

Detailed Information and Preliminary Planning Analysis

Owner: 4Q Commercial WP Inc.

1580-1650 Dundas Street East

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1. Proposed Development

The applicant proposes to develop the property with residential and commercial uses as well as a new public park.

A total of 3,027 new residential units are proposed within: three blocks of townhouses, seven buildings with a maximum height between 12 and 18 storeys, and three buildings with a maximum height between 29 and 41 storeys.

Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application is also submitted to create development blocks, a public park, open space along the Little Etobicoke Creek and the future Blundell Road extension.

Development Proposal	
Applications submitted:	Received: September 21, 2022 Deemed complete: October 14, 2022
Developer/ Owner:	4Q Commercial WP Inc.
Applicant:	Hazelview Investments
Residential units:	
- Townhouses	185 units
- Apartments	<u>2,842 units</u>
- Total	3,027 units ¹
Commercial Space:	2,506 m ² (26,974 ft ²)
Community Space:	449 m ² (4,833 ft ²)
Public Park:	1.03 ha (2.5 ac.)
Hazard / Buffer Land:	0.65 ha (1.6 ac.)
Height ² :	A range of building heights have been proposed including; 3 storeys 10.5 m (34 ft.) (townhomes) 12 storeys 38.6 m (127 ft.) 18 storeys 57.2 m (188 ft.)

Development Proposal		
	29 storeys 94.1 m (309 ft.) 35 storeys 113.1 m (371 ft.) 41 storeys 132.5 m (435 ft.)	
Floor Space Index:	4.02 ³	
Road Type:	Mattawa Avenue - Remain Public Future Blundell Road Extension – To Be Public Other Roads / Laneways - Common Element Condominium Private Road (CEC)	
Anticipated Population:	6,785 people ⁴	
Parking:	Required ⁵	Provided
- resident	2,798	1,868
- visitor	615	559
- community	20	20
- commercial	<u>Shared with visitors</u>	<u>Shared with visitors</u>
Total:	3,433	2,447
Green Initiatives	<ul style="list-style-type: none">• Green Roofs• Rain Gardens• Biofiltration Areas	
<ol style="list-style-type: none">1) Includes replacement of existing 68 rental units on site.2) Excludes mechanical rooftop building3) FSI calculation base on Total GFA divided by the Net Site Area which excludes road dedication and widening, hazards and parkland4) Based on 2016 Census person per unit factors5) Applicant parking study calculated the required parking using the apartment rental rate (0.9 spaces per unit). If the condominium rate (1.0 space per unit) were used, an additional 279 spaces would be required. Applicant has indicated their intention to develop both rental and ownership units, but has not indicated the amount.		

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>:

- Block Plan
- Context Plan
- Draft Official Plan Amendment
- Draft Plan of Subdivision
- Draft Zoning By-law Exceptions
- Environmental Impact Study
- Environmental Site Assessment (Phase 1 & 2)
- Floor Plans
- Functional Servicing & Stormwater Management Report
- Geotechnical Investigation Report
- Grading Plans
- Housing Report
- Hydrogeological Review
- Landscape Plans
- Land Use Compatibility Study
- Low Impact Development Features
- Noise Impact Study
- Pedestrian Level Wind Study
- Planning Rationale
- Phasing Plan
- Renderings
- Right of Way Sections

- Site Elevations
- Site Plan
- Site Servicing Plans
- Shadow Study
- Statistics
- Streetscape Feasibility Study
- Supplementary Geotechnical Investigation
- Survey
- Transportation Impact & Parking Study
- Tree Protection Plan & Arborist Report
- Urban Design Study

Application Status

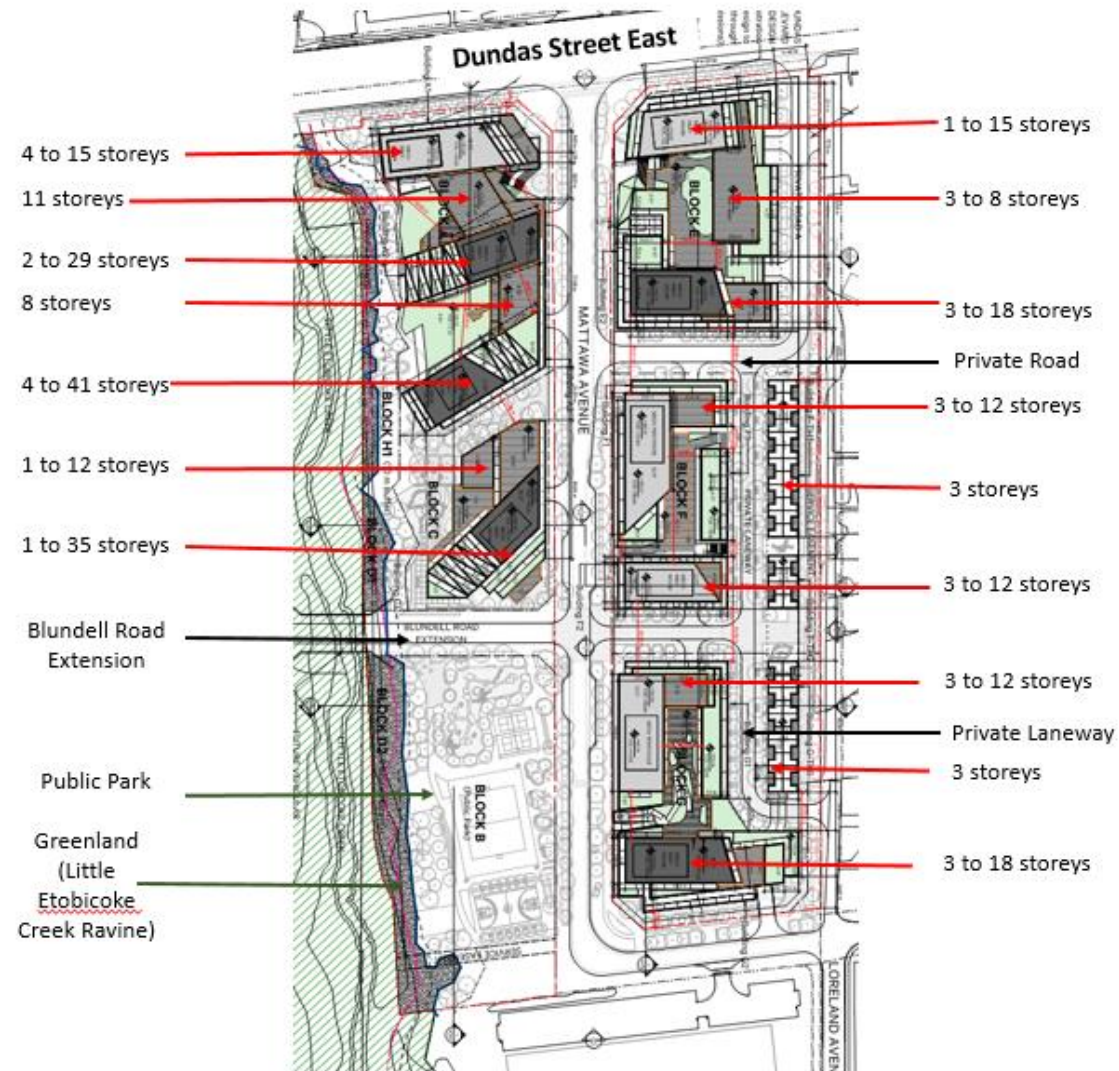
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix.

On April 3, 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 July 6, 2023.

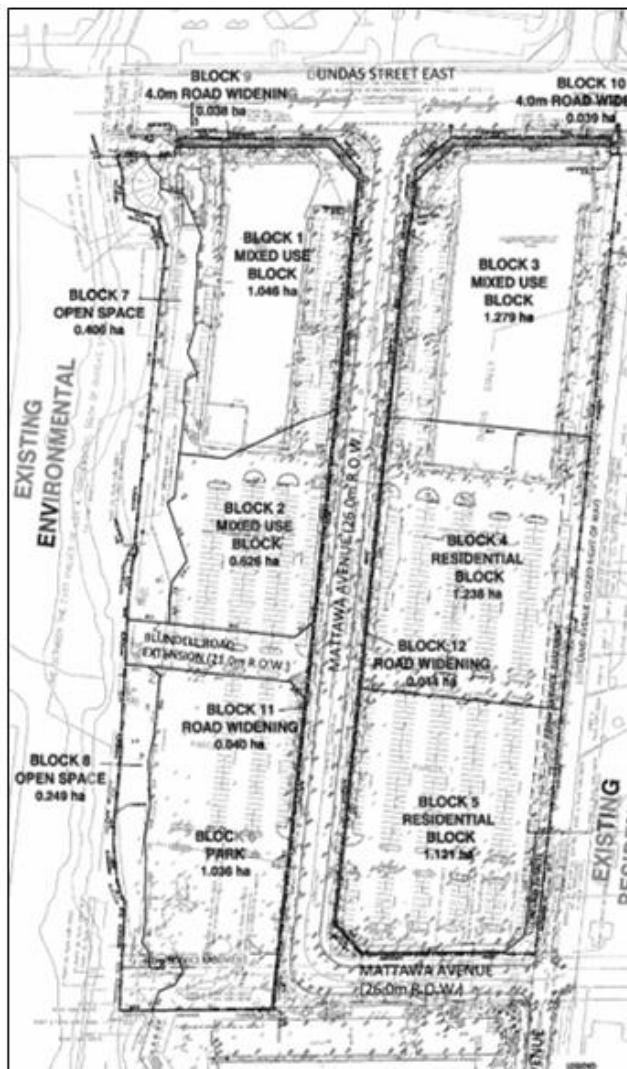
A community meeting was held by Ward 1 Councillor, Stephen Dasko, on January 31, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.



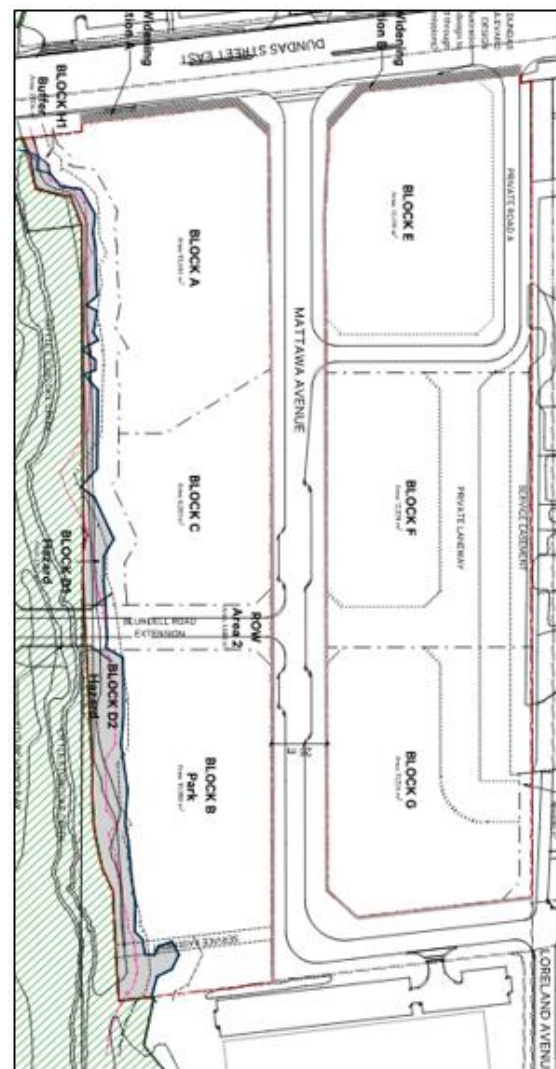
Rendering Of Proposed Development



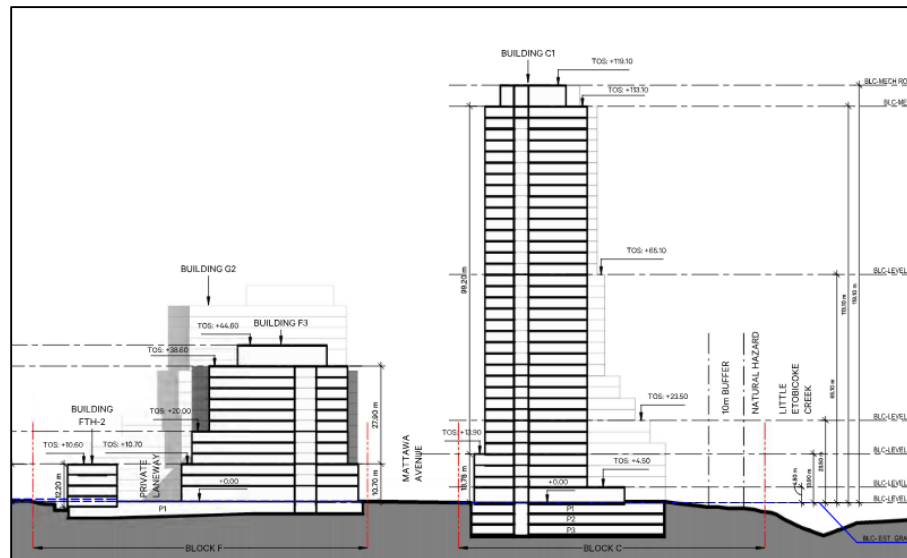
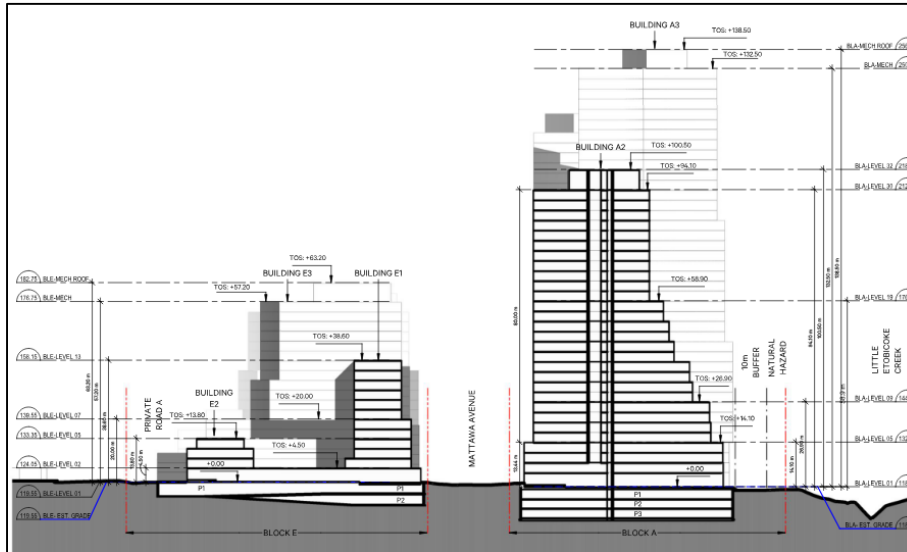
Site Plan



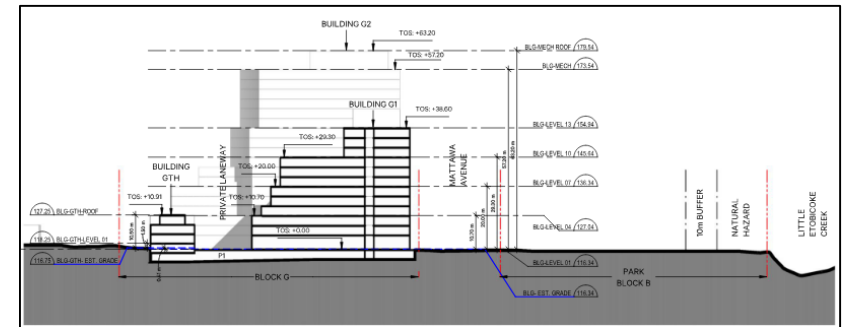
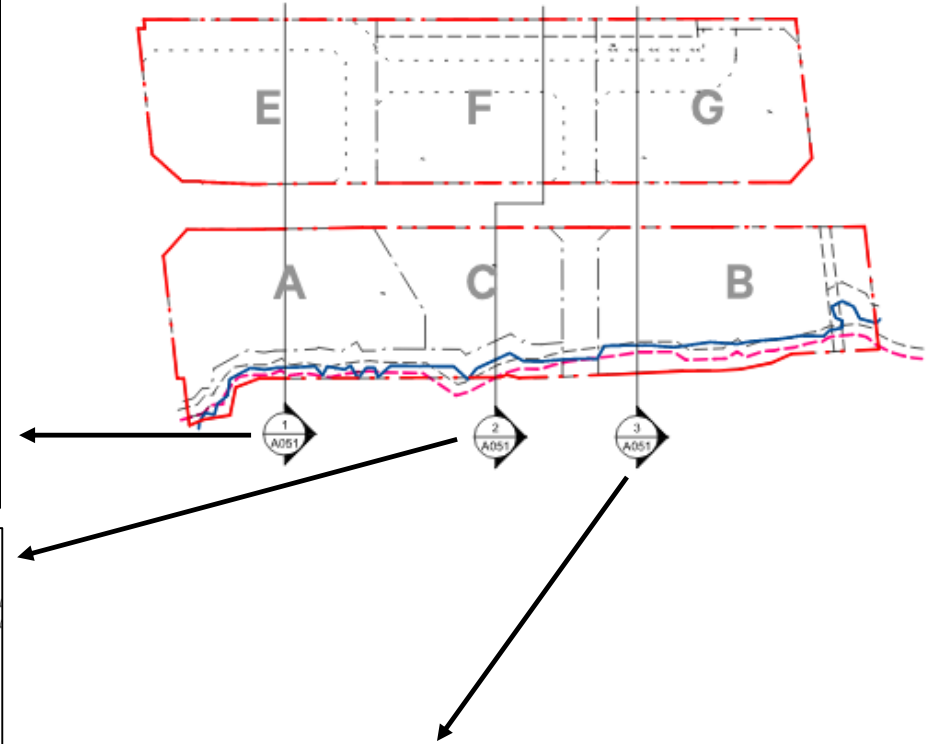
Draft Plan of Subdivision



Block Plan



KEY PLAN



Elevations

2. Site Description

Site Information

The property is located on the south side of Dundas Street East approximately 650 m (2,133 ft.) from the Dixie Road intersection. The subject site is located on both sides of Mattawa Avenue and contains the following municipal addresses:

- 1580 and 1590 Dundas Street East (western portion of site)
- 1650 Dundas Street East (eastern portion of the site)

The subject site is currently occupied by two rectangular 2-storey mixed use buildings which mirror each other on either side of Mattawa Avenue (known as the Dunwynn Centre). There is also a stand alone 1-storey commercial building at the northwest corner of the site. The buildings are predominately commercial in nature; however, there are 68 residential live/work units permitted within the existing development.



Existing Conditions – facing southeast on Dundas Street East



Aerial Photo of 1580 – 1650 Dundas Street East

Property Size and Use	
Frontage (along Dundas St.):	
- 1580/1590 Dundas Street E.	120 m (393 ft.)
- 1650 Dundas Street E.	100 m (328 ft.)
Depth (along Mattawa Ave):	Depth:
- 1580/1590 Dundas Street	417 m (1,368 ft.)
- 1650 Dundas Street	390 m (1280 ft.)
Combined Gross Lot Area:	7.4 ha (18.2 ac.)
Existing Uses:	Retail, restaurants, fitness studio, office space, live/work units, self-storage

Site History

- Late 1980s – site developed with current buildings.
- October 1, 1997 – Region of Peel Official Plan came into effect. Site is located within an employment area.
- June 20, 2007 – the current zoning by-law came into force. The subject lands were zoned **C3-46** and **C3-2** (General Commercial Exception) which permits a range of commercial uses including retail, service and office uses. The exception zones permit additional uses including many of which are permitted in an **E2** (Employment) zone such as warehousing. In addition, a small portion of the site at the southern end of the property was zoned **E2** (Employment).
- November 12, 2012 – Mississauga Official Plan (MOP) came into force which designated the lands **Mixed Use** in the Dixie Employment Area. The MOP also included Special Site 2 which permits live/work units. In general, 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 heavy manufacturing uses are not permitted such as cement manufacturing. The subject lands were rezoned to **C3-66**, **C3-2**, (General Commercial Exception) and **E2-131** (Employment Exception).
- 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, amongst other things, identifies the limits of the Dixie Community Node (which includes the subject site). A number of parties appealed this amendment to the Ontario Land Tribunal (OLT). A case management 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 (MTSA), 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.
- On February 23, 2023 - Regional Council referred the City's Major Transit Station Area Official Plan Amendments back to regional staff to confer further with the City and Province.
- May 12, 2023 – the MMAH sent a letter to the City advising the City's policies should be revised to explicitly outline that there are no restrictions on building heights within MTSA's.

3. Site Context

Surrounding Land Uses

The surrounding area contains a range of land uses, including: commercial plazas, free-standing stores and restaurants, industrial and office uses, natural areas, and residential development.

The surrounding land uses include:

- North: Single storey "big box" retail commercial buildings (e.g. The Brick) are located immediately across Dundas Street East. Further north are low density residential neighbourhoods.
- East: A residential neighbourhood of detached and semi-detached homes focused around Corham Crescent is located adjacent to the subject property. In addition, an older predominately single storey industrial area can be found along Mattawa Avenue, with buildings occupied by a range of business from manufacturing, automotive repair, freight trucking (storage of trailers and tractor trucks). Further east, land uses are primarily of a retail strip commercial or industrial nature.
- South: Immediately adjacent to the subject site is a large industrial building occupied by a marketing company called Kubik (specializes in building environments to

support corporate events and trade shows). Further south is the railway line used by GO Transit.

- West: Along the western limits of the subject property is the Little Etobicoke Creek and associated open space. Further west is the Creekside Crossing commercial centre which is anchored by Walmart and Costco but also contains a range of retail tenants such as the LCBO, financial institutions and restaurants.

Neighbourhood Context

The subject property is currently located within 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 larger portion of the Dixie Employment Area is considered a Provincially Significant Employment Zone; however, the subject property and lands typically with frontages on Dundas Street East and future Bus Rapid Transit (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.

Within the Dixie Employment Area there are a number of industrial facilities that could potentially influence the proposed development. The applicant's land use compatibility study concluded that the facilities are expected to be compatible;

however, further detailed study was required for an existing industrial operation approximately 700 m (2,297 ft.) to the west of the subject site called Tonolli Canada. The industrial operation at this site includes battery breaking, smelting furnaces and casting operations. The City is in the process of having this land use compatibility study peer reviewed.

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 is identified as an Intensification Corridor with higher order transit in the Mississauga Official Plan and covers lands within a number of City Structure Character Areas including the Applewood Neighbourhood, Dixie Employment Area and Dixie Community Node.

The Dixie-Dundas Community Node was conceptually identified in the current MOP as lands generally between Dixie Road and Corham Crescent residential neighbourhood, on either side of Dundas Street. The DCMP and implementing Official Plan Amendment (currently under appeal) further refined the boundary of the Community Node to following property lines. The subject lands are within the Community Node boundary which is an area identified for intensification.

Transportation and Community Services

Community infrastructure such as parks and schools are located on the north side of Dundas Street East in the Applewood Neighbourhood. The development application proposes to convey to the City approximately 1.03 ha (2.5 ac.) of land for a public park.

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

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

Existing bus stops are located on the north and south sides of Dundas Street East in the general vicinity of the subject property.

The subject site is also within walking distance (i.e. 800 m/2,625 ft. radius) of the Dixie GO Station. The future extension of Blundell Road and associated crossing of the Little Etobicoke Creek will improve pedestrian access to the GO station.



Aerial Photo of Surrounding Vicinity

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 use 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 OPA 141/OPA 142.

In the immediate vicinity of the subject site, the DCMP recommended that Dundas Street have separated lanes dedicated for the BRT, vehicles and bicycles, along with sidewalks and landscaped area.

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.

The subject site is located within the Dixie Focus Area. Although much of this Focus Area is currently constrained by flooding issues, the vast majority of the subject site is

developable.

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;
- Reduced parking standards should be considered to help incentivize redevelopment and encourage active transportation;
- Mixed Use should be encouraged along the Dundas Corridor in order to promote active frontages; however, buildings that do not front Dundas Street can be considered for single use;
- The boundaries of the Dixie-Dundas Community Node should be based on the Dixie Focus Area;
- The tallest buildings in the Dixie Road Focus Area will have a maximum height of 25 storeys and are to be located within 250 m (820 ft.) of the Dundas Street and Dixie Road

intersection. Recommended heights for the subject site are a minimum of 3 storeys and a maximum of 12 storeys;

- Minimum spacing between towers greater than 12 storeys should be 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 for Dundas Street. No element of a building may penetrate this angular plane;
- The angular plane adjacent to lower density residential areas is measured 7.5 m (24.6 ft.) setback from a shared property line. At this setback line, the 45 degree angular plane is measured starting at a height of 10 m (32.8 ft.);
- A fine-grain road pattern was conceptually identified for the Dixie focus area which included proposed public roads on the subject site.

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). 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.
- 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.
- File OZ/OPA 22-18 – 1000 and 1024 Dundas Street East (south side of Dundas Street East, east of Tomken Road) – applications have been submitted and appealed to the OLT for a residential apartment building development consisting of 20, 16 and 4 storey buildings containing 543 units.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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. Evaluation of the development application will include a review of the following policies.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>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 minimized, and d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated (PPS 1.2.6.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></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> <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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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 housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP) September 2021 Consolidation – in effect at time application submitted	<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 5.5.2.1 to 5.5.2.3)</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> <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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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) 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 5.9.5.2.1)</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 5.9.5.2.10)</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> <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>

Policy Document	Legislative Authority/Applicability	Key Policies
		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)
New Region Of Peel Official Plan (approved November 2022)	<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> 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> 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> 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> 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) 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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"> - Minimum height, density and number of person plus job - Permitted uses and character of the area. Prohibition on built forms that would impact ability to achieve required density - Protect land required for future transit infrastructure - Land use compatibility and protection against hazards - Strategy to deliver infrastructure that supports complete communities (e.g. open space, public amenities, active transportation) - Strategies to support connectivity - Implementation of Healthy Development Framework - Description of future actions required to implement the plan - Land uses that overlap with Employment Areas - Foster collaboration between public and private sectors - Alternative development standards (e.g. reduced parking standards) <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"> - Contribute to transit supportive density - Supports a compact urban form - Addresses housing policies to provide a range and mix of housing options - Provides an interconnected and multi-modal street pattern that encourages walking, cycling, use of transit and mixed use development - Provides an appropriate mix of land uses and amenities that promote transit supportive neighbourhoods - Implements provision of bicycling parking - Prohibits uses that would adversely impact density targets - Supports high quality public realm - Avoids potential adverse effects to major facilities and sensitive land uses - Considers municipally initiated studies and recommendations that support planning for the area

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**. The **Mixed Use** designation permits a range of commercial and service uses (e.g. retail store, restaurant, hotel/motel). In addition, a small amount of land along the westerly limits of the site are designated **Greenlands** reflecting the close proximity of the Little Etobicoke Creek.

The subject property is located within a 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.

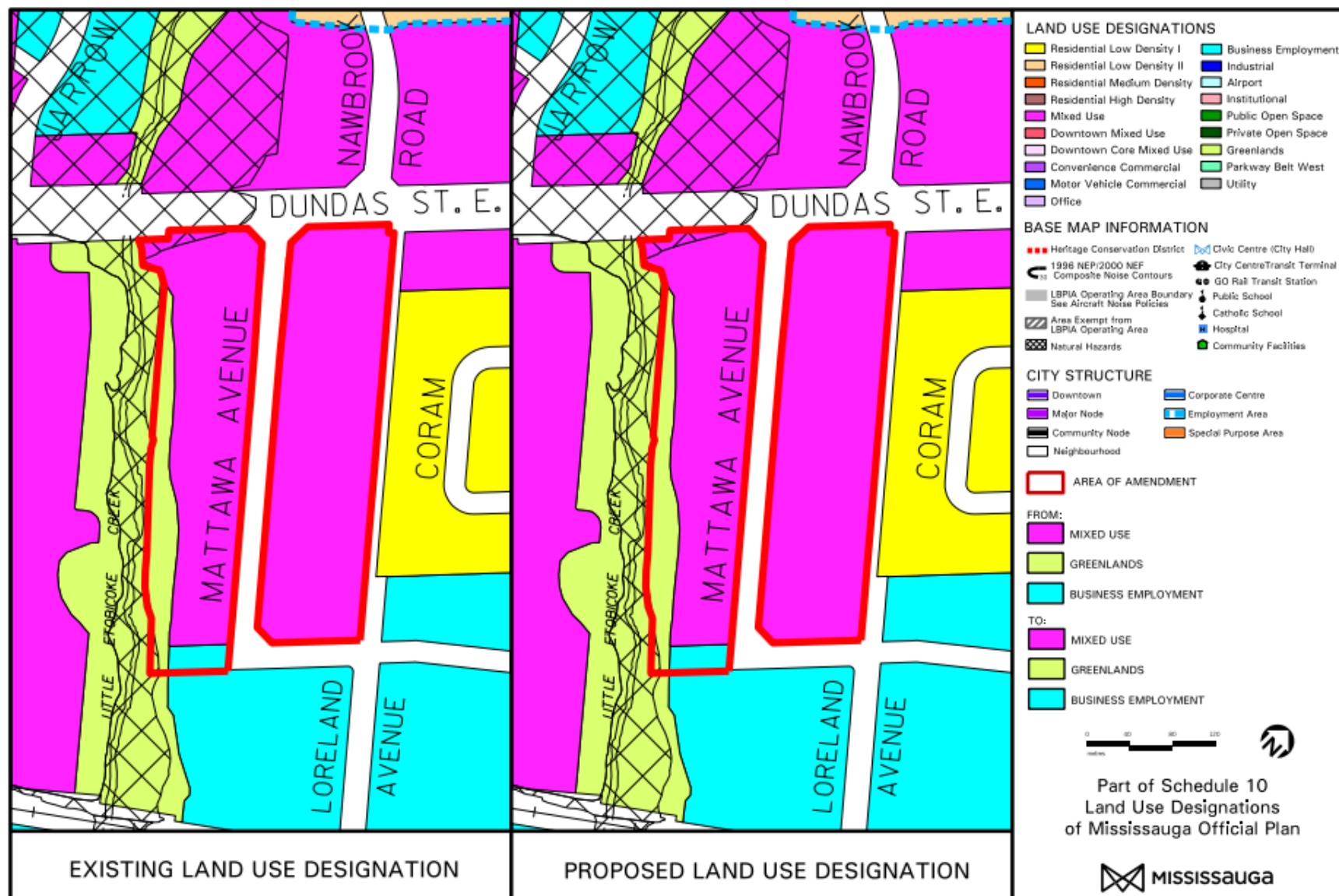
Proposed Designation

In order to permit the proposed development of new residential, commercial, community and public park space, the applicant is proposing to make a number of modifications to the Official Plan, including:

- Removing the subject lands from the Dixie Employment Area
- Removing Exempt Site 2 and policy 17.4.5.2 (i.e. restricts residential uses on the site to live/work units on the second floor of the building)
- Including a new policy that recognizes the proposed heights for each of the proposed buildings (see below)

Building Number	Height
Building A1	15 storeys
Building A2	29 storeys
Building A3	41 storeys
Building C1	35 storeys
Building E1	15 storeys
Building E2	18 storeys
Building F1	12 storeys
Building F2	12 storeys
Building FTH-1	3 storeys
Building FTH-2	3 storeys
Building G1	12 storeys
Building G2	18 storeys
Building GTH-1	3 storeys

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.

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.

	General Intent
Chapter 5 Direct Growth	<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 Dixie-Dundas Community Node, relevant policies include: Community Nodes will provide a similar mix of uses as in a Major Node but with lower densities and heights. The Dixie-Dundas Community Node requires new community infrastructure and a more friendly pedestrian approach to development. Community Nodes will achieve a gross density of between 100 and 200 residents plus jobs per hectare. Redevelopment resulting in the loss of floor space will not be permitted unless the planned function is maintained. Investment in community infrastructure will be encouraged and development will achieve a high quality urban environment (Section 5.3, 5.3.3, 5.3.3.4, 5.3.3.8, 5.3.3.9 and 5.3.3.11)</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>

	<p>General Intent</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>Chapter 6 Value The Environment</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>

	General Intent
	<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"> a. The use of Class 4 will only be considered where it can be demonstrated that: <ul style="list-style-type: none"> - the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source; - the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use; - it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and - 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; 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; 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) <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>

	General Intent
	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)
Chapter 7 Complete Communities	<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 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>
Chapter 8 Multi-Modal City	<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 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,</p>

	<p>General Intent</p> <p>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. Within Intensification Areas, Mississauga will give consideration to: a. reducing minimum parking requirements to reflect transit service levels; (Section 8.4.3 and 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>Chapter 9 Build A Desirable Urban Form</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. 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 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>

	General Intent
	<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 9.5.2.8 to 9.5.2.12)</p> <p>Buildings & 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>
Chapter 11 General Land Use Designations	<p>The current designation of the subject lands is Mixed Use within an Employment Area. The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses.</p> <p>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. Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses will not include detached, semi-detached or duplex dwellings. If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.2, 11.2.6.3, 11.2.6.4, 11.2.6.5 and 11.2.6.6)</p>

	General Intent
	The Dixie Employment Area does not permit new residential uses (see policy 17.1.3.1). The applicant has proposed to remove the subject site from the Dixie Employment Area and include it in the Dixie Dundas Community Node.
Chapter 14 Community Nodes	<p>The applicant has indicated that the subject site forms part of the Dixie-Dundas Community Node.</p> <p>For lands within a Community Node, proposals for heights less than two storeys, 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 14.1.1.3)</p> <p>The boundary of and official plan policies for lands within the Dixie-Dundas Community Node will be determined through a Local Area Plan review. Until such time as the Local Area Plan review is completed, the official plan policies are contained in the Dixie Employment Area Character Area Policies (Section 14.3). The Dundas Connects Master Plan was considered to satisfy the requirement for a Local Area Plan Review. Mississauga Official Plan Amendment No 141 (adopted by Council but under appeal) established the limits of the Dixie-Dundas Community Node, which includes the subject lands.</p>
Chapter 17 Employment Area	<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). The applicant has proposed to remove the subject site from the Dixie Employment Area and include it in the Dixie-Dundas Community Node.</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; land use compatibility with the existing and future uses of surrounding lands there are engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)


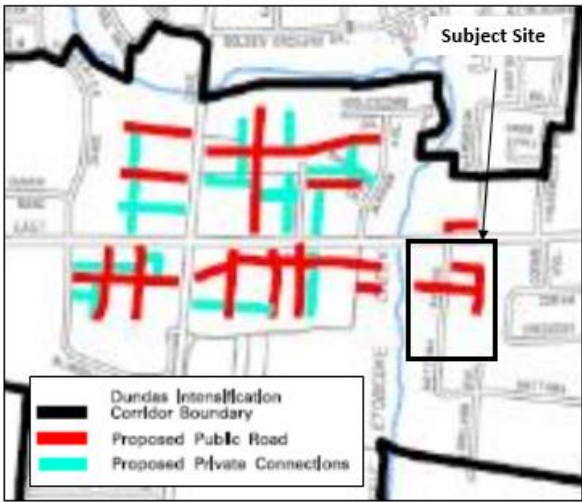
Official Plan Amendments Implementing Dundas Connects & MTSA policies

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.

	General Intent
OPA No. 141 - Dundas Connects Implementation Adopted By Council - August 2021 Appealed September 1, 2022 Appealed By: a number of land owners in the area including the applicant	<ul style="list-style-type: none"> Boundary of the Dixie-Dundas Community Node was established Building heights will vary along the Dundas Corridor to reflect the City Structure. Buildings with the greatest heights will be located in proximity to the Dixie Go Station. Development will be designed and located to: <ul style="list-style-type: none"> a) ensure sufficient minimum ground floor building heights to accommodate changes over time 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 c) introduce flexible ground floor space d) achieve a consistent street wall e) promote mixed-use buildings f) prohibit surface parking g) incorporate underground parking h) achieve transition to surrounding lands designated low density residential i) incorporate setbacks between the podium and tower j) maintain separation distances to ensure sufficient access to sunlight, sky views and privacy, achieve noise attenuation through site design (Section 5.4.18) Land use compatibility assessments will be required to determine the suitability of sensitive land uses in proximity to employment areas (Section 5.4.19) An expanded parkland and open space system will be determined through the development application process (Section 5.4.21) The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network and encourage multi-modal access to: a. address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections b. create smaller development blocks and prioritize

	<p>General Intent</p> <p>pedestrian and cycling connections to transit facilities. The policy also conceptually identifies the location of roads but does not identify any roads on the subject site. (Section 5.4.22)</p> <div style="display: flex; justify-content: space-around;">   </div>
<p>OPA No 142 – Dundas Major Transit Station Areas</p> <p>Adopted by Council - August 2021</p> <p>Currently at the Region for Approval</p>	<ul style="list-style-type: none"> 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) A new designation called “Mixed Use Limited” was created with the following relevant policies: <ul style="list-style-type: none"> 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). 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) The introduction of sensitive land uses should not negatively impact the continued viability of existing nearby businesses and industries (Section 11.2.7.5) 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) The subject lands were identified as “Mixed Use Limited” within the Dixie Employment Area.
<p>OPA No 143 – Major Transit</p>	<ul style="list-style-type: none"> Introduces the term Protected Major Transit Area which is a Major Transit Station Area identified in the Region of Peel Official Plan (Glossary Section)

	General Intent
Station Areas Adopted by Council - August 2021 Currently at the Region for Approval	<ul style="list-style-type: none"> • Inclusionary zoning applies to Protected Major Transit Station Areas (5.7.1.6) • Each Major Transit Station Area is unique and will be planned based on its local context, growth potential and limitations (Section 5.7) • The amendment speaks to issues including: <ul style="list-style-type: none"> - compatibility (e.g. development will be compatible and mitigate impacts) (section 5.7.5) - urban design (e.g. development will minimize surface parking) (section 5.7.6) - connectivity (e.g. development will contribute to an interconnected street pattern that is multi-modal) (Section 5.7.7), - 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 - servicing development will be phased to ensure appropriate infrastructure is in place (Section 5.7.9)
OPA No 144 – Major Transit Station Areas Adopted by Council - August 2021 Currently at the Region for Approval	<ul style="list-style-type: none"> • 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) • Maintaining non-residential planned function means a concentration of convenient commercial uses and employment opportunities (Section 5.7.2.3) • 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) • The OPA identifies the subject lands as being within the Dundas Street Bus Rapid Transit Corridor Wharton 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 12 storeys and a land use of mixed use (5.7.3 and 5.7.4 and Map C) • 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.

Mississauga Zoning By-law

Existing Zoning

The subject site consists of two separate parcels (divided by Mattawa Avenue) with their own individual zoning:

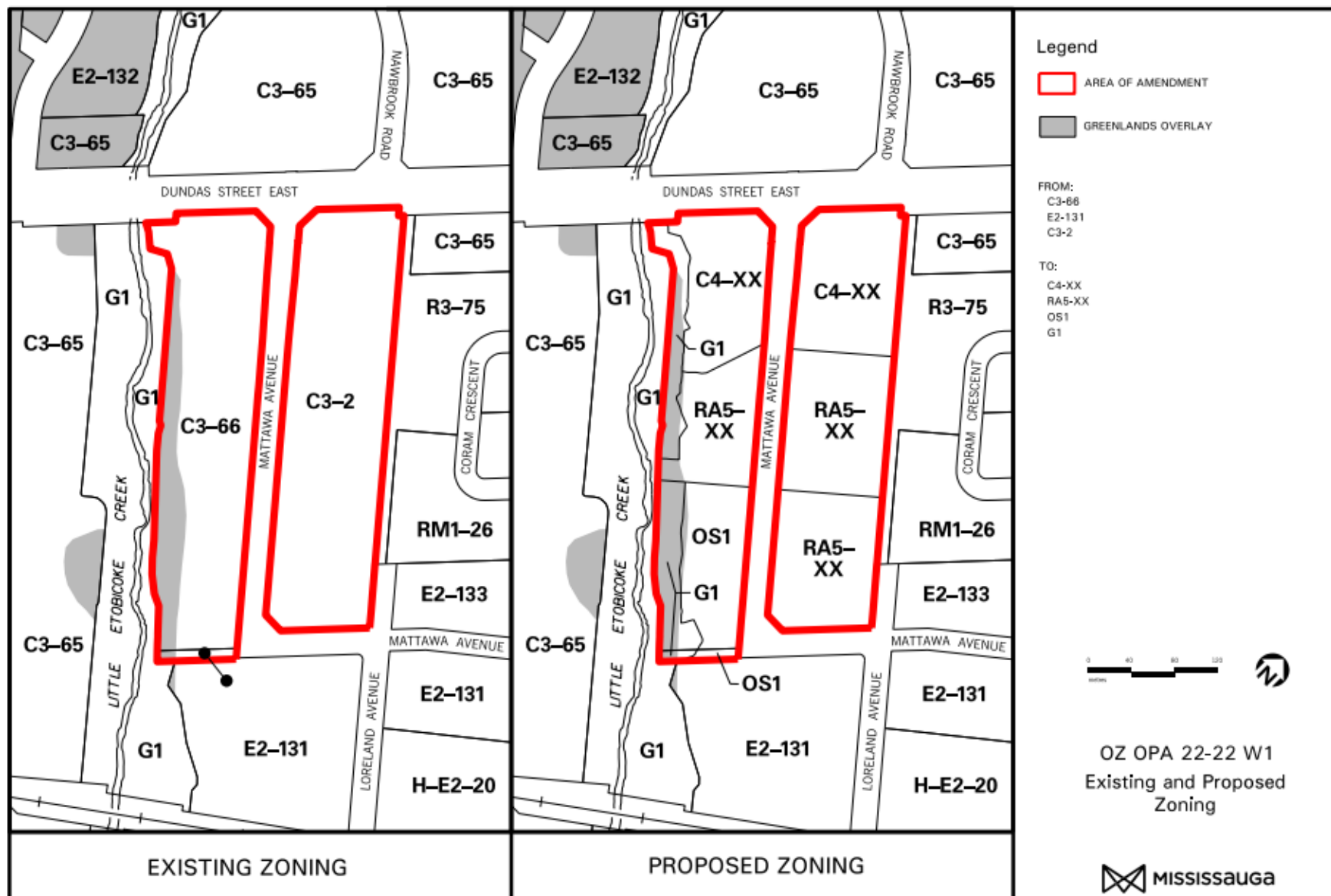
West Side Of Property (1580 & 1590 Dundas Street East)

- Currently the majority of this site is zoned **C3-66** (General Commercial Exception) which permits a range of commercial uses including retail, restaurants, and offices.
- The exception zone permits a garden centre, and 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).
- A small portion of this parcel located at the very southern limit is zoned **E2-131** (Employment Exception) which permits a range of uses including manufacturing, offices, and warehousing. The exception zone permits existing, but not new, heavy manufacturing uses (e.g. cement manufacturing).
- A small portion of this parcel, along the very western property limit is also subject to the **Greenlands Overlay** which requires technical studies and approval of the City

and Conservation Authority prior to construction of any building or structure.

East Side Of Property (1650 Dundas Street East)

- Currently this parcel is zoned **C3-2** (General Commercial Exception) which permits a range of commercial uses including retail, restaurants, and office uses.
- The exception zone permits additional uses including Live/Work units, Garden Centre, Science and Technology Facility and **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).



Proposed Zoning

The applicant's proposal includes: three blocks of stacked townhouses, seven apartment buildings with a maximum height between 12 and 18 storeys, and three buildings with a maximum height between 29 and 41 storeys. The proposed apartment buildings typically incorporate podium and/or additional stepbacks. In addition, the proposed zoning recognizes a public park and existing natural hazard lands adjacent to Little Etobicoke Creek. In order to accommodate the range of uses and built form the applicant has proposed the following zone changes:

From	To	Proposal
C3-66 (General Commercial)	G1 (Greenlands – Natural Hazards)	Recognize land with natural hazards along the Creek
C3-66 (General Commercial)	C4- Exception (Mainstreet Commercial - exception)	Land fronting Dundas with proposed apartments and commercial uses at grade
C3-66 (General Commercial)	RA5-Exception (Apartments)	Land internal to site with proposed apartments with commercial and community uses at grade
C3-66 (General Commercial)	OS1 (Open Space – Community Park)	Land proposed for public park
C3-2 (General Commercial)	C4-Exception (Mainstreet Commercial – Exception)	Land fronting Dundas with proposed apartments with commercial uses at grade
C3-2 (General Commercial)	RA5-Exception (Apartments)	Land internal to site with proposed apartment buildings with back to back townhouses
C3-66 C3-66 (General Commercial)	OS1 (Open Space – Community Park) G1 (Greenlands) – Natural Hazards	Lands at the very southwest corner of the site ¹ that are to be either part of the public park or part of the creek natural area.
1) City is of the opinion these lands are zoned E2-131 not C3-66		

Given the number of development blocks and different zoning regulations required for the proposal, the specific regulations have not been included in this report.

Through the processing of the applications staff may recommend more appropriate zone categories and regulations for the development in the Recommendation Report. Specific zoning standards that will be reviewed include, but are not limited to:

- Height and Floor Space Index (FSI): proposed regulations exceed those in the zoning by-law and Dundas Connects Master Plan and the City review will determine appropriate heights.
- Side yard setbacks: proposed regulations will have to ensure appropriate setbacks and City review will ensure appropriate transitions are provided to adjacent low density residential uses.
- Parking: The proposed parking regulations are lower than those in the zoning by-law which were updated in 2022.

The complete list of base and proposed regulations can be viewed in the applicant's draft zoning by-law which can be accessed on the City's website under 1580-1650 Dundas Street East, or by clicking on the following link: [Ward 1 development applications – City of Mississauga](#)

Affordable Housing

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

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10%

contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

The applicant has indicates that due to the scale of the proposal, specific unit distributions have not been finalized and are anticipated to be revised through the development approvals process. However, a preliminary high level breakdown is as follows:

Unit Type	No. of Units	Distribution
Bachelor units	169	5.6%
One Bedroom Units	1,706	56.3%
Two Bedroom Units	731	24.1%
Three Bedroom Units	236	7.8%
Townhouse units	185	6.2%
Total	3,027	100%

The Housing Issues Report submitted by the applicant indicates that the owner will discuss strategies and opportunities to further support the provision of housing choice and accessibility for future residents.

City Planning Strategies Division indicated that a permit is required to demolish the existing 68 apartment units and the replacement units must at similar rents.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
258 Kindergarten to Grade 5	Westacres Public School	Allan A. Martin Sr. Public	Cawthra Park Secondary
110 Grade 6 to Grade 8	Enrolment: 268	Enrolment: 502	Enrolment: 1,285
157 Grade 9 to Grade 12	Capacity: 248	Capacity: 524	Capacity: 1,044
	Portables: 1	Portables: 0	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation		
51 Kindergarten to Grade 8	St. Edmund Elementary	St. Paul Secondary	
43 Grade 9 to Grade 12	Enrolment: 371	Enrolment: 726	
	Capacity: 237	Capacity: 807	
	Portables: 4	Portables: 0	

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on January 31, 2023. The virtual meeting had approximately 38 people in attendance.

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

- What is the split between ownership and rental apartment units?
- Is it possible to extend the GO station platform so that it is closer to Little Etobicoke Creek and improve access from the development?
- Concern was raised regarding interaction between truck traffic on Mattawa Avenue and pedestrians/vehicles from the proposed development.
- How are vehicles and bicycles being accommodated in the development?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (February 2023)	<p>The application is exempt from Regional approval and a ROPA is not required. The employment conversions of the subject lands is approved and a Regional Official Plan Amendment is no longer required.</p> <p>The Region has comments and revisions required regarding technical aspects of site design and supporting studies (including awaiting a further Air Quality Study). Additional information is required for the Functional Servicing report, Hydro-geological report and Environmental Site Assessment</p> <p>The Land Use Compatibility Study recommended that an Air Quality Study be submitted due to proximity of a Class III Industrial Facility located within 1 km from the development. When this study is submitted, Health Protection staff will review the document.</p> <p>The Ministry of Environment indicates the lands were used for the disposal of industrial waste. Appropriate approvals from the MECP must be obtained in order to proceed with the associated subdivision.</p> <p>Private collection is required for commercial/retail waste. For mixed use buildings with more than 500 m² of commercial/retail space, the Region will provide front-end collection of garbage and recycling for residential component only. For residential development, the application must demonstrate how the development implements the Waste Collection Design Standards Manual (e.g. vehicular waste collection routes, turning radii, location of waste storage rooms including dimensions and calculations for required bins).</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 2022)	<p>The Dufferin-Peel Catholic School Board responded that they are satisfied with the current provision of educational facilities, 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>
City Community Services Department – Park Planning Section (May 12, 2023)	<p>The 2022 Parks Plan currently does not include parkland provision requirements for Employment Areas in the City. However, given this proposal is to change the land use from employment to residential use, the 2022 Parks Plan's provision of maintaining a City owned playground within 800 metres of residential areas without any major pedestrian barrier is applicable, including the provision of 1.2 ha of parkland for 1000 people.</p>

Agency / Comment Date	Comments
	<p>The proposed development has incorporated a public open space, approximately 1.03 ha (2.54 ac) in size which is supported by City Staff. Inclusion of this park block will address the requirement of maintaining 800 m walking distance to a City owned play ground and provide for additional recreational services the future residents on this development site. Requirements on park block servicing and parkland dedication credits are to be confirmed as part of the future engineering submission process.</p> <p>Various Official Plan Policies and studies support the need for a public park on the subject site, including: OPA 141 – Dundas Corridor Implementation (currently under appeal), and OPA 143 – City-wide Major Transit Areas (at Region for approval).</p> <p>Additional direction outlined below in Dundas Connects Master Plan also support the need for public open space on this development site.</p> <ul style="list-style-type: none"> • Section 5.1.2.2 Figure 5.7 identifies that the subject property is located within the Dixie-Dundas Community Node • Section 5.1.2.2, Figure 5.8 identifies a park to be incorporated in this subject site <p>Staff also note that this development site is adjacent to City owned lands, Pallet Green (P-521), zoned G1 and identified as a Significant Natural Area in the Natural Heritage System. Environmental Impact Study prepared by GEI Consultants dated July 2022 has been reviewed by staff and further amendments has been requested to address outstanding issues related to the protection of the natural features, associated buffers, wildlife habitat and tree protection within the area.</p>
City Community Services Department – Arborist (November 2022)	The submitted arborist report referenced the old Private Tree By-law. The report should be revised to include new by-law regulations which require owners to obtain a permit if there are 1 or more trees 15 cm or greater. The replacement ratio is 1 tree for every removed tree.
City Community Services Department – Fire Prevention (October 2022)	Site plan drawings require revision to show main entrances with dimensions to street in order to confirm if they are within 15 m of a street (looks to be exceeded for Block F). If townhouse blocks are back-to-back, the entrance to one unit is to be within 15 m of the access route and the entrances to all other units are to be within 45 m of the access route or street.
City Planning Strategies (November 2022)	A permit is required to redevelop the residential units and the units will need to be retained or replaced at similar rents.
Metrolinx (November 2022)	<p>Applicant shall provide confirmation to Metrolinx that warning clause (using Metrolinx wording) pertaining to noise and vibration in all Development Agreements, Offers to Purchase and Agreements of Purchase and Sale.</p> <p>The owner shall grant Metrolinx an environmental easement for operational emissions which is to be registered on title.</p> <p>Design of landscaping and frontage along Dundas Street needs to match that of the Dundas BRT 30% (bike lane, landscaping sidewalk). Currently it differs. The proposed cross section along Dundas does not match the grading/servicing plan. Please confirm which is being proposed and how it will align with the BRT design.</p>
Mississauga Parking Group (November 2022)	The parking reduction that is being requested is a 29 % deficiency and requires submission of a satisfactory Parking Utilization Study. The Transportation Impact Study does not satisfy the requirements of the City's Terms of Reference. The

Agency / Comment Date	Comments
	<p>parking rates in the City's zoning by-law are new and have been carefully researched and tailored to the Mississauga context. Staff have concerns with the applicants proposed parking rates site-wide. A review of best practices is not sufficient justification for the requested parking deficiency. Parking requirements should be separated out by use (e.g. number of rental apartment vs. condominium units, and type of townhouse units).</p>
<p>City Transportation and Works Department (February 8, 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering Inc., dated November, 2021, 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 private storm sewer systems to service the development lands, with connections to the City of Mississauga's stormwater infrastructure on Mattawa Ave., 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"> • demonstrate the feasibility of the proposed storm sewer system • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site <p><u>Traffic</u> A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated July 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. In addition, a qualified traffic consultant was retained to conduct a peer review on the TIS study and have additional comments to be addressed.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing the comments from staff and the peer reviewer • turning movement diagrams to evaluate the internal site circulation and access points • a review the all access points to ensure the adjacent municipal roads and the internal driveways can operate efficiently

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> the future property lines due to land dedication for daylight triangles and road allowance widening towards the ultimate 26 meter right-of-way of Mattawa Ave and 42 meter right-of-way of Dundas St East as identified in the Official Plan satisfactory plans for a future road network including right of way widths and road configuration information to address interim conditions with details on neighboring properties, road connections and future access a response to address any traffic concerns from the Community related to the proposed development <p><u>Environmental Compliance</u> A Phase One Environmental Site Assessment (ESA), dated March 15, 2021, and a Phase Two ESA, dated November 30, 2021, both prepared by Pinchin Ltd., were submitted in support of the proposed development. The reports identified soil and groundwater impacts on the property and additional investigation is required to delineate the contamination. Therefore, the following documents are to be submitted for review as part of subsequent submissions:</p> <ul style="list-style-type: none"> a letter of reliance for the Phase One and Two ESA reports a delineation program and/or remedial action plan to address the identified contamination a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning a written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site a completed Storm Sewer Use By-law Acknowledgement form a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u> A Noise Impact Study prepared by Aercoustics Engineering Ltd., dated July 29, 2022 was received for review. The study evaluates the potential impact 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 and Mattawa Avenue and rail traffic on the CP Galt Subdivision Railway Line. Noise mitigation measures will be required for this proposed development. The study is to be revised to address staff comments as part of subsequent submissions.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Toronto Regional Conservation Authority (TRCA)	The proposed development is partially within the regulated portions of the site and a future development permit(s) is required prior to development taking place in the regulated portions of the site. Preliminary comments include:

Agency / Comment Date	Comments
February and March 2023)	<ul style="list-style-type: none"> • There is no record confirming an existing Top of Slope (TOS) and dripline of the contiguous valley vegetation. Please arrange for a staking exercise or provide confirmation that the TOS used to utilize the erosion assessment has been verified • Decking and other development appears to be located within the 10 m setback from the valley corridor dripline as noted on the Landscape Plan. The 10 m setback includes the Erosion Access Allowance to the valley Long-Term Stable Top of Slope (LTSTOS). No development is permitted within the Erosion Access Allowance • TRCA staff are supportive of restoring the 10 m dripline setback through pavement removal and replanting • An additional Environmental Assessment would be required and technical studies needed to confirm the feasibility of crossing the Little Etobicoke Creek such that it would not impact flooding and erosion hazards • Plans and drawings show various line work which should be consistent. The draft plan and all submitted drawings should clearly illustrate the Long-Term Stable Top of Slope, valley dripline, and 10 m setback along with buffer widths along the corridor. The existing property line should also be illustrated on all plans • TRCA staff are reviewing the submitted functional servicing and stormwater management report and will provide additional feasibility-level review comments once the technical review is complete • The hydrogeological report suggest a 5 m cone of influence limits any potential impact to the creek as a result of the proposed dewatering. As such, no impacts to the creek from dewatering are anticipated • The site is located on the tableland of a steep slope where the watercourse runs in proximity. The slope can be vulnerable erosion and a geotechnical slope stability study is required to determine the position of the Long-term Stable Top of Slope for a safety factor of 1.50 • A geotechnical slope stability report in support of the delineation of the Long-term Stable Top of Slope for a factor of safety of 1.50 is required • Grading plan drawings should include dripline and long-term top of slope. In general, it appears these limits are not being consistently labeled and applied. TRCA may have additional comments upon confirmation of defining limits. Clearly the hazard limits, dripline, setbacks and proposed use • Naturalized buffer planting plan and Erosion and Sediment Control Plan will be required at detail design
Mississauga Transit Infrastructure (November 2022)	<p>There is an existing transit stop with concrete bus pad and shelter located along Dundas Street East at Mattawa Avenue. The function of this bus stop is to be maintained and shall remain in its current location. All appropriate drawings shall clearly depict the location and note that the bus stop is to remain in its current location.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Alectra Utilities (pertaining to the Official Plan Amendment and Zoning By-law) • Canada Post • Canada Pacific Railway • CS Viamonde • Enbridge • Enbridge Pipeline • Greater Toronto Airport Authority • Rogers Cable • Trillium Health Partners

Agency / Comment Date	Comments
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> Alectra Utilities (they requested to be included in resubmission for the plan of subdivision in order to provide comments)
Note: Detailed comments on the applications were provided to the applicant through eplans, including conditions required for agreements, and registration.	

Development Requirements

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

8. Community Benefits Charge

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

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

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

9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- 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.