

City of Mississauga  
**Corporate Report**



|  |   |
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| <p>Date: April 14, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p> | <p>Originator's file:<br/>OZ/OPA 22-18 W1</p> |
|  | <p>Meeting date:<br/>May 8, 2023</p>          |

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Official Plan Amendment and Rezoning applications to permit 4, 16 and 20 storey rental apartment buildings with at grade commercial uses**

**1000 and 1024 Dundas Street East, south side of Dundas Street East and east of Tomken Road**

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

**File: OZ/OPA 22-18 W1**

**Pre-Bill 109**

## Recommendation

That the report dated April 14, 2023, from the Commissioner of Planning and Building regarding the applications by Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. to permit 4, 16 and 20 storey rental apartment buildings with at grade commercial uses, under File OZ/OPA 22-18 W 1, 1000 and 1024 Dundas Street East, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. On January 20, 2023 the owner appealed the applications to the Ontario Land Tribunal (OLT) due to non-decision by City Council and a pre-hearing has been scheduled for May 8, 2023. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

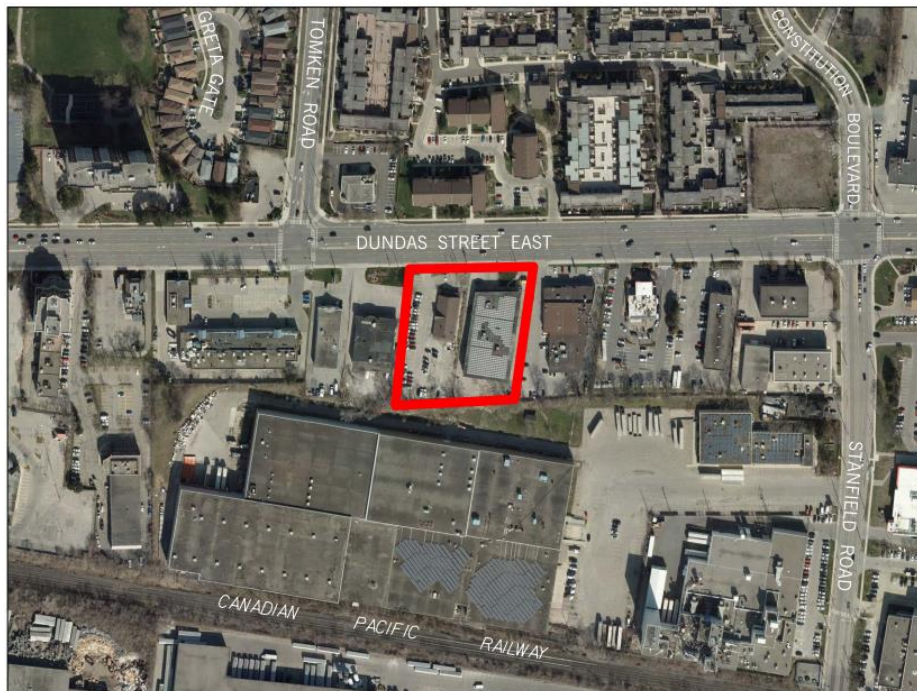
## PROPOSAL

The official plan amendment and rezoning applications are required to permit 4, 16 and 20 storey rental apartment buildings with at grade commercial uses. The applicant is proposing to amend the official plan designation from **Mixed Use (Employment)** to **Residential High Density**, amend the City Structure to remove the subject site from the Dixie Employment Character Area and incorporate the site into the Applewood Neighbourhood Character Area. The zoning by-law will also need to be amended from **C3-65 (General Commercial - Exception)** and **C3-66 (General Commercial – Exception)** to **RA5-Exception (Apartments – Exception)** to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal, should it be determined to be supportable.

## Comments

The property is located on the south side of Dundas Street East, between Stanfield Road and Tomken Road, within the Dixie Employment Area. The site is currently occupied by two single storey commercial buildings, one of which is a used car dealership and the other is partially occupied by a furniture store and the remaining space is vacant. In close proximity is an employment area that includes industrial uses such as Mother Parkers Tea & Coffee and Tonolli Canada Ltd. Land-use compatibility will be a significant factor in the assessment of the application.



Aerial image of 1000 & 1024 Dundas Street East



Applicant's rendering of the proposed apartment buildings with ground floor commercial space (facing southeast on Dundas Street East)

### **LAND USE POLICIES AND REGULATIONS**

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information and the application being deemed complete, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of the Region of Peel Official Plan and of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

#### **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 7.

### **Financial Impact**

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

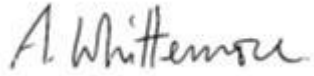
### **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held.

The matters to be addressed include: ensuring the principles of Mississauga Official Plan are maintained; the proposal supports the existing and planned character of the area and is compatible with surrounding employment uses; requirements for additional technical information (e.g. traffic, parking, servicing) have been satisfied; and assessing the suitability of the proposed Official Plan policies and zoning exception standards.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Paul Stewart, Development Planner

**Detailed Information and Preliminary Planning Analysis**

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

**Address: 1000 and 1024 Dundas Street East**

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## 1. Proposed Development

The applicant proposes to develop the property with 4, 16 and 20 storey rental apartment buildings containing 543 apartment units with at grade commercial space along Dundas Street East. 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: August 4, 2022<br>Circulated: September 1, 2022<br>Appealed to OLT: January 20, 2023   |
| Developer/ Owner:          | Ahmed Group (1000 Dundas St. E.) Inc.<br>Ahmed Group (1024 Dundas St. E.) Inc.   |
| Applicant:                 | Plan Logic Consulting Inc.   |
| Number of units:           | 543 units <sup>(1)</sup>   |
| Proposed Gross Floor Area: | Residential: 37,401 m <sup>2</sup> (402,581 ft <sup>2</sup> )<br>Commercial: 750 m <sup>2</sup> (8,073 ft <sup>2</sup> )<br>Total: 38,151 m <sup>2</sup> (410, 654 ft <sup>2</sup> ) |
| Tenure of Residential      | Rental Apartment Units   |
| Height <sup>(2)</sup> :    | 20 storeys / 70.4 m (231 ft.)<br>16 storeys / 62.2 m (204 ft.)<br>4 storeys / 15.0 m (49 ft.)  |
| Floor Space Index:         | 4.7  |
| Anticipated Population:    | 1,189*<br>*Average household sizes for all units (by type) based on the 2016 Census  |
| Vehicular Parking:         | Required <sup>(3)</sup> Provided <sup>(3)</sup>  |
| resident spaces            | 489                      370   |
| visitor spaces             | 109                      69  |
| retail                     | Share with visitor      Share with visitors  |
| Total                      | 598                      439   |
| Green Initiatives:         | A number of initiatives have been proposed   |

| Development Proposal |  |
|----------------------|--|
|                      | including: <ul style="list-style-type: none"> <li>• Rainwater harvesting</li> <li>• Native vegetation</li> <li>• Conservation strategies (e.g. tri-sorter system, high-efficiency water fixtures)</li> </ul>   |
| (1)                  | The exact unit count is dependent on the size and type of residential units that are marketable at the site plan approval stage. The planning justification report and draft zoning by-law amendment indicate a total of 543 units are proposed; however, this number could drop as low as 462 units depending on the ultimate unit mix.   |
| (2)                  | Height figures include rooftop mechanical penthouses. The 20 storey building has a proposed 7 m (23 ft.) tall mechanical penthouse and the 16 storey building has a proposed 10 m (33 ft.) tall mechanical penthouse. There is no mechanical space proposed for the 4 storey building. See Section 4 for additional information on zoning and measurement of height.   |
| (3)                  | Required parking spaces based on 543 units and current zoning by-law requirements. Proposed parking spaces based on statistics provided in the Urban Design Brief, which identify 462 residential units with 370 residential parking spaces (including 35 spaces with mechanical systems where vehicles can be stacked vertically on top of each other) and 69 visitor spaces. The City has requested clarification as to the number of parking spaces based on proposed maximum of 543 units. |

### 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>:

- Architectural Drawings
- Planning Justification Report
- Draft Official Plan and Zoning Amendments

- Urban Design Brief
- Shadow & Wind Studies
- Healthy Development Assessment
- Low Impact Design Letter
- Master Plan for adjacent lands
- Functional Servicing Report
- Grading and Servicing Plans
- Geotechnical & Hydrogeological Studies
- Traffic Impact and Parking Study
- Land Use Compatibility / Mitigation Study
- Noise and Vibration Study
- Phase 1 Environmental Site Assessment
- Arborist Report / Tree Preservation Plans
- Waste Management Plan

### **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.

On January 20, 2023 the owner appealed the applications to the Ontario Land Tribunal (OLT) due to non-decision by City Council. A Case Management Conference (CMC) has been scheduled for May 8, 2023 which will address items such as appeal issues, participants, hearing dates and opportunities for mediation.

A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 16, 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.



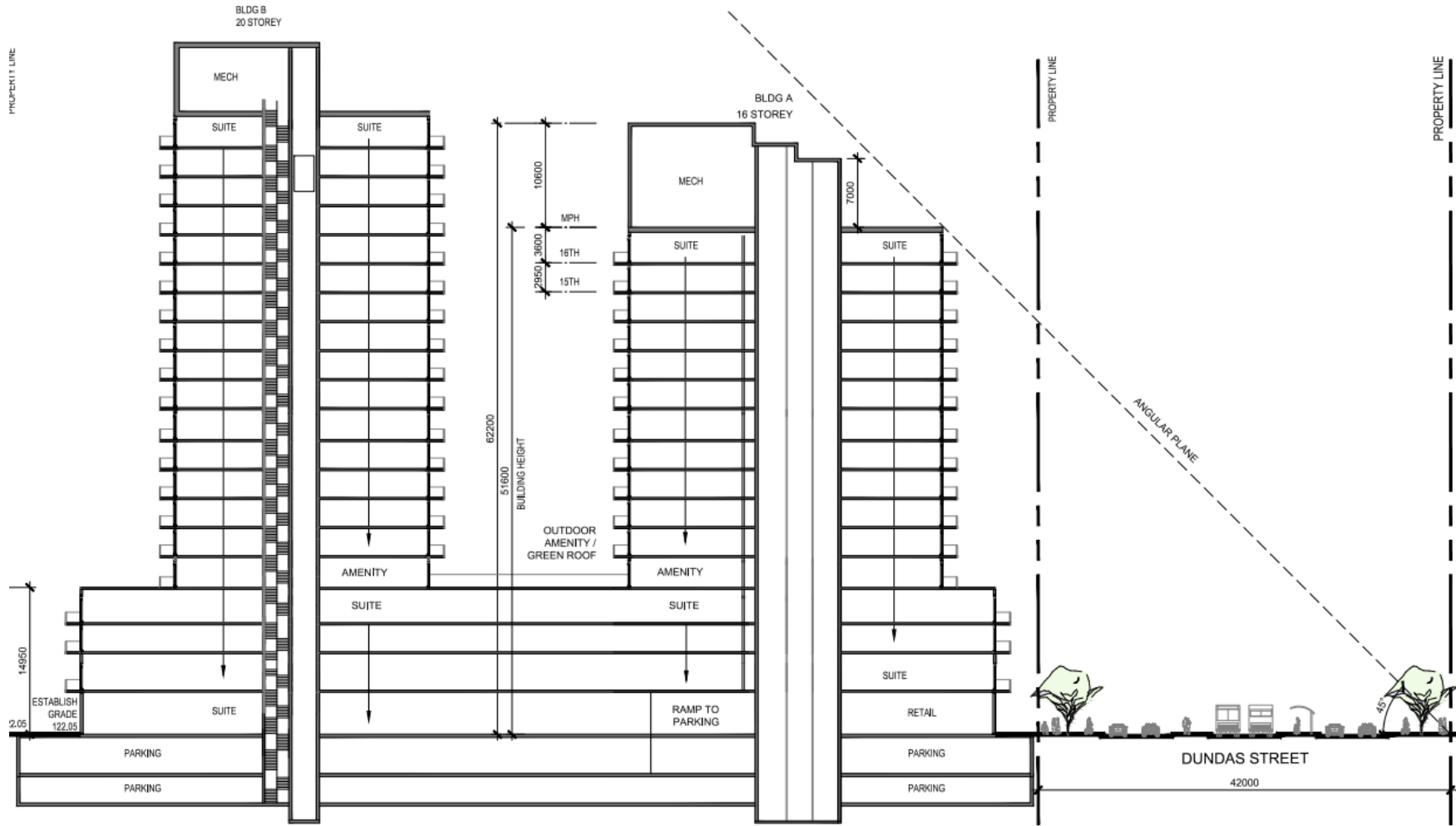
Concept Plan, Elevations and Renderings



Site Plan



East Elevation



Cross Section



Looking West



Looking South



Looking East



Roof Top Amenity Space

**Applicant's Renderings**

## 2. Site Description

### Site Information

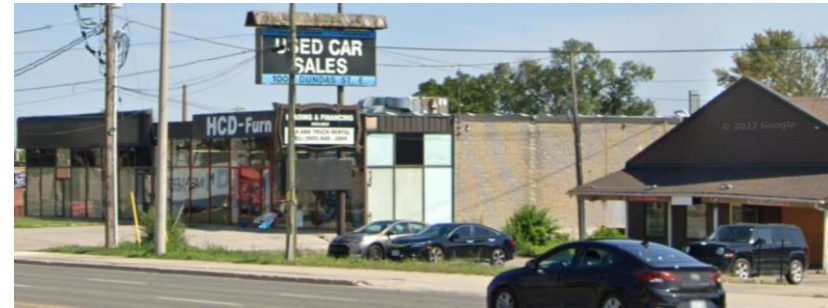
The property is located on the south side of Dundas Street East, between Stanfield Road and Tomken Road, and consists of two separate land parcels:

- 1024 Dundas Street East, a single storey commercial building partially occupied by a furniture store; and
- 1000 Dundas Street East, a used car lot and associated sales pavilion.

| Property Size and Use <sup>1</sup>   |  |
|--|--|
| Frontages:   | +/- 89 m (292 ft.)   |
| Depth:   | +/- 95 m (312 ft.)   |
| Gross Lot Area:  | 0.84 ha (2.1ac.)   |
| Existing Uses <sup>2</sup> :   | Two single storey commercial buildings occupied by: <ul style="list-style-type: none"> <li>- Vacant Unit</li> <li>- Royal Life Furniture</li> <li>- Rahman Motors</li> </ul> |
| <p>(1) Statistics reflect current property size (of the combined lots) and have not been adjusted to compensate for any road widening.</p> <p>(2) An application has been made for a temporary minor variance to use the building as a corporate head office, retail and warehousing. Variances pertain to issues such as buffers, parking and garbage enclosures.</p> |  |



Aerial Photo of 1000 & 1024 Dundas Street East



Existing Conditions – facing southeast on Lakeshore Road

## Site History

- 1960s / 1970s – site developed (based on aerial photos).
- October 1, 1997 – Region of Peel Official Plan came into effect. Site is identified within an employment area.
- June 20, 2007 – the current zoning by-law came into force. The subject lands were zoned **C3-1** and **C3-46** (General Commercial Exception) which permits a range of commercial uses including retail, service, and office uses. The **C3-46** zoning also permits a garden centre. In addition, **E2** (Employment) zone uses such as manufacturing and warehousing were also permitted in these exception zones.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Mixed Use** in the Dixie Employment Character Area. New residential uses are not permitted in Employment Areas.
- June 20, 2018 – Dundas Connects Master Plan (DCMP) was endorsed by Mississauga Council as the recommended vision for the Dundas Corridor.
- December 12, 2018 – Mississauga Council approves city initiated zoning amendments for the Dixie Employment Area which clarify that certain new uses are not permitted (e.g. asbestos product manufacturing, cement manufacturing, etc.). The subject lands were rezoned to **C3-65** and **C3-66** (General Commercial Exception).
- April 28, 2022 – Regional Council adopted a new official plan, subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The new official plan no longer identifies the subject lands as being within a regional employment area.
- August 10, 2022 – Mississauga Council adopts Official Plan Amendment (OPA) No. 141 which implements the recommendations of the 2018 Council adopted DCMP with policies pertaining to the Dundas Street corridor. This OPA also includes a special site policy that requires a municipally lead land use compatibility assessment before residential uses are considered for the subject site and surrounding lands. A number of parties, including the applicant, appealed this amendment to the Ontario Land Tribunal (OLT). A case management conference call has not yet been scheduled.
- 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 9, 2023 the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council advising the proposed MTSA maximum height policies are contrary to the modifications the MMAH made to the in-effect Regional Official Plan. Staff are in discussions with the Ministry regarding this position and expect to receive a more detailed clarification letter in the coming weeks.
- On 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 surrounding area contains a range of land uses, including: commercial plazas, free-standing stores and restaurants, apartment buildings, townhouses, detached dwellings, office uses, vacant land, industrial and manufacturing buildings. The surrounding land uses are:

**North:** A four storey apartment building is immediately across Dundas Street East. Further north are townhouses, detached homes, and community facilities (e.g. Hawkins Glen Park, Tomken Road Public School, etc.). Further west on the north side of Dundas Street East, there are 16 and 8 storey apartment buildings.

**East:** A single storey grocery store and bakery is adjacent to the subject property. Further east are typical strip mall commercial uses, including restaurants, a motel, medical office uses and commercial plazas.

**South:** Immediately behind the subject site is a vacant industrial building that was previously used as a “Close Out King Discount Store”. Other industrial uses located in this area include Mother Parker’s Tea and Coffee which manufactures products as well as

warehouse materials and finished goods. A Canadian Pacific railway track / GO Train Milton route is also located to the south of the site.

**West:** A single storey furniture store is located adjacent to the subject property along with other large format retail stores and commercial plazas fronting Dundas Street. Further west is a five storey office building and the Mississauga Chinese Centre plaza.

#### Neighbourhood Context

The property is currently located on the periphery of the Dixie Employment Character Area. Commercial uses are typically located on arterial roads (e.g. Dundas Street) while industrial uses are located within the interior of the employment area. The entire employment area contains 15,520 jobs according to the 2019 Mississauga Employment Survey.

A large portion of the Dixie Employment Area is considered a Provincially Significant Employment Zone; however, the subject property and lands typically with frontages onto Dundas Street (and future BRT) are not part of this area. The new Region of Peel Official Plan does not identify lands with frontage on Dundas Street East (including the subject site) as being part of an Employment Area. The City, however, is of the opinion that lower tier municipalities have the ability to identify additional lands for employment beyond what is in the Regional Official Plan.<sup>1</sup>

<sup>1</sup> This position, as implemented through Mississauga Official Plan Amendment No. 141, has been appealed to the OLT

Within the Dixie Employment Area, the following two existing industries were identified in the applicant's land use compatibility study as having potential influence over the proposed development:

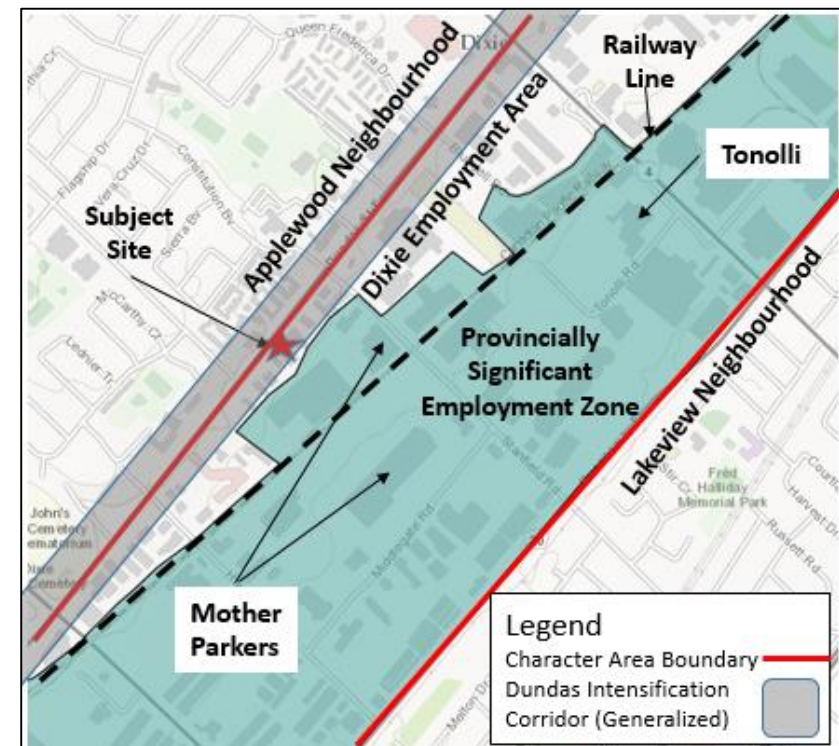
- Mother Parkers Tea & Coffee owns and operates a number of buildings in the area. Two of the facilities that contain manufacturing processes are within 300 m of the subject lands at 2530 and 2470 Stanfield Road. It was recently announced that Mother Parkers Tea & Coffee will be investing \$33.4 million (of which \$5 million is from the Province of Ontario) in a new cold coffee and tea extract manufacturing facility next to its existing facilities.
- Tonolli Canada Ltd is owned by Terrapure Environmental and operates a facility at 1333 Tonolli Road which is within approximately 800 m of the subject lands. Operations and equipment at the facility includes battery breaking and shredding, smelting furnaces, refining kettles and casting operations.

The Applewood Neighbourhood Character Area is located immediately to the north of the subject site. Applewood is a mature and well established neighbourhood with a mix of detached, semi-detached, townhouses and apartments (over 40 percent of the population lives in apartment units). The neighbourhood also contains a range of parks and community facilities.

Dundas Street is identified as an Intensification Corridor in the Mississauga Official Plan and covers lands within a number of

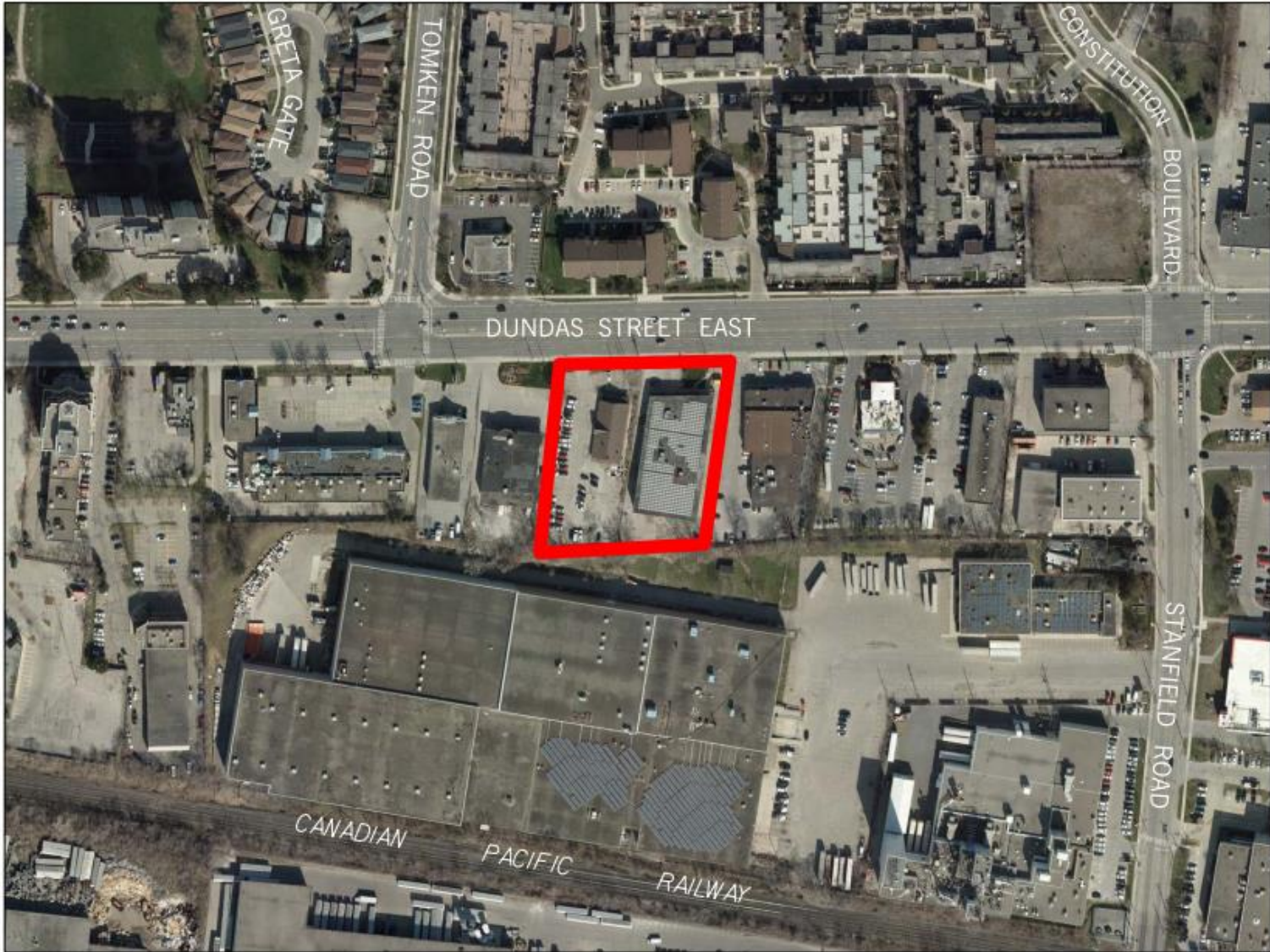
City Structure Character Areas including both the Applewood Neighbourhood and Dixie Employment areas.

The applicant has submitted a land use compatibility study to demonstrate the proposed residential uses are compatible with existing industry. This study has been peer reviewed and the findings are discussed in Section 7.



The subject site is within the Dundas Intensification Corridor and adjacent to Provincially Significant Employment Zone





Aerial Photo of Surrounding Vicinity

### Community and Transportation Services

Community infrastructure such as parks and schools are located on the north side of Dundas Street East in the Applewood Neighbourhood.

Hawkins Glen is the closest park which is located within a 430 m (1,411 ft.) walk of the subject property. Dundas Street East represents a barrier for future resident pedestrians to access parks in the Applewood neighbourhood. As appropriate locations on the south side of Dundas Street redevelop with residential uses, the City may explore opportunities to acquire additional parkland that is more accessible to new residents.

The following Mi-Way bus routes currently service the site:

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

Existing bus stops are located on the north and south sides of Dundas Street East near Tomken Road which is in close proximity to the subject property.

### Dundas Connects Master Plan

Dundas Street is identified as a Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network. On June 20, 2018 Mississauga Council endorsed the Dundas

Connects Master Plan (DCMP) which recommended Bus Rapid Transit (BRT) for the corridor and changes to land uses policies that would support greater intensification and transit supportive development.

On March 4, 2022 federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit Corridor along Dundas Street East. The City is currently undertaking the next steps in the process of implementing the Master Plan, including the implementation of planning policies through OPA141/OPA 142.

In the immediate vicinity of the subject site, the DCMP recommended that Dundas Street have separate lanes dedicated for the BRT, vehicles, and bicycles, along with sidewalk and landscaped area. A BRT stop has been identified immediately to the west at the intersection of Dundas Street East and Tomken Road.

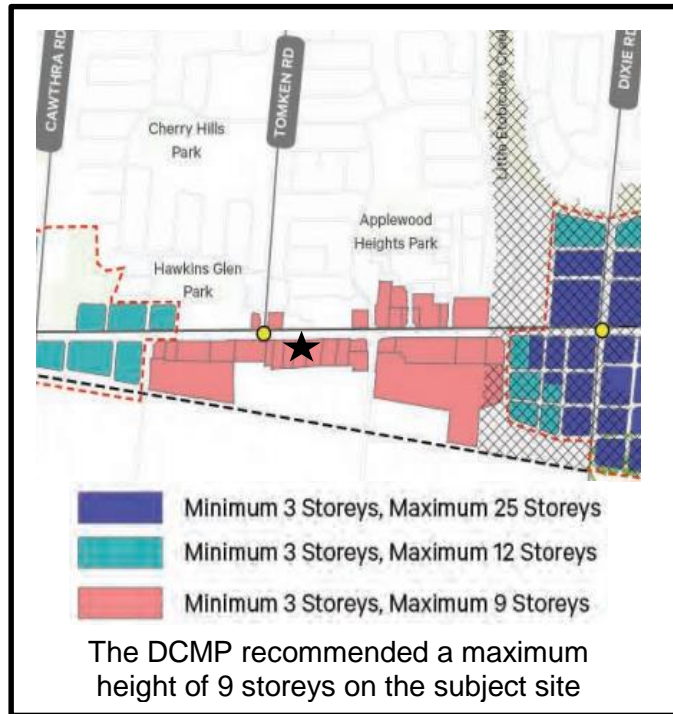


The subject property is within the immediate vicinity of the proposed Tomken BRT stop.

The DCMP recommendations for the corridor include transit-supportive, mixed use development including office, featuring predominately mid-rise buildings (5 to 12 storeys) and a modest amount of tall buildings (up to 25 storeys) at the Cooksville and Dixie focus areas.

Focus areas were identified along the Dundas Corridor where additional more detailed review was undertaken and often a greater range of heights were contemplated. The subject property, however, was not identified as being within a focus area. Recommendations from the DCMP that are pertinent to the subject property include:

- The conversion of lands that are suitable for residential uses or other non-employment uses should be considered;
- Lands within MTSA's should be redeveloped to appropriate densities and allow for appropriate and gradual transition in scale to lower density development;
- Land use compatibility assessments should be required for proposed residential and other sensitive land uses to ensure compatibility with existing employment uses;
- Lands within a 500 m (1,640 ft.) of a BRT stop should be redeveloped to permit a combined minimum density of 160 residents and jobs;
- Redevelopment must incorporate appropriate transition elements to minimize impact on existing land uses and built form;
- Reduced parking standards should be considered to help incentivize redevelopment and encourage active transportation;
- The ground floor of new buildings should provide space for street-related retail uses;
- The scale of built form will vary by corridor context with specific focus areas being more appropriate for greater heights (e.g. Dixie and Cooksville permit up to 25 storeys) and relatively lower scaled buildings appropriate for other areas (e.g. Cawthra Focus area permits a maximum of 12 storeys). Recommended heights for the subject site and lands surrounding the Tomken BRT stop between the Cawthra and Dixie Focus Areas, are a minimum of 3 storeys and a maximum of 9 storeys. Notwithstanding the DCMP, there are existing and approved buildings that exceed recommended heights.
- Although the subject lands were not identified as a location for tall buildings, the DCMP requires a minimum spacing between towers greater than 12 storeys of 30 m (98 ft.). In addition, building heights are to fall within a 45 degree angular plane equivalent to 80% of the right-of-way width.



The DCMP is not a regulatory planning document; however, its recommendations have been implemented through various regional and City initiatives. Many key aspects of the DCMP have been incorporated into the new Region of Peel Official Plan (i.e. MTSA boundaries). The City has prepared OPAs to implement the DCMP vision (under appeal) and MTSA policies (at the Region for approval). Both the DCMP and OPAs represent the City's most current vision for development along the corridor. See Section 4 for additional discussion.

### Other Development Applications

The following residential development applications are in the general surrounding area:

- File OZ/OPA 23-1 – 805 Dundas Street East (northwest quadrant of Dundas Street East and Haines Road) – applications in process for a 12 storey, 399 unit, apartment building with retail at grade. The DCMP recommends 12 storeys on the site.
- File OZ/OPA 22-20 – 1225 Dundas Street East (north side of Dundas Street East, west of Dixie Road) – applications in process for a 12 storey, 469 unit, residential apartment building with 34 back to back townhouse units. The DCMP recommends 9 storeys on the site.
- File OZ/OPA 22-22 – 1580 to 1650 Dundas Street East (south side of Dundas Street on the east and west side of Mattawa Avenue) – applications in process for a mixed use development that includes 3027 residential units within three blocks of townhouses, seven apartment buildings with maximum heights ranging between 12 and 18 storeys and three apartment buildings ranging between 29 and 41 storeys. The DCMP recommends 12 storeys on the site.

#### 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. Key policies relevant to the applications have been

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

| Policy Document                                 | Legislative Authority/Applicability   | Key Policies  |
|---|---|---|
| <p><b>Provincial Policy Statement (PPS)</b></p> | <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>Communities are sustained by promoting efficient development and land use patterns, accommodating a range of mix of residential types, promoting the integration of land use planning , growth management transit-supportive development and intensification planning (PPS 1.1.1 a, b, and e)</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 are transit supportive. (PPS 1.1.3.2.a, b, f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted (PPS 1.1.3.4)</p> <p>Major facilities and sensitive land uses shall be planned to avoid and if possible minimize potential adverse effects from odour, noise and other contaminants (PPS 1.2.6.1)</p> <p>Where avoidance is not possible, planning authorities shall protect the long-term viability of existing industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring the planning of proposed adjacent sensitive land uses are only permitted if: a) there is an identified need, b)alternative locations have been evaluated, c)adverse effects have been</p> |

| Policy Document   | Legislative Authority/Applicability  | Key Policies   |
|---|--|--|
|   |  | <p>minimized, and d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated (PPS 1.2.6.2)</p> <p>Planning authorities shall protect employment areas and shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas (PPS 1.3.2.1 and 1.3.2.2)</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> <p>Long-term economic prosperity should be supported by providing necessary housing supply, optimizing the long-term use of land and infrastructure, encouraging a sense of place (PPS 1.7.1 b, c, and e)</p>   |
| <p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></p> | <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, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p> | <p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</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 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will identify strategic growth areas, identify the appropriate type and scale of development, encourage intensification generally throughout the delineated built-up area, ensure development is supportive of complete communities (Growth Plan 2.2.2.3 a, b, c, and d)</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies   |
|-----------------|-------------------------------------|--|
|                 |                                     | <p>All major transit station area will be planned to be transit supportive and development will be supported, where appropriate, by a diverse mix of uses and affordable housing, providing alternative development standards, and prohibiting land uses and built form that would adversely affect the achievement of transit supportive densities (Growth Plan 2.2.4.9).</p> <p>There are additional policies pertaining to major transit station areas; however, they pertain to areas on priority transit corridors. Currently, Dundas Street is not a priority corridor.</p> <p>Economic development will be promoted by integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment (Growth Plan 2.2.5.1 d)</p> <p>Upper-tier municipalities, in consultation with lower-tier municipalities will designate and protect employment area (Growth Plan 2.2.5.6)</p> <p>Municipalities will plan for all employment areas within settlement areas by providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility (Growth Plan 2.2.5.7 c)</p> <p>The development of sensitive land uses will, in accordance with provincial guidelines, avoid or minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment (Growth Plan 2.2.5.8)</p> <p>Lands within existing employment areas may be converted prior to a municipal comprehensive review subject to demonstrating there is a need, the proposed use would not adversely affect viability of the employment area, there are existing and planned infrastructure to accommodate the uses, a significant number of jobs will be maintained, and not include provincially significant employment areas (Growth Plan 2.2.5.10)</p> <p>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 remain accommodated on site (2.2.5.14)</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing</p> |

| Policy Document   | Legislative Authority/Applicability  | Key Policies  |
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|   |  | <p>housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</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</p>  |
| <p><b>Region of Peel Official Plan (ROP)</b></p> <p><b>September 2021 Consolidation – in effect at time application submitted</b></p> | <p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>Local official plan amendments are generally exempt from Regional 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.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel’s changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. (ROP 5.3.1)</p> <p>Direct urban development to the urban system and encourage a compact urban form so as to efficiently use existing services and infrastructure (ROP 5.3.2.2 and 5.3.2.3)</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification in appropriate areas (ROP to</p> <p>General intensification objectives include optimizing existing land supply, support complete communities, achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.1.1, 5.5.1.5, 5.5.1.6, 5.5.3.1.1 to 5.5.3.1.8)</p> |



| Policy Document | Legislative Authority/Applicability | Key Policies   |
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|                 |                                     | <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Require municipalities to develop intensification strategies and identify in their official plans the appropriate type and scale of development (ROP 5.5.3.2.7 and 5.5.3.2.9)</p> <p>Housing objectives are intended to provide an appropriate range and mix of housing and foster availability for all groups (ROP 5.8.1.1 and 5.8.1.2)<br/>                     Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support: a) residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and b) cost-effective development standards for new residential development, redevelopment, and intensification (ROP 5.8.2.2)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Transportation objectives include support and encourage transit supportive development (ROP 5.9.5.1.4)</p> <p>Support the implementation and protection of rapid transit corridors as shown on Schedule G (i.e. Dundas Street) (ROP)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p> |

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|   |  | <p>Employment Areas include lands designated Mixed Use within the Mississauga Dixie Employment Area (ROP 5.6.2.6). The new Regional Official Plan has replaced this policy.</p> <p>Direct area municipalities to require proposals address the results of the health assessment by working towards achieving minimum requirements and to contribute to healthy communities (ROP 7.4.2.5)</p>   |
| <p><b>New Region Of Peel Official Plan (approved November 2022)</b></p> | <p>The new Region of Peel Official Plan, adopted April 28, 2022, repeals and replaces the in-effect Official Plan adopted by the Region in 1996 as amended (i.e. Office Consolidation September 2021).</p> <p>The Minister of Municipal Affairs and Housing approved the Region of Peel Official Plan with forty-four modifications on November 4, 2022.</p> | <p>The new Region of Peel Official Plan contains many similar policy directions as found in the previous Official Plan, including directing local municipalities to take into account the characteristics of existing communities to include policies the their official plans that provide transit supportive opportunities for redevelopment, intensification, and mixed land uses.</p> <p>Policies that are new or have been modified from the previous Regional Official Plan, include, but are not limited to the following:</p> <p><u>Strategic Growth Areas:</u><br/>                     Strategic Growth Areas are identified on Schedule E-2 and are priority areas for intensification and higher densities. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Nodes/Centres and Intensification Corridors. (new ROP 5.6.17). The subject lands are within a Major Transit Station Area and are part of a Strategic Growth Area.</p> <p><u>Land Use Compatibility:</u><br/>                     There are a number of policies that specifically reference the importance of addressing land use compatibility and the separation or mitigation of sensitive land uses (e.g. residential) and major facilities (e.g. manufacturing). (new ROP 5.6.17.9 e; 5.6.19.10 h; 5.6.19.18 i; and 5.8.29 b).</p> <p><u>Employment Areas:</u><br/>                     Employment areas in Peel have been mapped and identified on Schedule E-4. (new ROP 5.8.15). The subject lands are no longer identified as being within an employment area.</p> <p><u>Major Transit Station Area:</u><br/>                     There are a number of new policies and schedules that direct the development of Major Transit Station Areas, including but not limited to the following:</p> <p>Major Transit Station Areas will be planned to create a compact urban form. Each station will be unique and influenced by its local conditions, growth potential and limitations (new ROP 5.6.19)</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies  |
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|                 |                                     | <p>The subject property is identified as a Primary Major Transit Station Area on Table 5 and Schedule E-5, which indicates the area can meet or exceed the minimum transit-supportive density target (new ROP 5.6.19.6). The Tomken / Dundas MTSA has a minimum density requirement of 160 persons plus jobs.</p> <p>Local municipalities shall undertake comprehensive planning for Major Transit Station Areas to address a number of matters to the satisfaction of the Region (new ROP 5.6.19.10), including:</p> <ul style="list-style-type: none"> <li>- Minimum height, density and number of person plus job</li> <li>- Permitted uses and character of the area. Prohibition on built forms that would impact ability to achieve required density</li> <li>- Protect land required for future transit infrastructure</li> <li>- Land use compatibility and protection against hazards</li> <li>- Strategy to deliver infrastructure that supports complete communities (e.g. open space, public amenities, active transportation)</li> <li>- Strategies to support connectivity</li> <li>- Implementation of Healthy Development Framework</li> <li>- Description of future actions required to implement the plan</li> <li>- Land uses that overlap with Employment Areas</li> <li>- Foster collaboration between public and private sectors</li> <li>- Alternative development standards (e.g. reduced parking standards)</li> </ul> <p>Until such time as the local municipality has established Major Transit Station Area policies developments will be reviewed to ensure the following are addressed (5.6.19.18):</p> <ul style="list-style-type: none"> <li>- Contribute to transit supportive density</li> <li>- Supports a compact urban form</li> <li>- Addresses housing policies to provide a range and mix of housing options</li> <li>- Provides an interconnected and multi-modal street pattern that encourages walking, cycling, use of transit and mixed use development</li> <li>- Provides an appropriate mix of land uses and amenities that promote transit supportive neighbourhoods</li> <li>- Implements provision of bicycling parking</li> <li>- Prohibits uses that would adversely impact density targets</li> <li>- Supports high quality public realm</li> <li>- Avoids potential adverse effects to major facilities and sensitive land uses</li> <li>- Considers municipally initiated studies and recommendations that support planning for the area</li> </ul> |

## 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. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

### Existing Designation

The lands are located within the Dixie Employment Area and are designated **Mixed Use**, which permits a range of commercial and service (e.g. retail store, restaurant, hotel / motel) uses.

As the property is located within an Employment Area, the Official Plan also:

- permits Business Employment Uses (e.g. manufacturing, warehousing) and Motor Vehicle Commercial Uses (e.g. car wash, service stations);
- does not permit new residential uses.

The subject property is located within the Tomken Major Transit Station Area (MTSA) as defined by the Region of Peel Official Plan.

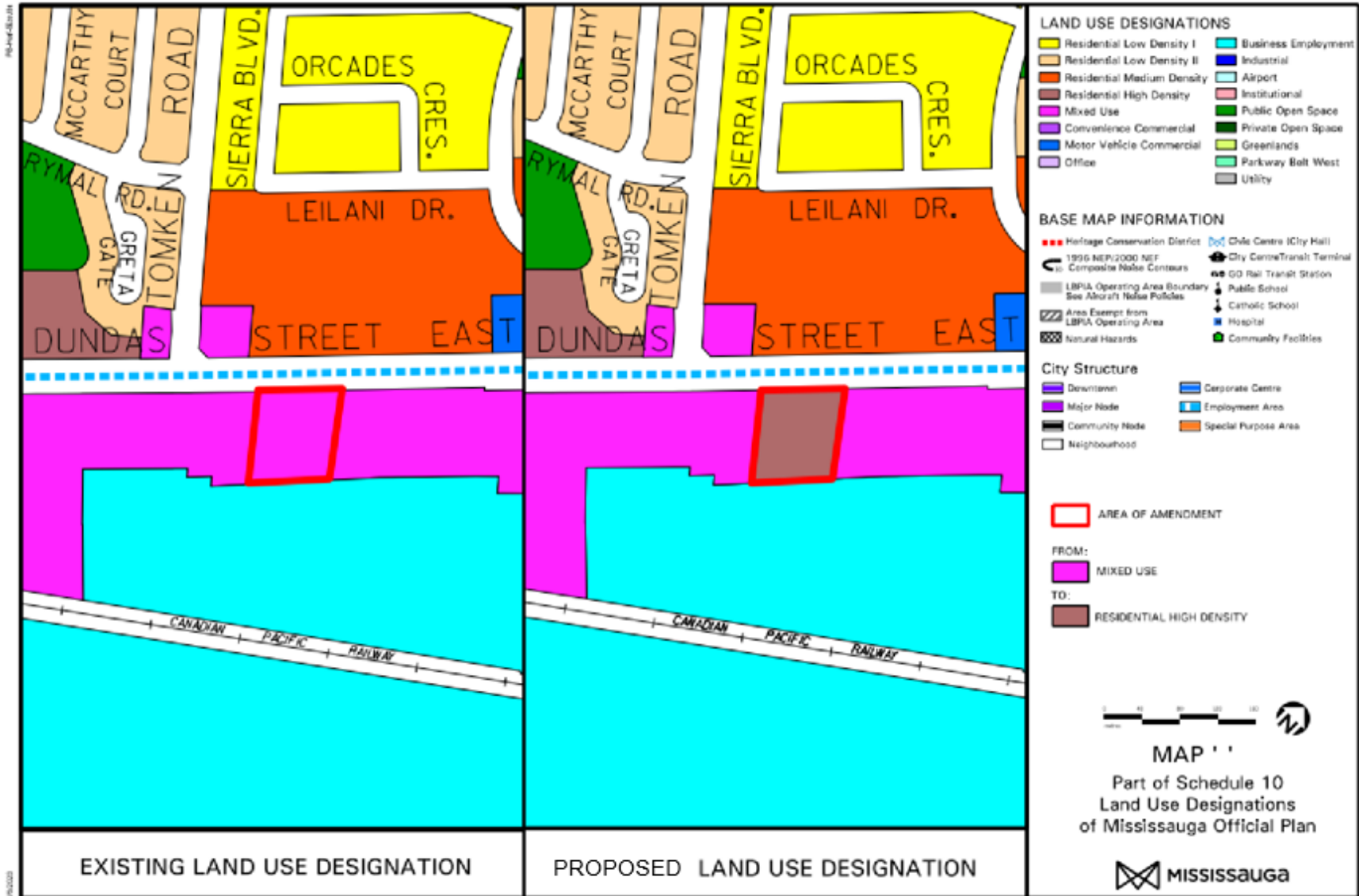
MOP Amendment No. 141 (under appeal) updates policies to implement the DCMP and MOP Amendments No. 142 to 144 (at the Region for approval) implement MTSA policies. See following table for additional details.

### Proposed Designation

In order to permit the 16 and 20 storey apartment buildings, the applicant is proposing to make a number of modifications to the Official Plan including:

- changing the land use designation to **Residential High Density**;
- amending the City Structure to remove the lands from the Dixie Employment Character Area and incorporate them into the Applewood Neighbourhood Character Area; and
- include site specific policies to permit additional height and built form (e.g. separation distance, FSI).

The applicant will need to demonstrate consistency with the intent of MOP. Through the processing of the applications, staff may recommend a more appropriate designation and/or policy changes to reflect the proposed development in the Recommendation Report if the applications are considered supportable.



**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 and does not contain all the specifics found in the policy.

The first part of this review focuses on relevant policies in effect at the time the application was filed, followed by a review of policies that were subsequently adopted which reflect the City's most recent visioning.

|                                    | <b>General Intent</b>  |
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| <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 employment lands to allow for a diversity of employment uses. (Section 5.1.8)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9)</p> <p>The City Structure recognizes that various areas of the city perform different functions (Section 5.3)</p> <p>Assuming the subject property becomes part of the Applewood Neighbourhood Character Area, Official Plan policies pertaining to Neighbourhoods would have to be reviewed. Relevant policies include: 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. Intensification may be considered when it is compatible to surrounding area and is consistent with the policies of this plan. Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale (Sections 5.3.5; 5.3.5.4; 5.3.5.5; 5.3.5.6)</p> <p>Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review. (Section 5.3.6.5) Staff note that this review was undertaken by the Region of Peel and the findings incorporated into the new Regional Official Plan.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. 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 5.4.4. and 5.4.5)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.11 and 5.4.12)</p> |

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|   | <p><b>General Intent</b></p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4)</p> <p>Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review. (Section 5.5.6)</p> <p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure (Section 5.5.9)</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><b>Chapter 6<br/>Value The<br/>Environment</b></p> | <p>Mississauga will require development proposals to address stormwater best management practices and the City encourages the use of green technologies and design (Sections 6.2.7 and 6.2.8)</p> <p>Mississauga will ensure land use compatibility. Sensitive land uses (e.g. residential) will not be permitted adjacent to existing major facilities such as industrial activities, if adverse effects from these facilities cannot be mitigated and effective control provided to prevent adverse effects (e.g. appropriate site and design, buffers, separation distances). The development proponent will be required to undertake a feasibility study in accordance with Provincial guidelines where a sensitive land use is proposed within an area of influence of a facility that generates contaminant discharges. The study will identify options for mitigation at the source or elsewhere to the satisfaction of the City and other approval authorities. (Section 6.1.1 e; 6.1.8, 6.1.9, and 6.1.10)</p> <p>Sources of odour, particulates, noise that are incompatible with sensitive land uses will be separated and or the nuisances will be mitigated. Appropriate techniques will be encouraged to be incorporated into development. (Sections 6.5.4 and 6.5.5)</p> <p>In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site. The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline. (Sections 6.10.1.1 and 6.10.1.3)</p> <p>Development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. (Section 6.10.1.4)</p> <p>Development with a residential component that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline. (Sections 6.10.1.5)</p> |

|  | <b>General Intent</b>  |
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|  | <p>The use of the Class 4 area classification, as specified in the applicable Provincial Government environmental noise guideline, is at the City's discretion. The introduction of a Class 4 area will require Council approval.</p> <ul style="list-style-type: none"> <li>a. The use of Class 4 will only be considered where it can be demonstrated that:                             <ul style="list-style-type: none"> <li>- the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;</li> <li>- the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;</li> <li>- it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and</li> <li>- 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;</li> </ul> </li> <li>b. Notwithstanding the above conditions, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment;</li> <li>c. Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and informed of any agreements as may be required for noise mitigation. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations. (Section 6.10.1.6 a, b, c)</li> </ul> <p>Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA. (Section 6.10.3.2)</p> <p>Development with a residential component will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline (Section 6.10.3.3)</p> <p>Where residential and other land uses sensitive to noise are proposed within 100 m from roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures to be implemented as conditions of development (Section 6.10.3.4)</p> <p>Where anticipated sound levels in outdoor living areas exceed limits stipulated by Provincial noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline. Noise impact studies are required to incorporate the ultimate Annual Average Daily traffic for the road. As a condition of approval, notice will be given to purchasers and tenants of potential impacts from right-of-way maintenance. (Sections 6.10.3.5, 6.10.3.6, and 6.10.3.7)</p> |



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|  | <p><b>General Intent</b></p>  |
|  | <p>Where residential and other land uses sensitive to noise and vibration are proposed in close proximity to rail lines, it may be necessary to mitigate impacts. A feasibility study will be required and warning clause (including those pertaining to rail maintenance) may be necessary(Sections 6.10.4, 6.10.4.1, 6.10.4.2, 6.10.4.3, 6.10.4.4, 6.10.4.5)</p>  |
| <p><b>Chapter 7<br/>Complete<br/>Communities</b></p> | <p>In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health (Section 7.1.3)</p> <p>Mississauga may require a Health Impact Statement associated with development proposals. (Section 7.1.5)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; (Sections 7.1.6 and 7.2.2)</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. (Section 7.2.8)</p> <p>Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.(Section 7.6.1.2)</p> <p>Mississauga supports the following urban agricultural practices the creation of rooftop gardens.(Section 7.7.1 c)</p>   |
| <p><b>Chapter 8<br/>Multi-Modal City</b></p>         | <p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. The designated right-of-way widths for Dundas Street East in the vicinity of the subject site is 42 m in order to accommodate higher order transit. (Sections 8.1.9 and Schedule 8)</p> <p>The City’s multi-modal transportation network will be maintained and developed to support the policies of this Plan by: a. protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths; b. designated right-of-way widths are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities or to provide for necessary improvements for safety in certain locations; e. requiring the conveyance of lands of abutting properties for widening as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration; (Section 8.2.1.1)</p> <p>Mississauga may acquire lands for a public transit right-of-way along higher order transit corridors, where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate. (Section 8.2.1.5)</p> <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. A finer grain road pattern will be a priority in Intensification areas. Additional roads may be identified</p> |

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|  | <p><b>General Intent</b></p> <p>during the review of development applications. Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. (Sections 8.2.2.3; 8.2.2.4; 8.2.2.5; 8.2.2.7)</p> <p>Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters: a. access to transit; b. level of transit service; c. traffic generation; and d. impact on the surrounding area.(Section 8.4.3)</p> <p>Within Intensification Areas, Mississauga will give consideration to: a. reducing minimum parking requirements to reflect transit service levels; (Section 8.4.7)</p> <p>Mississauga will encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion. (Sections 8.1.8 and 8.5.1)</p> <p>Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required (Section 8.5.7)</p>  |
| <p><b>Chapter 9<br/>                 Build A Desirable<br/>                 Urban Form</b></p> | <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure. Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. Infill and redevelopment within Neighbourhoods will respect the existing and planned character. Development within Employment Areas will promote good urban design that respects the function of the area. 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 9.1.1 to 9.1.5)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (Section 9.1.10)</p> <p>Built form should provide for the creation of a sense of place. 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. (Sections 9.2.1.3 and 9.2.1.4).</p> <p>Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. (Section 9.2.1.6).</p> <p>There are a number of policies pertaining to tall buildings, including: The preferred location will be in proximity to existing and planned Major Transit Station Areas. 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. Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. 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. Tall buildings will address pedestrian scale through building articulation, massing and materials and will minimize adverse microclimatic impacts on the public realm and private amenity areas (Sections 9.2.1.8 to 9.2.1.16)</p> <p>Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support</p> |

|  | <b>General Intent</b>   |
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|  | <p>at grade uses. The improvement of existing streets and the design of new streets should enhance connectivity by: a. developing a fine-grained system of roads. 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. (Section 9.2.18; 9.3.1.5 and 9.3.1.4 j)</p> <p>There are a number of policies that speak to the relationship of the building to the street, including: Buildings should have active façades and be oriented and positioned along the street edge, with clearly defined entry points that access the public sidewalk and encourage pedestrian circulation and support transit and active transportation. (Sections. 9.2.1.25, 9.2.1.26, 9.2.1.29, 9.2.1.31, 9.2.1.32, 9.2.1.35, 9.4.1.2, 9.4.1.3)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated. (Section 9.3.5.7, 9.5.1.1 and 9.5.1.9 )</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for items including, but not limited to: street and block patterns; the size and distribution of building mass and height; front, side and rear yards; views, sunlight and wind conditions; privacy and overlook. (Section 9.5.1.2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context (Section 9.5.1.3)</p> <p>Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels. New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Sections 9.5.1.10 to 9.5.1.12).</p> <p>There are a number of policies that speak to incorporating sustainable design features including: Site designs that conserve energy, minimize water consumption and meet minimum LEED or green development standards will be encouraged. Site development will be required to incorporate stormwater best management practices, provide enhanced streetscape and landscaping that complements the public realm,; include the use of native non-invasive plant material; incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form. Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view. (Section to</p> <p>Buildings &amp; the Public Realm: Policies speak to building design that, amongst other things, supports good urban form (e.g. mechanical equipment will be integrated into building design), be pedestrian oriented and incorporate sustainable design, and the important relationship between the public realm and buildings, such as creating a desirable street edge (Sections (Section 9.5.3.1 to 9.5.3.18 and 9.5.4.1 to 9.5.4.7)</p> <p>Parking, Servicing and Loading: Policies speak to the importance of design for parking, servicing and loading, such as parking should be underground, internal to the site, or to the rear of the development (Section 9.5.5.1 to 9.5.5.7)</p> |

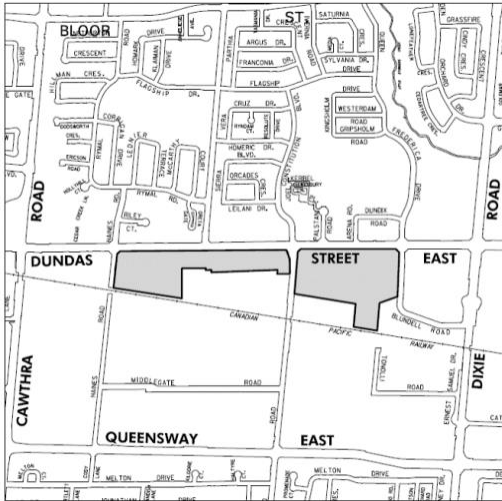
|  | <b>General Intent</b>  |
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| <p><b>Chapter 11<br/>General Land Use<br/>Designations</b></p> | <p>The applicant has proposed that the subject lands be redesignated to <b>Residential High Density</b> which permits the following use: a. apartment dwelling. b. uses permitted in the <b>Residential Medium Density</b> designation, accessory to apartment dwellings on the same property; and 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)</p> <p>The current designation of the subject lands is <b>Mixed Use</b> within an Employment Area. The planned function of lands designated <b>Mixed Use</b> 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. 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 11.2.6.2, 11.2.6.3)</p> <p>The Dixie Employment Area does not permit new residential uses (see policy 17.1.3.1)</p>              |
| <p><b>Chapter 16<br/>Neighbourhoods</b></p>                    | <p>The applicant has proposed subject site become part of the Applewood Neighbourhood, relevant policies include:</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 17<br/>Employment Area</b></p>                   | <p>Currently the subject site is within the Dixie Employment Area, relevant policies include:</p> <p>Residential designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect (Section 17.1.3.1 and 17.1.4.2)</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>• land use compatibility with the existing and future uses of surrounding lands</li> <li>• there are 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 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.

|   | <b>General Intent</b>   |
|---|---|
| <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></p> <p><b>Appealed By: a number of land owners in the area including the applicant</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>• Land use compatibility assessments will be required to determine the suitability of sensitive land uses in proximity to employment areas (Section 5.4.19)</li> <li>• An expanded parkland and open space system will be determined through the development application process (Section 5.4.21)</li> <li>• The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network and encourage multi-modal access to:                         <ul style="list-style-type: none"> <li>a. address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections</li> <li>b. create smaller development blocks and prioritize pedestrian and cycling connections to transit facilities. The policy also conceptually identifies the location of roads but does not</li> </ul> </li> </ul> |

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|   | <p><b>General Intent</b></p> <p>identify any roads on the subject site. (Section 5.4.22)</p> <ul style="list-style-type: none"> <li>The boundary of the Dixie Employment Area were adjusted to exclude certain residential areas and include them in the Applewood Neighbourhood. The subject lands remain within the Dixie Employment Area (Section 17.4)</li> <li>A special policy area that includes the subject property has been created that requires the completion of a municipal led land use compatibility assessment to change land use permissions on lands fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.(Section 17.4.4.4)</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 (Section 5.4.17)</li> <li>A new designation called “Mixed Use Limited” was created with the following relevant policies:             <ul style="list-style-type: none"> <li>Lands designated “Mixed Use Limited” will permit all uses within the Mixed Use Designation, except sensitive land uses, including residential (11.2.7.1 a).</li> <li>Residential uses and other sensitive uses may be permitted without amendment where the use is a) appropriate, b) can be appropriately designed, buffered and or separated from employment uses c) is not impacted by adverse effects from air, vibration, noise, dust, odour and other emissions d) does not pose a risk to public health e) mitigates negative impacts f) has regard to hazard land identified through flood mitigation studies, g) does not compromise the ability of existing employment uses to comply with environmental approvals h) permits Employment Areas to be developed for their intended purpose (Section 11.2.7.4)</li> <li>The introduction of sensitive land uses should not negatively impact the continued viability of existing nearby businesses and industries (Section 11.2.7.5)</li> </ul> </li> </ul> |

|  | <b>General Intent</b>   |
|--|---|
|  | <ul style="list-style-type: none"> <li>- A holding provision may be placed on lands where the ultimate desired use is specified but development cannot proceed until conditions set out in this plan are met, including compatibility assessments, flood mitigation recommendations, floor remedial works (Section 11.2.7.7)</li> <li>• The subject lands were identified as “Mixed Use” within the Dixie Employment Area and not “Mixed Use Limited”. As such, an Official Plan Amendment would be required to permit residential uses.</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>• Inclusionary zoning applies to Protected Major Transit Station Areas (5.7.1.6)</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>• 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>   |
| <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, and Mixed Use Limited 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 choice, 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 Tomken Station Area with a minimum residents and jobs (PPJ) of 160 combined per hectare, a minimum FSI of 1.0 and building height of 2 to 9 storeys and a land use of mixed use (5.7.3 and 5.7.4 and Map C)</li> <li>• Policy 9.2.1.8 states “the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas” is removed.</li> </ul> |

## Mississauga Zoning By-law

### Existing Zoning

The subject site consists of two separate parcels with their own individual zoning:

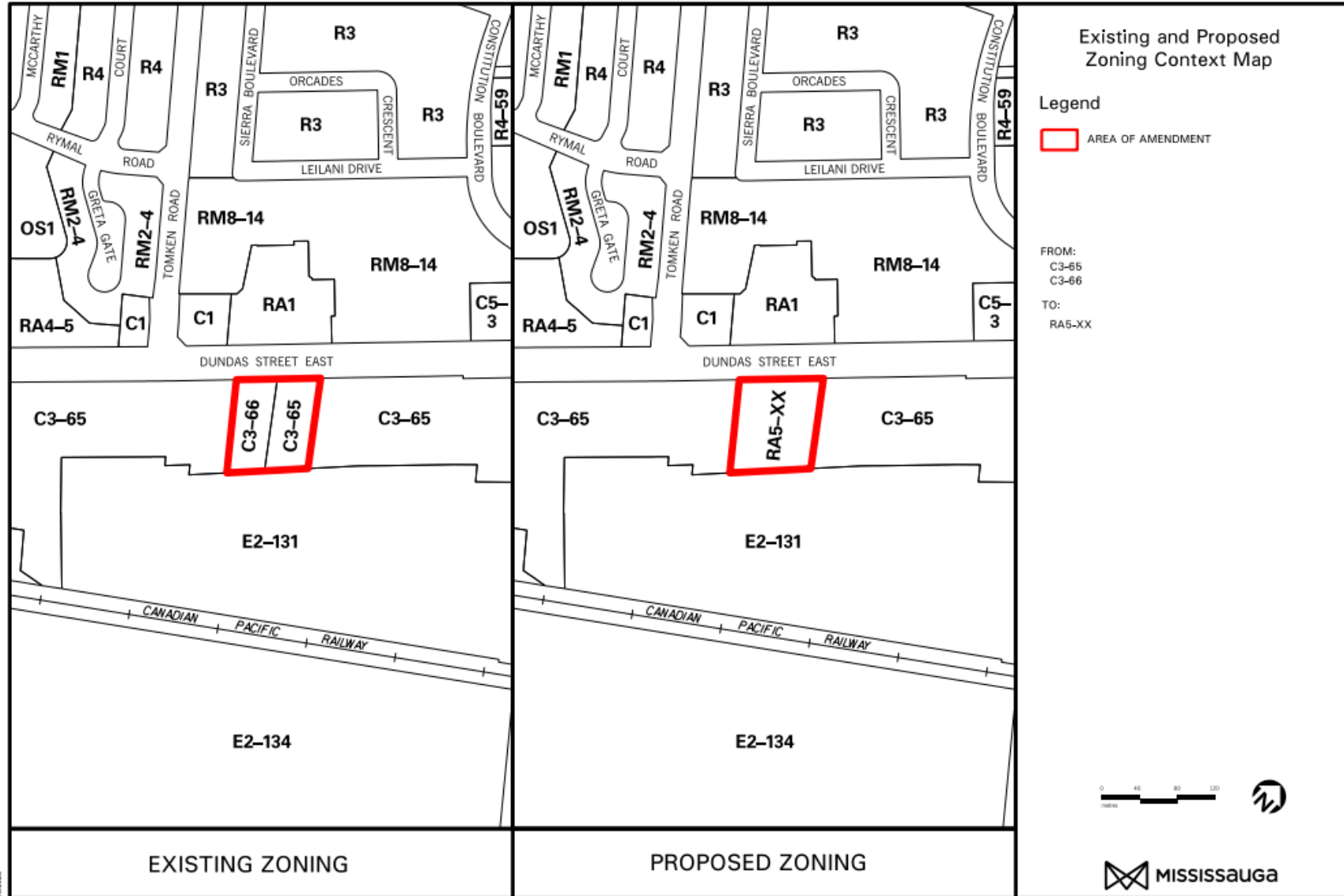
- 1024 Dundas Street East is currently zoned **C3-65** (General Commercial - Exception) which permits a range of commercial uses including retail store, restaurants, office and services. The exceptions zone permits additional **E2** (Employment) uses, such as warehousing but excludes truck terminal, waste processing / transfer stations, and composting facility. In addition the exception zone permits existing, but not new, heavy manufacturing uses (e.g. cement manufacturing).
- 1000 Dundas Street East is currently zoned **C3-66** (General Commercial - Exception) which permits all the same uses as the **C3-65** (General Commercial) zone with the exception that it includes Garden Centre as an additional permitted use.

### Proposed Zoning

The applicant is proposing to zone the property **RA5-Exception** (Apartments) to permit a residential development consisting of 4, 16, and 20 storey apartment buildings, with commercial uses at grade fronting Dundas Street East.

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





3/3/2023

Proposed Zoning Regulations<sup>(1)</sup>

| Zone Regulations                        | RA5 Base Zone Regulations  | Proposed RA5 Exception Zone Regulations  |
|---|--|--|
| Definition Of <b>Lot</b>                | means an area of land registered at the Land Registry Office as not more than one parcel of land   | Despite severance or division of the lands, the regulations of this exception zone applies to the whole of the lands as one lot as if no severance or division has occurred.   |
| Definition Of <b>Established Grade</b>  | means, with reference to a <b>building, structure</b> or part thereof, the average elevation of the finished grade of the ground immediately surrounding such <b>building</b> or <b>structure</b> and when used with reference to a <b>street</b> , means the elevation of the <b>street</b> , established by the Municipality or other designated authority   | 122.05 m<br>(Canadian Geodetic Elevation)  |
| Definition Of <b>Height<sup>2</sup></b> | Notwithstanding any other provisions of this By-law, the calculation of <b>height</b> for apartment shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum <b>height</b> of the top of such elements is no higher than 6.0 m (19.7 ft.) above the <b>height</b> limit otherwise applicable | The height restriction of 6.0 m (19.7ft.) for items that can be excluded from the measurement of height has been removed. In addition, the following have been added to the list of items that can be excluded from the measurement of height: railings, terrace and terrace guards and dividers, ornamental elements, trellises, planters, partitions, chimneys, vents, stacks, flues, privacy screens, architectural features, window washing equipment, elements of a green roof, community gardens, public art features, elevator overruns and structures on the roof used for open air recreation, noise attenuation, safety or wind protection purposes. |

| Zone Regulations   | RA5 Base Zone Regulations   | Proposed RA5 Exception Zone Regulations   |
|--|---|---|
| Permitted Uses   | <b>Apartment</b><br><b>Long-Term Care</b><br><b>Retirement Building</b><br><br><u>Additional Permitted Uses<sup>3</sup></u><br><b>Retail Store</b><br><b>Service Commercial</b><br><b>Financial Institution</b><br><b>Office</b><br><b>Medical Office – Restricted</b>            | <b>Apartment</b><br><b>Long-Term Care</b><br><b>Retirement Building</b><br><br><u>Additional Permitted Uses</u><br><b>Retail Store</b><br><b>Service Commercial</b><br><b>Financial Institution</b><br><b>Office</b><br><b>Medical Office – Restricted</b><br><b>Restaurant</b><br><b>Take-out Restaurant</b><br><b>Veterinary Clinic</b> |
| Maximum number of <b>dwelling units</b> on the <b>lot</b>                          | Not specified   | 543   |
| Location Of A <b>Dwelling Unit</b> Within An <b>Apartment Building<sup>4</sup></b> | A <b>dwelling unit</b> shall be permitted in the <b>basement</b> or an <b>apartment building</b> provided the finished floor level of the <b>dwelling unit</b> is not more than 1.2 m below the highest grade level immediately adjacent to the <b>dwelling unit</b> at any point | A <b>dwelling unit</b> shall not be located entirely below ground   |
| Maximum <b>Floor Space Index</b>   | 2.9   | 4.7   |
| Maximum <b>Gross Floor Area Per Storey</b>   | 1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )<br>(for each <b>storey</b> above the 12 <sup>th</sup> storey)  | 780 m <sup>2</sup> (8,396 ft <sup>2</sup> )<br>(for each storey above the 4 <sup>th</sup> <b>storey</b> )   |

| Zone Regulations   | RA5 Base Zone Regulations   | Proposed RA5 Exception Zone Regulations  |
|--|---|--|
| Maximum <b>Height</b>  | 77.0 m (253 ft.) and 25 <b>storeys</b>  | <u>Building A:</u><br>61.2 m (201 ft.) and 16 <b>storeys</b> <sup>5</sup><br><br><u>Building B:</u><br>71.0 m (233 ft.) and 20 <b>storeys</b> <sup>5</sup><br><u>Podium:</u><br>15.5 m (51 ft.) and 4 <b>storeys</b> |
| Minimum <b>Front Yard</b> <sup>6</sup>   | Depending on building <b>height</b> setbacks range from:<br>7.5 m (24.6 ft.) to 10.5 m (34.4 ft.) | Podium: 4.5 m (14.8 ft.)<br>Building A - 16 storey: 7.5 m (24.6 ft.)   |
| Minimum <b>Interior Side Yard</b>  | Depending on building height setbacks range from:<br>4.5 m (14.8 ft.) to 9.0 m (29.5 ft.)         | Podium: 4.5 m (14.8 ft.)<br>Buildings A & B: 7.5 m (24.6 ft.)  |
| Minimum <b>Interior Side Yard</b> that abuts an Apartment, Commercial or Employment zone     | 4.5 m (14.8 ft.)  | Request regulation to not apply  |
| Minimum <b>Rear Yard</b>   | Depending on building height setbacks range from:<br>7.5 m (24.6 ft.) to 15.0 m (49.2 ft.)        | Podium: 7.5 m (24.6 ft.)<br>Building B - 20 storeys: 10 m (32.8 ft.)   |
| Maximum encroachment or projection of a <b>balcony</b> located above the <b>first storey</b> | 1.0 m (3.3 ft.)   | 2.0 m (6.6 ft.) for balconies associated with units in the 4 storey podium<br><br>2.5 m (8.2 ft.) for balconies on remaining floors  |

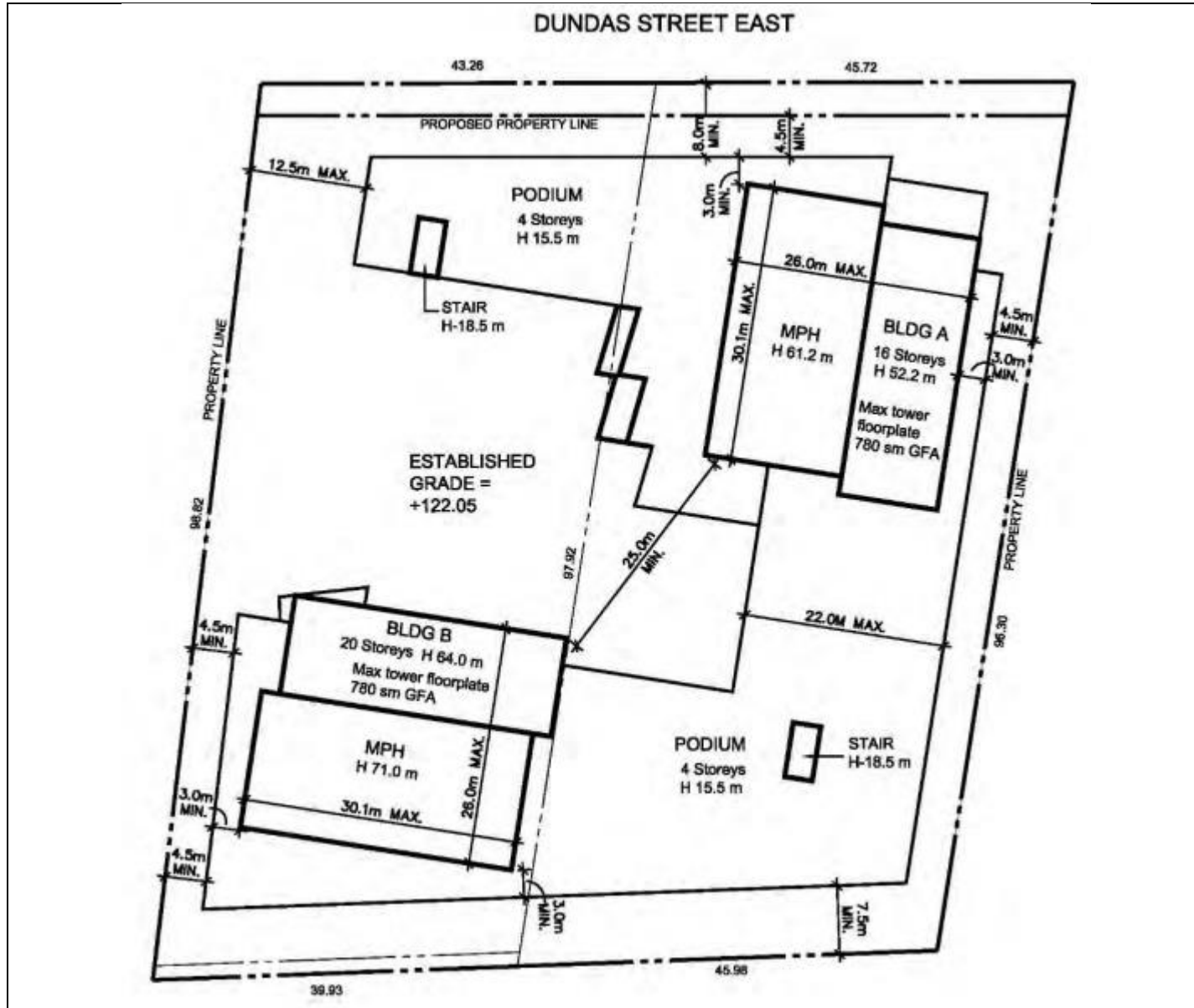
| Zone Regulations   | RA5 Base Zone Regulations   | Proposed RA5 Exception Zone Regulations   |
|--|---|---|
| <p>Maximum encroachment or projection of other building elements</p> | <p>1.0 m (3.3 ft.)<br/>                     (for encroachment of a <b>balcony</b> located above the <b>first storey</b>, sunroom, window, <b>chimney</b>, pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>)</p> <p>1.8 m (5.9 ft.)<br/>                     (for encroachment into a required <b>yard</b> of a <b>porch, balcony</b>, located on the <b>first storey</b>, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m / 19.7 ft.)</p> <p>1.0 m (3.3 ft.)<br/>                     (for projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outmost face or faces of the <b>building</b>)</p> | <p>No distance specified<br/>                     Elements that may extend beyond required setbacks, include: above grade electrical transformer, window, chimney, pilaster, cornice balustrade, eave, roof overhang, staircase, staircase enclosure, landing, awning, canopies, lighting fixtures, guard rails, decks, porches, structures for wind mitigation, retaining walls, stairs, stair enclosures, ramps and associated structures, bicycle storage enclosures or racks.</p> |
| <p><b>Rental Apartment Use</b> Required Minimum Parking Spaces</p>   | <p>Residential space per unit: 0.9<br/>                     Visitor space per unit: <u>0.2</u><br/>                     Combined space per unit: 1.1</p>  | <p>Combined residential and visitor spaces per unit: 0.8</p>  |
| <p><b>Non-Residential Use</b> Required Minimum Parking Spaces</p>    | <p>Visitor parking spaces may be shared with required non-residential spaces, subject to conditions (e.g. number of spaces must be the greater of visitor parking spaces or the required parking spaces for non-residential uses)</p>   | <p>Non-residential parking spaces are to be shared with residential / visitor parking</p>   |

| Zone Regulations  | RA5 Base Zone Regulations  | Proposed RA5 Exception Zone Regulations  |
|---|--|--|
| <b>Accessible parking spaces</b> for residential uses <sup>7</sup>  | The minimum number of required accessible parking spaces are calculated based on a visitor parking rate of 0.2 spaces per unit   | The minimum number of required accessible parking spaces are calculated based on a visitor parking rate of 0.1 spaces per unit   |
| Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells to any <b>lot line</b> | 3.0 m (9.8 ft.)  | 0.0 m<br><br>Proposed regulation also requests a 0.0 m setback to a municipal easement for an existing sanitary sewer (located on 2550 Stanfield Road)<br><br>Proposed regulation also requests a 0.0 m setback for an underground retaining wall adjacent to a municipal easement |
| Location of <b>parking and loading spaces</b>   | All <b>parking, loading spaces</b> and <b>electric vehicle ready parking spaces</b> shall be provided, maintained and be clearly identified and marked by permanent lines and markings painted on the paved surface on the same <b>lot</b> for which the <b>parking, loading spaces</b> and <b>electric vehicle ready parking spaces</b> are required. | Request regulation not apply   |
| Obstruction of <b>parking spaces</b>  | No <b>use</b> shall be located on any required <b>parking area</b> or obstruct any required <b>parking space</b>   | Request regulation not apply   |
| Access to <b>parking and loading spaces</b>   | Access to and from <b>parking and loading spaces</b> shall be provided by unobstructed on-site <b>driveways</b> or <b>driveways</b> and <b>aisles</b>  | Request regulation not apply   |

| Zone Regulations  | RA5 Base Zone Regulations   | Proposed RA5 Exception Zone Regulations   |
|---|---|---|
| Required number of <b>loading spaces</b>  | One <b>loading space</b> per <b>apartment building</b> containing a minimum of 30 <b>dwelling units</b> shall be required | Request regulation not apply  |
| Minimum <b>Landscape Area</b>   | 40% of the <b>lot area</b>  | Request regulation not apply (Planning report indicates <b>landscape area</b> is 12%)   |
| Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> | 4.5 m (14.8 ft.)  | Request regulation to not apply   |
| Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>                         | 3.0 m (9.8 ft.) (may be reduced to zero where there is a shared driveway or aisle)  | Request regulation not apply (Planning report indicates site requires underground retaining wall within 3.0 m (9.8 ft.) of rear lot line)                                       |
| Minimum <b>amenity area</b>   | The greater of 5.6 m <sup>2</sup> (60 ft <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the site area                  | Request regulation not apply (Planning report indicates 924 m <sup>2</sup> (9,946 ft <sup>2</sup> ) indoor space and 924 m <sup>2</sup> (9,946 ft <sup>2</sup> ) outdoor space) |
| Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area      | 50%   | Request regulation not apply  |

| Zone Regulations  | RA5 Base Zone Regulations   | Proposed RA5 Exception Zone Regulations |
|---|---|---|
| A rooftop <b>balcony</b> shall be setback from the exterior edge of a structure | 1.2 m (3.9 ft.)   | Request regulation not apply            |
| Permission for an above grade pad mounted transformer in the <b>Front Yard</b>  | A <b>structure</b> for the purpose of providing physical services and utilities, measuring less than or equal to 5.0 m <sup>2</sup> (54 ft. <sup>2</sup> ) shall not be subject to zone regulations | Request no size limitation <sup>8</sup> |





| Zone Regulations  | RA5 Base Zone Regulations | Proposed RA5 Exception Zone Regulations |
|---|---------------------------|---|
| <p>Notes:</p> <p>(1) 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> <p>Where provisions have not been identified by applicant (e.g. number of electrical vehicle and bicycle parking spaces) it is assumed proposed development satisfies current zoning regulations. The current (C3-65 and C3-66) zoning regulations have not been included in this comparison table as the proposed development is significantly different from what is permitted (e.g. the proposed development is predominately residential, whereas the current zoning does not permit residential uses).</p> <p>The applicant also requested that regulations pertaining to circular driveways not apply to the site; however, based on our current understanding, it not necessary to include this exception as the proposed driveway does not meet the zoning by-law definition (i.e. it doesn't have two access points to the street)</p> <p>(2) Regulation found in subsection 4.1.21</p> <p>(3) Uses are subject to provisions found in 4.1.15.1 which identify permitted uses and stipulate they must be located within an apartment building on the ground floor.</p> <p>(4) Regulation found in article 4.1.1.4</p> <p>(5) Proposed heights includes the mechanical penthouse. Permitted building heights in the City of Mississauga Zoning by-law 225-2007 exclude mechanical penthouses and other elements (e.g. telecommunication equipment) as long as it is no higher than 6.0 m (19.7 ft.). Proposed heights for buildings A and B include mechanical penthouses of 10.0 m and 7.0 m, respectively.</p> <p>(6) Front yard is measured from the proposed property line, once road widening has been taken to accommodate BRT on Dundas Street</p> <p>(7) Accessible parking spaces are calculated as a percentage of the total visitor parking spaces required. Based on the number of visitor spaces required the percentage of required accessible parking changes.</p> <p>(8) Article 2.1.1.3 regulates <b>Physical Services and Utilities – Structures</b>. The applicant originally requested that regulations pertaining to accessory buildings and structures not apply to the transformer. Additional information required as to the size of the transformer and applicability of zoning regulations.</p> |                           |   |

## Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes. The proposed development will provide 543 rental apartment units, with the following unit mix:

| Proposed Unit Mix          |                 |
|----------------------------|-----------------|
| Type of Unit               | Number of Units |
| Studio                     | 233             |
| 1 Bedroom                  | 77              |
| 1 Bedroom + Den            | 92              |
| 2 Bedroom                  | 94              |
| 2 Bedroom + Den            | 45              |
| 3 Bedroom                  | 2               |
| Total                      | 543             |
| Unit mix subject to change |                 |

## 5. School Accommodation

### The Peel District School Board

| Student Yield   | School Accommodation                            |   |   |
|---|---|---|---|
| 46 Kindergarten to Grade 5<br>20 Grade 6 to Grade 8<br>27 Grade 9 to Grade 12 | Westacres Public School                         | Allan A. Martin<br>Senior Public School         | Cawthra Park<br>Secondary School                    |
|   | Enrolment: 268<br>Capacity: 248<br>Portables: 0 | Enrolment: 448<br>Capacity: 524<br>Portables: 0 | Enrolment: 1,285<br>Capacity: 1,044<br>Portables: 5 |

### The Dufferin-Peel Catholic District School Board

| Student Yield                                       | School Accommodation                            |   |  |
|---|---|---|--|
| 10 Kindergarten to Grade 8<br>8 Grade 9 to Grade 12 | St. Thomas More<br>Elementary School            | Philip Pocock<br>Secondary School                 |  |
|   | Enrolment: 564<br>Capacity: 648<br>Portables: 0 | Enrolment: 1118<br>Capacity: 1257<br>Portables: 0 |  |

## 6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 16, 2023. The virtual meeting had approximately 32 people in attendance.

The following questions or 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.

- The proposed retail space should have entrances on Dundas Street East in order to help make the street more lively. The stores should not face the interior of the site.
- Concern was raised regarding traffic impacts and difficulty that residents will have getting to and from the site.
- How will stormwater management be handled on the site?
- Are there opportunities to provide additional space in the building to accommodate work from home?
- What type of rental units are proposed? Is the proposal going to be purpose built rental or will it be a condominium tenure where owners can rent units out for airbnb? What will be the rental rates and can the number of studio units be reduced and overall size of the units increased?
- Are there concerns regarding odour and noise in the area?

- Supportive comments were made regarding the general design of the building.

## 7. Development Issues

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

| Agency / Comment Date                                  | Comments <sup>1</sup>   |
|--|---|
| Region of Peel<br>(December 21, 2022 & March 13, 2023) | <p>The application is exempt from Regional approval and a ROPA is not required. The employment conversion of the subject lands is approved and a Regional Official Plan Amendment is no longer required.</p> <p>Servicing of the site may require easements, construction, extension twinning and/or upgrading of services at the applicants expense. The functional servicing report is incomplete and outstanding information (e.g. hydrant testing, multi-use demand table, drawings are not acceptable) and revisions are required.</p> <p>There is a regional sanitary sewer easement on the subject property. Easements must be maintained, drawings must identify the easement and copies of the registered documents must be provided. Confirmation that the City will permit shared servicing and the servicing solution for this site must rectify the connection between 1024 and 1030 Dundas Street</p> <p>PIN numbers are required, outstanding fees need to be paid, and confirmation if a development agreement or site plan agreement will be used.</p> <p>Additional information is required on how the proposed development contributes to the Regional minimum density target for the MTSA.</p> <p>In order to support sustainable transportation, a number of suggestions were made including: the applicant should explore unbundling of parking by leasing parking spaces separately and, if feasible, consider preferential parking for carpool or carshare spaces. Bike racks at main entrance of building for visitors to retail outlet and guests is suggested and a separate secure bicycle parking area be provided, along with bike repair station. EV charging stations to accommodate various EV vehicles (bike, car, scooter) should be considered.</p> <p>The Land Use Compatibility Study is not an air quality study. There are some concerns that a class III facility (secondary lead smelter) could have impact on the proposed development (both indoor and outdoor space will need to be assessed). An air quality study is required, including a modelling component in order to assess the facility's compliance with the MECP requirements will be impacted. The issue of complaints was not appropriately addressed and additional information is required. The Region has received complaints about coffee roasters in other parts of Peel and those are typically referred to the MECP.</p> <p>The report mentions a green roof and reference to urban agriculture. The impact of air emissions, needs to be assessed for all routes of exposure (inhalation and consumption of vegetation). The report should confirm all relevant facilities have</p> |

| Agency / Comment Date   | Comments <sup>1</sup>  |
|---|--|
| <p>Dufferin-Peel Catholic District School Board and the Peel District School Board<br/>           (September 2022 &amp; October 2022)</p> | <p>been captured.</p> <p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that prior to final approval, the City shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the applicant and the School Board.</p> <p>In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement.</p>  |
| <p>City Community Services Department – Park Planning Section<br/>           (September 2022)</p>   | <p>The proposed development site is within the Dixie Employment Area (EA) and Tomken MTSA. Employment Areas in the City do not have parkland requirements unless residential uses are being proposed. The proposed development includes residential, and therefore, a playground is required to be provided within 400 metres of residential areas without any major pedestrian barriers. The proposed development does not incorporate any public open space and the site constraints can not accommodate an unencumbered park.</p> <p>The area is predominantly commercial and industrial in nature and presents major pedestrian barriers to existing parks in surrounding area. The Applewood Neighbourhood Character Area includes Hawkins Glen Park (P-158). This park is located within 430 m (1,410 ft.) of the subject property and can be used to service some of the parkland needs for this development. However, there is still a deficiency for playground access since Dundas Street East is considered to be a major pedestrian barrier. As a result of the pedestrian barriers to existing parks within the area, this development will proceed without the benefit of a park with a playground to service the site within the 400 metre walking distance. Furthermore, it is noted, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with approved City's Policies and By-laws.</p> |
| <p>City Community Services Department – Fire Prevention<br/>           (September 2022)</p>   | <p>Additional information is required to determine if there will be any areas that are cut off from the remainder of the building? For example, are there service rooms on the ground floor which cannot be accessed from an interior corridor? If so, this could impact fire access to those areas (areas cut off from the remainder of the building to be within 45m of a fire access route).</p>  |
| <p>City Transportation and Works Department<br/>           (February 8, 2022)</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 can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p>   |

| Agency / Comment Date | Comments <sup>1</sup>  |
|-----------------------|--|
|                       | <p><b><u>Stormwater</u></b></p> <p>A Functional Servicing and Stormwater Management Report prepared by IBI Group, dated June, 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 system to service the development lands, with a connection to the City of Mississauga's stormwater infrastructure on Dundas St E, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer system;</li> <li>• demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and</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><u>Traffic</u></b></p> <p>A traffic impact study (TIS), prepared by GHD Limited dated July 25 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• an updated TIS addressing all staff comments;</li> <li>• the future property line due to the road allowance widening towards the ultimate 42.0 m right-of-way of Dundas Street East as identified in the Official Plan;</li> <li>• satisfactory plans for a future road network including right of way widths and road configuration;</li> <li>• a review the driveway access to ensure both Dundas Street East and the internal driveway can operate efficiently; and</li> <li>• a response to address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>A Phase One Environmental Site Assessment (ESA) report, dated July 27, 2022 prepared by Pinchin Ltd., was submitted in support of the proposed development. The report indicates that a further investigation is required to assess the soil and groundwater conditions at the site. Therefore, the following documents are to be submitted as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• a letter of reliance for the Phase One ESA report;</li> </ul> |

| Agency / Comment Date  | Comments <sup>1</sup>   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• a Phase Two ESA report along with a letter of reliance;</li> <li>• a completed Storm Sewer Use By-law Acknowledgement form; and,</li> <li>• a letter certified 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><br/>                     A Noise Feasibility Study prepared by RWDI Air Inc., dated April 29, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Dundas Street East, Tomken Road, Constitution Boulevard, and Stanfield Road and rail traffic on the Metrolinx GO Transit (Milton) and CP Galt Subdivision Railway Line. Noise mitigation will be required for this proposed development. A revised noise study is required as part of the next submission to address staff comments.</p> <p><b>Engineering Plans/Drawings</b><br/>                     The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>   |
| Dillon Consulting Peer Review Of Land Use Compatibility Study (February 2, 2022) | <p>A Noise/Vibration Impact Study and a Land Use Compatibility/Mitigation Study (Air Quality and Noise), prepared by the firm RWDI were submitted in support of the application. Dillon Consulting was retained to Peer Review these studies along with additional material provided to the City by Mother Parkers pertaining to impacts from their operation on surrounding properties and comments on the RWDI study. The Peer Review represents the first step in the City’s municipally led land use compatibility study for certain lands on the south side of Dundas Street East, between Blundell Road and Haines Road. Dillon Consulting was retained for the Peer Review given their expertise on these matters.</p> <p>The Dillon Consulting Peer Review identified a number of issues that require additional information and responses from the applicant’s consultant including, but not limited to:</p> <ul style="list-style-type: none"> <li>- further justification, including a technical assessment of odour should be provided to demonstrate that the existing mitigation measures are sufficient to prevent nuisance impacts</li> <li>- compatibility report should be updated to assess potential from the proposed development to impact facilities’ ability to operate in compliance with existing Environmental Compliance Approval (ECA)</li> <li>- further studies are required and findings are premature until completed</li> <li>- best practices and applicable sound levels are required to be met at the proposed development, irrespective of central air-conditioning</li> <li>- the noise assessment should evaluate impacts from all industrial sources at the proposed development (at various representative receptor heights) regardless of the existing sensitive uses in the area</li> </ul> |



| Agency / Comment Date                       | Comments <sup>1</sup>   |
|---|---|
|   | <ul style="list-style-type: none"> <li>- a detailed noise assessment should include Tonolli's sources</li> <li>- impulsive noise sources should be assessed and it is not clear if this has been done</li> <li>- as proxy sound data was used, confirmation is required that they are in-line with noise generated onsite. In addition the noise modelling should reflect sources of noise at Mother Parkers facility and not just lumping all of it into a single source</li> <li>- involvement by owners of surrounding industrial properties is recommended</li> <li>- a site visit should be undertaken (unclear if this occurred)</li> <li>- mitigation of sound levels due to all stationary source (provincially permitted or not) is necessary if it is predicted that applicable criteria are exceeded</li> <li>- additional information is required to support recommendations pertaining to windows and barriers to control transportation noise</li> <li>- prior to consideration of an OPA/ZBA approval for new sensitive uses and/or the granting of a Class 4 designation, Dillon recommended a detailed noise and vibration assessment which considers all potential sources per MECP D-Series and NPC-300 be completed</li> <li>- based on the proximity, type and scale of the surrounding industrial and commercial properties it is strongly recommended that the adjacent industries be contacted to obtain accurate information</li> <li>- the most up to date Acoustic Assessment for the Mother Parker's facility be provided for Peer Review</li> <li>- zoning changes should not be considered prior to completion of a full compatibility assessment.</li> </ul> |
| Mississauga Parking Group<br>(October 2022) | <p>Staff cannot support the proposed parking rates as they are lower than the newly in-effect Zoning By-law and are not supportive of the Parking Regulations Study recommendations. The parking justification study submitted is not satisfactory. Should the applicant wish to pursue a reduction in parking, the submission of a satisfactory Parking Utilization Study is required.</p>   |
| Metrolinx / GO Transit<br>(October 2022)    | <p>Based on current Dundas BRT alignment, a portion of the subject property will be impacted by the BRT project. The Site Plan should be revised to properly reflect the BRT limits. Metrolinx should be contacted to confirm BRT property impacts including required construction easement.</p> <p>A noise and vibration warning clause, as identified in the Impact Study should be included in the Development Agreement.</p> <p>An environmental easement is required that permits discharging, emitting, releasing or venting onto the lands noise, vibration, and other sounds and emissions over the lands.</p>  |
| CP Rail                                     | <p>A warning clause should be inserted in all property and tenancy agreements which indicates that notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development. CP Rail will not be responsible for complaints or claims arising from the use of its facilities and/or operations. Specific detailed wording has been provided to be inserted in any agreement.</p>   |

| Agency / Comment Date  | Comments <sup>1</sup>   |
|--|---|
| 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, including warning clauses, are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra</li> <li>- City Arborist</li> <li>- Canada Post</li> <li>- CS Viamond</li> <li>- Community Services Heritage</li> <li>- Community Services Landscape Architect</li> <li>- Community Services Public Art</li> <li>- Enbridge</li> <li>- GTAA</li> <li>- Rogers Cable</li> <li>- Trans-Northern Pipeline</li> <li>- Mississauga Transit Infrastructure</li> <li>- Mississauga Transit Reviewer</li> <li>- Trillium Health Partners</li> </ul> |
| <p>(1) Comments included in table represent a generalized summary of issues raised that are pertinent to the processing of the Official Plan and Zoning By-law Amendments.</p> |   |

**Development Requirements**

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

**8. Community Benefits Charge**

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the

Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The

by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

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

## 9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Does the proposed development support the existing and planned character of the area given issues such as proposed massing and height?
- Is the proposed development compatible with surrounding employment uses?
- Have the supporting technical studies (e.g. traffic, parking, servicing, etc.) adequately addressed all concerns?
- Are the proposed zoning by-law exception standards appropriate?

As the application has been appealed to the OLT, staff 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 determine the City's view on the applications and provide direction as to the City's position at the Ontario Land Tribunal on the appeal filed by the applicant.