

# City of Mississauga

## Memorandum:

### City Department and Agency Comments

Date Finalized: 2025-06-12	File(s): A167.25
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:6/19/2025 1:00:00 PM

## Consolidated Recommendation

The City recommends the application be withdrawn. The applicant may wish to defer the application to ensure that all required variances have been accurately identified.

## Application Details

The applicant requests the Committee to approve a minor variance to allow parking on the subject site proposing 369 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 416 parking spaces in this instance.

## Background

**Property Address: 2045 Dundas St E Unit 5**

### Mississauga Official Plan

Character Area: Dixie Employment Area  
Designation: Mixed Use

### Zoning By-law 0225-2007

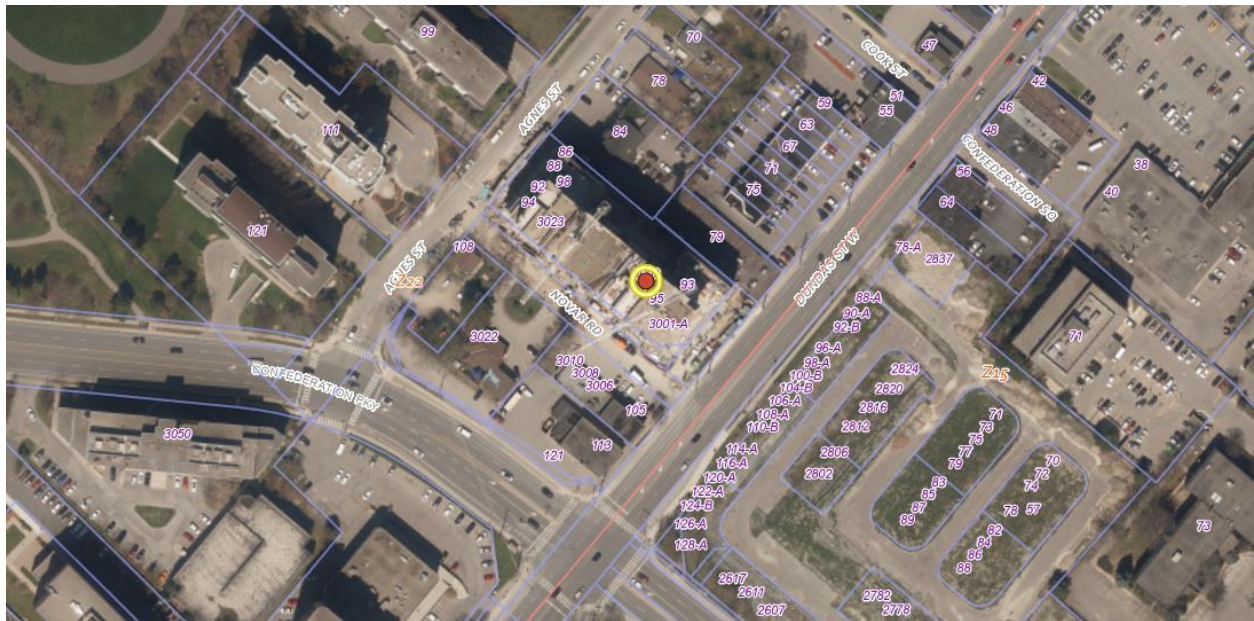
**Zoning: C3-65 - Commercial**

**Other Applications: C 23-8662**

### Site and Area Context

The subject property is located at the north-east corner of the Dundas Street East and Universal Drive intersection in the Dixie Employment Character Area. It is a corner lot containing five,

The applicant is proposing a recreational establishment requiring a variance for a parking deficiency.



## Planning

Staff comments concerning the application of the four tests to this minor variance request are as follows:

The subject property is located in the Dixie Employment Character Area and is designated Mixed Use in Schedule 10 of the Mississauga Official Plan (MOP). Section 8.4 of the official plan contemplates potential reductions in parking requirements and alternative parking arrangements in appropriate situations.

Municipal Parking staff note that the site is located within the Wharton Major Transit Station Area (MTSA). The Cutting Red Tape to Build More Home Act, 2024 (Bill 185) received royal assent on June 6th, 2024. The Province of Ontario restricts municipal councils from approving official plans or enacting zoning by-laws requiring parking in Protected Major Transit Station Areas. Planning staff agree with Municipal Parking staff and note the minor variance is not required due to the proclamation of Bill 185. Therefore, Planning staff recommend the application should be withdrawn.

While Planning staff are suggesting deferral, it should also be noted that Zoning staff have provided comments indicating that more information is required to identify whether additional variances may be required. The applicant may wish to defer the minor variance application rather than withdraw to ensure no additional variances are required.

Comments Prepared by: Daniel Grdasic, Committee of Adjustment Planner

## Appendices

### Appendix 1 – Transportation and Works Comments

This Department has no objections to the applicant's request.

Comments Prepared by: Tony Iacobucci, Development Engineering

### Appendix 2 – Zoning Comments

The Building Department is processing Certificate of Occupancy C 23-8662. Based on review of the information available in this application, we advise that more information is required in order to verify the accuracy of the requested variance(s) or determine whether additional variance(s) will be required.

Please note that comments reflect those provided through the above application. These comments may no longer be valid should there be changes contained within this Committee of Adjustment application that have not been submitted and reviewed through the application noted above. The applicant must submit any changes and/or updates to information and/or drawings separately through the above application in order to receive updated comments.

Comments Prepared by: Ladan Javanbakht-Samani, Zoning Examiner

### Appendix 3 – Region of Peel Comments

We have no comments or objections.

Comments Prepared by: Ayooluwa Ayoola, Planner

### Appendix 4 – Toronto and Region Conservation Authority

TRCA staff have reviewed the application in accordance with the Conservation Authorities Act (CA Act) and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. Whether acting on behalf of the Ministry of Natural Resources (MNR) or as a public body under the Planning Act, Conservation Authorities (CAs) must help ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Planning Statement (PPS) and conform to any natural hazard policies in a Provincial Plan.

In addition, TRCA staff have also reviewed these applications in accordance with TRCA's permitting responsibilities under Section 28.1 of the CA Act. Where development activities are proposed within a TRCA Regulated Area (i.e., river or valley, wetlands, hazardous lands, etc.), a

permit is required from TRCA. TRCA must ensure that where a proposal is within an area regulated by TRCA, that the proposal conforms with the appropriate policies of Section 8 of TRCA's Living City Policies (LCP), which evaluate a proposal's ability to meet the tests of the CA Act and regulation.

### **Purpose of the Application**

TRCA staff understand that the purpose of Minor Variance Application is to allow parking on the subject site proposing 369 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 416 parking spaces in this instance.

TRCA staff understand there is an existing one-storey L-shaped building on site with a gross floor area of 25,100 square feet. It is understood that is no new development being proposed.

It is our understanding that the requested variances are required to facilitate the basic interior renovation only within Unit 5 (with an area of 3,212 square feet) to facilitate indoor golfing.

### **CA Act and O. Reg. 41/24**

Given the above noted natural features and natural hazards, a significant portion of the subject lands are located within TRCA's Regulated Area of the Etobicoke Creek Watershed and are subject to O. Reg. 41/24 and the CA Act. Based on our review of the proposed development associated, the proposed development is located within the regulation portion of the subject lands. As such, TRCA Permits will be required from TRCA prior to any works commencing within the TRCA Regulated Area. TRCA staff will discuss permit fees and requirements with the applicant at such time that the review and approvals have advanced and TRCA Permits are required to facilitate development of the subject lands.

### **Special Policy Area**

The subject property within the Applewood / Dixie Special policy Area which outlines restrictions and requirements for new development within the hazard. From our review of the submitted materials, TRCA staff are satisfied the proposed development is consistent with these requirements.

### **Application Specific Comments**

Based on our latest preliminary 2D modeling results, it appears that the entire building, including unit 5, is located within the Regulatory Flood Plain. The Water Surface Elevation and velocity are 119.104masl and 1.78 m/s at the subject property respectively. The highest depth on site is 1.78 m.

### **Recommendation**

As currently submitted, TRCA staff are of the opinion that the Minor Variance Application assigned City File No. **A167.25** is consistent with Provincial policy. Specifically, Section 5 (Natural Hazards) of the PPS. Additionally, it is staff's position that these applications are in

conformity with TRCA's LCP policies. As such, TRCA has **no objection** to the approval of the application subject to the following condition:

1. That the applicant provides the required \$1,250.00 planning review fee.

### **Fee**

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a \$1,250.00 – Minor Variance review fee. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible.

Comments Prepared by: Marina Janakovic, Planner I

### **Appendix 5 – Metrolinx**

The subject property is located adjacent of the proposed Dundas Bus Rapid Transit (Dundas BRT) alignment.

#### **DUNDAS BRT – ADVISORY COMMENTS**

We understand that this segment of Dundas St may be redesigned as part of the City of Mississauga's current plan. It is advised to coordinate with City of Mississauga's Rapid Transit Office.

The subject property is located adjacent to the future Dundas Bus Rapid Transit ("BRT") alignment. The Dundas BRT project was assessed under the Transit Project Assessment Process (TPAP) in accordance with Ontario Regulation 231/08. During the TPAP, an Environmental Project Report (EPR) was prepared to assess the potential environmental impacts as a result of the Project. The Environmental Project Report was available for a 30-day review period (starting February 23, 2022 – March 25, 2022); and, on April 27, 2022, the Minister of the Environment, Conservation and Parks issued a Notice to Proceed with the municipal transit project. If the applicant wishes to find out more about the Dundas BRT project, the applicant is encouraged to visit <https://www.metrolinx.com/en/projects-and-programs/dundas-brt>.

Should you have any questions or concerns, please do not hesitate to contact me.

Comments Prepared by: Jenna Auger, Project Analyst