immediately adjacent to the subject property at 2550 – 2562 Stanfield Road being occupied
- the implications that would result from the Mother Parker's Tea and Coffee proposed expansion
- air quality issues from the Tonollii facility whose operations include battery breaking and casting

Staff note that the new Regional Official Plan removed the subject site from an Employment Area. It is reasonable to contemplate whether residential uses are appropriate for the subject site if they can be determined to be compatible.

A Class 4 designation, is intended to allow industry and residential uses to coexist at noise levels that are considered acceptable so that adverse effects are avoided. With a Class 4 designation, industries are allowed to operate at higher noise levels, permitted by Provincial guidelines, in order to avoid adverse effects (e.g. interference with normal conduct of

business). Use of a Class 4 noise designation requires approval of the delegated authority.

MOP policy 6.10.1.5 outlines what has to be demonstrated to use a Class 4 area classification, as follows:

- The proposal is for a new noise sensitive land use in proximity to an existing lawfully established noise source. This is the case for the proposed development
- The development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use. This criteria has not yet been satisfied and awaits further analysis should updated studies be submitted by the applicant
- It is in the strategic interest of the City, furthers the objectives of MOP and supports community building goals. This is the case as residential development within a MTSA supports the objectives of the official plan (subject to demonstrating that Mother Parker's is not adversely effected)
- All possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use. This criteria has not yet been addressed by the applicant and needs to reflect any relevant findings from the proposed Mother Parker's expansion

- The use of a Class 4 designation will receive more favourable consideration if the stationary noise source is temporary and it is expected that it will be removed through future development. The application does not meet this criteria, however, it is not a requirement
- Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and be informed through any agreements as may be required. Although the proposal is for units that are to be rented and not purchased, the applicant will be required to notify prospective renters

Should the matters of non-compliance noted above be addressed, to the satisfaction of the City, and the proposed development confirmed that it is compatible with surrounding industry, the following comments are provided regarding the proposed development.

Built Form - Heights

The subject site is located in a Major Transit Station Area on the Dundas Intensification Corridor.

On May 12, 2023 the Minister of Municipal Affairs and Housing wrote the City and stated that there are no restrictions on building heights within delineated Major Transit Station Areas.

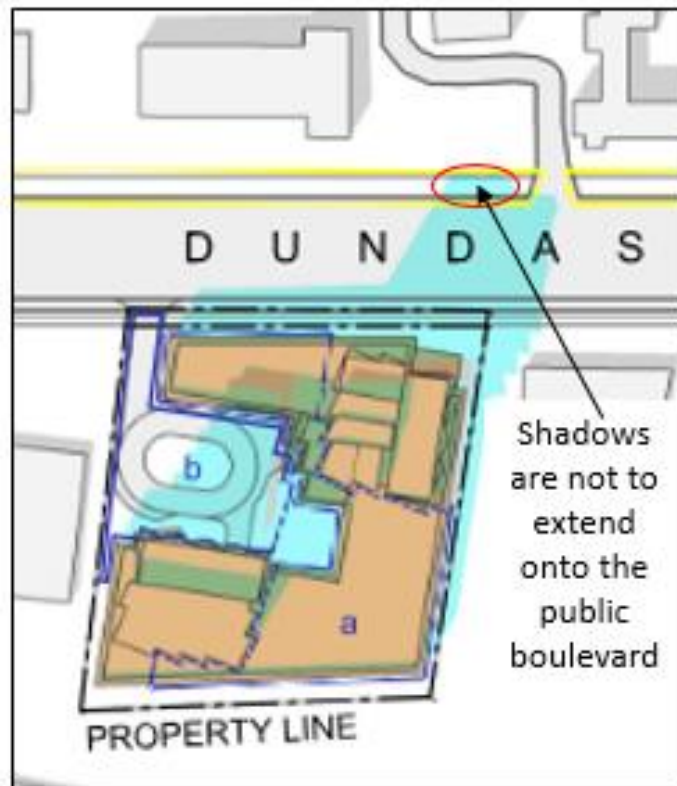
Building heights should be deployed in a manner that reinforces the City Structure, achieves appropriate scale and transition relative to the planned context and maximises sun access in

outdoor spaces and within the public realm, including boulevards and pedestrian zones. This is especially important along transit corridors where heavy pedestrian activity is anticipated and encouraged. It is also consistent with the prioritization of the mental and physical health benefits associated with sun access in the public realm and in outdoor spaces.

The Dundas Connects Master Plan (DCMP) prescribes angular plane criteria for determining appropriate height and scale relative to the Dundas Street East right of way. The angular plane criteria measures a vertical height at the Dundas Street East property line equivalent to 80% of the Dundas Street Right Of Way (80% of 42 m (137.7 ft.) = 33.6 m (110.2 ft.)), and applies a 45 degree angular plane above the 33.6 m (110.2 ft.) height. Building heights are to be contained within the 45 degree angular plane.

Applying the angular plane criteria to the development proposal will address the shadow impact caused by the proposed 16 storey building on the north boulevard of Dundas Street East. The proposed building heights should be revised to achieve the angular plane criteria and address the sun access criteria of the Standards for Shadow Studies.

The applicant still has to properly calculate the sun access factor for the proposed at grade and above grade communal outdoor amenity areas to determine if they achieve the minimum sun access factor of 0.5, in accordance to the Standards for Shadow Studies.



Staff have also reviewed the Quantitative Wind Study submitted by the applicant and identified that the pedestrian wind comfort and safety conditions do not meet the City's wind comfort and safety criteria. The development proposal should be revised to address these appropriately.

Built Form – Building Setbacks Dundas Street Frontage

The DCMP specifies a 4.0 m (14.8 ft.) to 5.5 m (18 ft.) setback from the Dundas Street East property line, which is intended to accommodate spill out areas to support grade related retail/commercial uses and promote pedestrian interaction with the municipal boulevard. This area should be designed to allow for the incorporation of outdoor patios, seating areas, and one row of high branching deciduous trees.

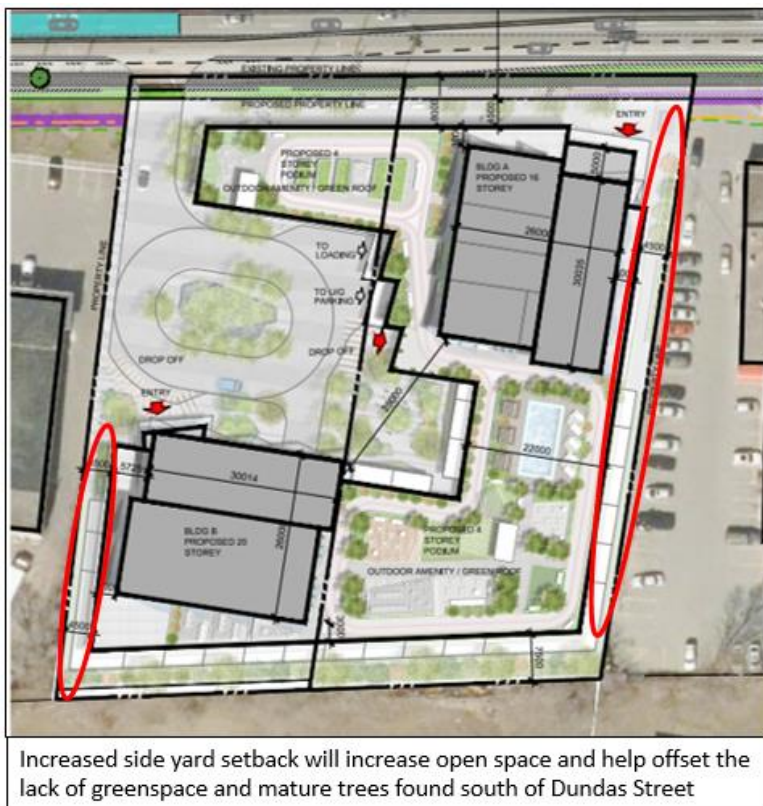
The proposed building setback is 4.5 m (14.8 ft.) from the ultimate Dundas Street East property line. Additional details including grading information, will be necessary to determine if the proposed building setback is sufficient to accommodate the components necessary for the design of an appropriate spill out area.

Built Form – Setbacks

The applicant has identified on the underground parking plan a minimum setback of 0.8 m (2.6 ft.) but is proposing a zero lot line setback in the draft zoning by-law. Along the east and west sides of the property a 4.5 m (14.8 ft.) interior side yard setback and a rear yard setback of 7.5 m (24.6 ft.) has been proposed.

A 0.0 m lot line setback for underground parking is insufficient as the City requires a 3.0 m (9.8 ft.) minimum setback for underground parking from all property lines in order to accommodate sufficient soil volume and maintain the conditions necessary for the growth of mature trees. This includes the setback from the Dundas Street East property line, which is to

accommodate one row of mature high branching trees to enhance the public boulevard and the spill out area. The 3.0 m (9.8 ft.) minimum setback of the underground parking garage from the Dundas Street East property line also incorporates the 1.0 m (3.3 ft.) minimum setback required to ensure that there are no encroachments into the public right-of-way during building construction.



The proposed interior side yard setbacks should be increased. The appropriate interior sideyard setback should range from 7.5 m (24.6 ft.) to 9.0 m (29.5 ft.) in order to accommodate a semi-private patio space for the ground floor residential units, a pedestrian walkway and a landscape buffer.

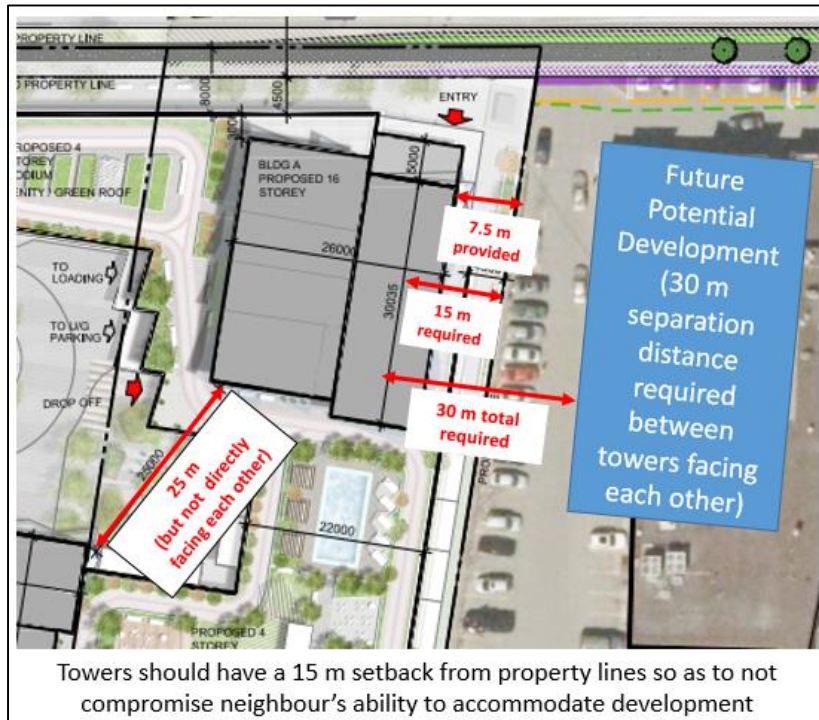
A minimum interior side yard setback of 7.5 m (24.6 ft.) will also protect for an appropriate minimum building separation distance of 15 m (49.2 ft.) for the podium level residential units in the event that the adjoining properties develop in a similar manner. The interior side yard setbacks should provide a minimum range from 7.5 m (24.6 ft.) to 9.0 m (29.5 ft.) to accommodate the components necessary to create pedestrian connectivity, soft perimeter buffers and enhanced outdoor spaces that create new views and improve the quality of life necessary for a habitable residential community in an employment area with no existing amenities to serve a residential population south of Dundas Street East.

Built Form – Separation Distances

The DCMP specifies a 30 m (98 ft.) minimum separation distance between buildings taller than 12 storeys. This requires a minimum building setback from a shared property line of 15 m (49.2 ft.) which is half of 30 m (98 ft.) for a building greater than 12 storeys in height, in order to protect for a minimum building separation distance of 30 m (98 ft.), and not preclude the redevelopment of the adjacent properties in a similar manner.

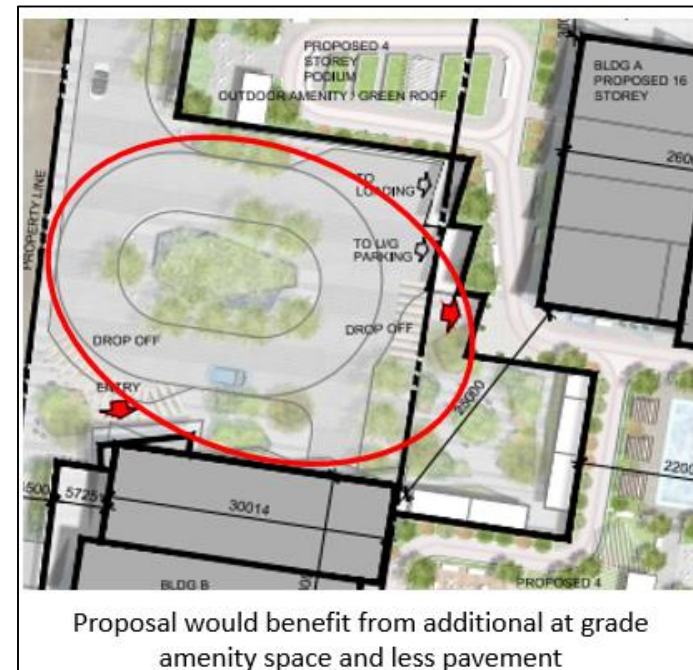
Currently, the proposed 16 storey tower fronting Dundas Street East is setback only 7.5 m (24.6 ft.) from the east property line

and the proposed 20 storey rear tower is setback only 7.5 m (24.6 ft.) from the west property line. The minimum tower setback from the east and west property lines should be increased to 15 m (49.2 ft.). The proposed separation distance of 25 m (82 ft.) between the two towers on the subject property is appropriate as the buildings are not directly facing each other.



Site Layout – Driveway and At-Grade Amenity Space

Useable at grade soft green outdoor amenity space that mitigates existing views, provides relief from paved surfaces and is equally accessible to all residents is necessary for a healthy residential community. The design of the interior vehicle route and drop-off areas should be revised to limit the extent of paving and maximize a central soft green outdoor amenity court at grade. An outdoor amenity area at grade should be the primary outdoor communal space supplemented by the podium roof space.



Site Layout - Site Access, Additional Road / Driveway Network and Connectivity

The BRT line on Dundas Street East is planned to operate in its own dedicated right-of-way with a centre median that is separated from other vehicular traffic. As such, vehicle access to the subject site and the majority of adjacent properties will be limited to right-in and right-out from Dundas Street East. Vehicles that want to make a left-in or left-out will instead have to make a U-turn at one of the intersections east or west of the site.

The DCMP emphasises vehicular and pedestrian connectivity as a key component of a mixed use residential community and states the need to augment the existing road network with new public and private roads and pedestrian connections.

There is an opportunity at this early planning stage to introduce an internal road / driveway network across adjoining properties that would reduce the pressure for multiple vehicular site entrances of Dundas Street East in a way that enhances pedestrian safety and comfort on Dundas Street East, supports an active retail frontage and the associated spill out areas. The internal road / driveway network with accompanying easements would provide access to and from individual lots to secondary roads instead of direct access from Dundas Street East.

The interconnected road / driveways could include an east/west road / driveway extending from Stanfield Road to Haines Road, with some north south connections to Dundas Street, including one at Tomken Road. The introduction of an east/west road or

driveway with public access easement would also provide the opportunity for a well defined separation between the Business Employment lands to the south and a Mixed Use residential community fronting onto Dundas Street East. Mississauga Official Plan includes policy 9.3.1.4 j. which states that development will be designed to allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.



With an internal driveway network, City standards would require a minimum paved width of 7.0 m (23 ft.), plus additional width

for sidewalks and associated boulevard/landscaping/retaining wall. Any driveway network would require reciprocal agreements with adjacent property owners allowing mutual use and maintenance of the driveway. Alternatively, a public road / laneway would require a greater minimum right-of-way width (e.g. minimum 17 m /55.8 ft.); however, it would remove the need for reciprocal agreements since the road would be owned by the City.

The proposed redevelopment of the subject lands will set a precedent for the use, scale and form of future development on the surrounding properties on the south side of Dundas Street East between Haines Road and Stanfield Road. For this reason, it is important to properly consider the impact of the proposal on the redevelopment potential of the larger context and the feasibility of accommodating the features required to support a high density residential community in an area where a residential population was never previously contemplated. Such features include an additional network of roads / driveways and pedestrian routes for improved access and connectivity.

In addition, it is prudent to augment the existing vehicular and pedestrian network to address the anticipated increase in density with the introduction of a high density mixed use residential community into an existing low density Employment Area.

Land Use – Residential and Commercial Space

High density residential development is an appropriate use along a higher order transit corridor. In addition, the proposed

development will include 750 m² (8,073 ft²) of ground floor commercial space facing Dundas Street East.

MOP requires redevelopment of Mixed Use sites to protect the planned function of the non-residential component (policy 5.3.5.4) and to protect the number of residents or jobs that could be accommodated on the site (policy 5.5.6). As the current uses on the site (i.e. car dealership and furniture retailer) are not consistent with the DCMP and the proposed street related commercial space supports the vision to encourage street-related retail uses, the proposed land uses are appropriate.

Parking

The applicant's draft zoning by-law for the subject site proposed a parking rate of 0.8 spaces per unit which is intended to provide for the residential, and visitor needs of the development. The parking spaces for the proposed commercial space in the development is to be shared with the visitor parking.

Current Mississauga Zoning By-law for Parking Precinct 3 requirements are higher than what is proposed. Specifically, rental apartment buildings are to provide 0.9 spaces per unit for residents and 0.2 spaces per unit for visitors, representing a total of 1.1 spaces per unit. The proposed parking rates represent a 27 % reduction.

Staff have reviewed the parking justification for the proposed parking regulations and have determined that it is not satisfactory. Further, clarification has also been requested on

how the proposed Transportation Demand Management measures will be provided and implemented on-site.

The proposed reduced resident and visitor parking rates are not supportive of the Parking Regulations Study recommendations as outlined in the existing City of Mississauga Zoning By-law 0225-2007, as amended, for Parking Precinct 3 (By-law 0117-2002, June 8, 2022). For these reasons staff do not support the proposed parking rates in this instance.

Services and Infrastructure

Additional information is required in order to determine if the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that the Functional Servicing Report is incomplete and outstanding information/revisions are necessary. Copies of all registered easement documents on the property are required and confirmation of shared servicing between 1024 Dundas Street East and 1030 Dundas Street East is required.

The Transportation and Works Department indicated that additional information is required to confirm appropriateness of development, including:

- Additional technical information is necessary to demonstrate the feasibility of the proposed storm sewer system, demonstrate an appropriate water balance will be achieved through Low Impact Design, and demonstrate there will be

no impact on the existing drainage system including how ground water will be managed on site.

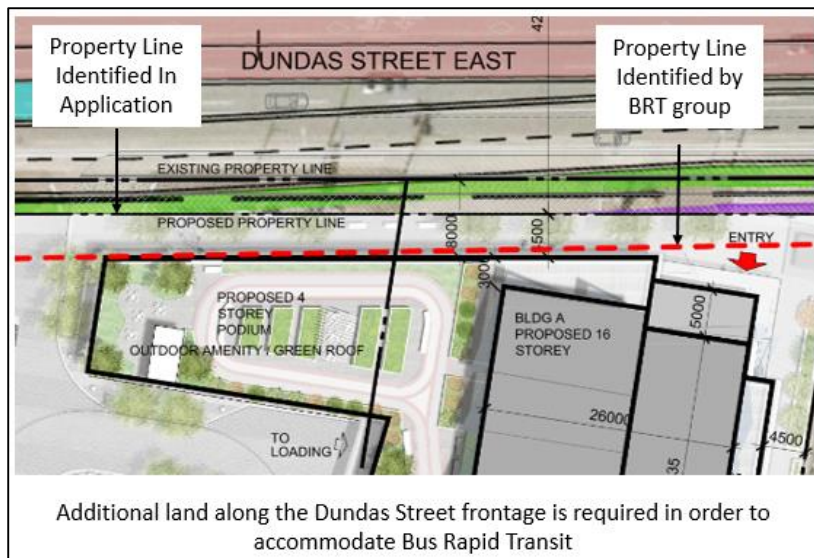
- An updated Traffic Impact Study is required that addresses staff comments, accommodate the appropriate road widening to accommodate the future BRT, satisfactory plans for a future internal road / driveway network, a review of how driveway access and internal driveways operate efficiently, and address any community concerns.
- As noted in comments provided by the Transportation and Works Department summarized in the Information Report attached as Appendix 1, additional information is required pertaining to environmental compliance, noise, and revisions are required to drawings and engineering plans in accordance with City Standards.

Outstanding Issues & Additional Information Required to Assess the Proposal

Department and agency comments provided to the applicant identified a number of issues and additional information requested, including but not limited to the following:

- A number of studies submitted in support of the application (e.g. Traffic Impact Study, Functional Servicing Report) assumed the development consisted of 462 units, whereas the application contemplates a maximum 542 residential units. These studies need to be revised to reflect the increased number of units.

- The proposed property line and building with Dundas Street East frontage needs to move back to reflect the required Dundas Street East road widening in order to accommodate the planned BRT. This will reduce the buildable site area and, therefore, impact the site layout, site and building designs and what can be appropriately accommodated on the site. The applicant is to provide a draft reference plan identifying all land dedications for City confirmation.



- A revised quantitative wind study, revised sun/shadow study, additional information pertaining to tree inventory and proposed soil volumes, design of the 5th floor rooftop amenity space, design of underground parking air vents and exhaust shafts, location of transformer vault rooms and

service routes, are required in order to determine the appropriateness of the development proposal.

- Plans need to be updated to include additional statistics and information such as easements, and grading elevations in order to confirm layout and designs.
- Additional information, revised plans and discussion is required to ensure grades are appropriately addressed as the proposed grades are currently 3.0 m (9.8 ft.) higher than the existing grades of adjacent properties and retaining walls are proposed along the entire perimeter of the site.
- The Fire Prevention Office has indicated that additional information is required on the internal layout of the building in order to confirm whether appropriate access has been provided.
- A development agreement is required that incorporates all the relevant conditions and clauses requested by departments and agencies.
- Subject to resolution of the OLT hearing, the draft Official Plan will need revisions in order to maintain consistency with the Official Plan (e.g. the draft Official Plan Amendment submitted contains information typically found in the zoning by-law such as setbacks).
- Subject to resolution of the OLT hearing, the draft zoning by-law requires modifications, including but not limited to:

- Proposed removal of existing regulation stating that no use shall be located on any required parking area or obstruct any required parking space is not appropriate;
- Proposed removal of existing regulation stating that access to and from parking and loading spaces shall be provided by unobstructed on-site driveways and aisles is not appropriate.

8. Bonus Zoning

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. 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 is administered by the Corporate Services Department, Finance Division. The by-law specifies 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 five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

9. "H" Holding Provision

Should this application be approved by the Ontario Land Tribunal in absence of certain technical studies, staff will request an "H" Holding Provision which can be lifted upon resolution of outstanding technical matters.

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

11. Conclusions

In conclusion, City staff has evaluated the applications to permit 4, 16 and 20 storey rental apartment buildings containing 543 apartment units with at grade commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial, Regional and City policies support intensification on the site given its location within a Major Transit Station Area. However, additional information is required to confirm that the proposed residential land use is compatible and would not have

an adverse impact on an existing and expanding industry (Mother Parker's).

The subject property is the first proposed redevelopment on the south side of Dundas Street East on lands that are currently part of the Dixie Employment Area. The current context on the south side of Dundas Street reflects the existing industrial and strip commercial nature of this area.

The DCMP envisions a dynamic, walkable, urban transit corridor with multiple options for transportation and a mix of commercial, employment, residential and community uses. It envisions a predominately mid-rise corridor with active store fronts, a continuous canopy of trees, integrated open spaces, views and connections to the natural environment, resulting in an enhanced public realm and a liveable street that supports the health and well being of the community.

Development has to support this vision, not only through appropriate densities and mix of uses, but also through appropriately scaled built form, vehicular and pedestrian connectivity, open spaces, mature vegetation and access to views and nature that reinforces the liveable street and promotes healthy communities. It is important that issues such as design and scale of built form, availability and access to open space, sun access, wind comfort and safety, the interface between the building, the street and adjacent properties, site access and connectivity are properly addressed.

The redevelopment of the subject property may set a precedent for the redevelopment of other properties on the south side of

Dundas Street East. It is important that the proposed development sets an appropriate stage for the redevelopment of the remaining sites in a manner that achieves the overall intent and vision of the DCMP and MOP. This requires significant effort to address issues such as building form and scale, building setbacks that will result in appropriate building separations distances between adjoining properties, building setbacks to ensure adequate soil volumes for landscape buffers and tree corridors, public and private open space and amenity areas, pedestrian and vehicular connectivity to support an increase in density and augment the existing road network, sun access, wind comfort and safety, site servicing, etc.

Although the Applewood Neighbourhood to the north contains a variety of parks and schools, the south side of Dundas Street East, wedged between Provincially Significant employment lands and a busy 42 m (137.8 ft.) wide arterial road was planned for employment and commercial uses. This area lacks the amenities required to support a residential community including trees, unencumbered public parks, soft green open space and buffers at ground level, access to views and the natural environment and a permeable street and block pattern that results in appropriate pedestrian and vehicular connectivity. Providing appropriate landscape buffers, landscape areas and building setbacks to accommodate mature trees and create new views, introducing pedestrian walkways and protecting for new roads for improved connectivity will move towards creating a more livable, healthy and attractive urban environment.

The development, as currently configured, is not considered acceptable from a planning stand point and should not be approved as:

- Additional information is required to address land use compatibility issues as identified by the City's Peer Review;
- Modifications to the built form are required to address the angular plane criteria and eliminate shadow impacts, increase at grade landscaping and soft green outdoor amenity space, ensure appropriate building setbacks and building separation distances that do not preclude the redevelopment of the neighbouring properties in an appropriate manner;
- The opportunity to protect for additional roads or laneways for improved connectivity to support the increase in population and density is provided;
- Appropriate parking standards are provided for the proposed development; and
- Technical studies and issues have not been properly addressed including, but not limited to: confirming the functional servicing and traffic impact studies are appropriate; the north property line appropriately reflects BRT right-of-way requirements and ensuring implementing by-laws appropriately reflect the proposed development.