

Supplementary Information

Owner: 1995 Dundas GP Inc. & 1995 Dundas Limited Partnership
1995 Dundas Street East

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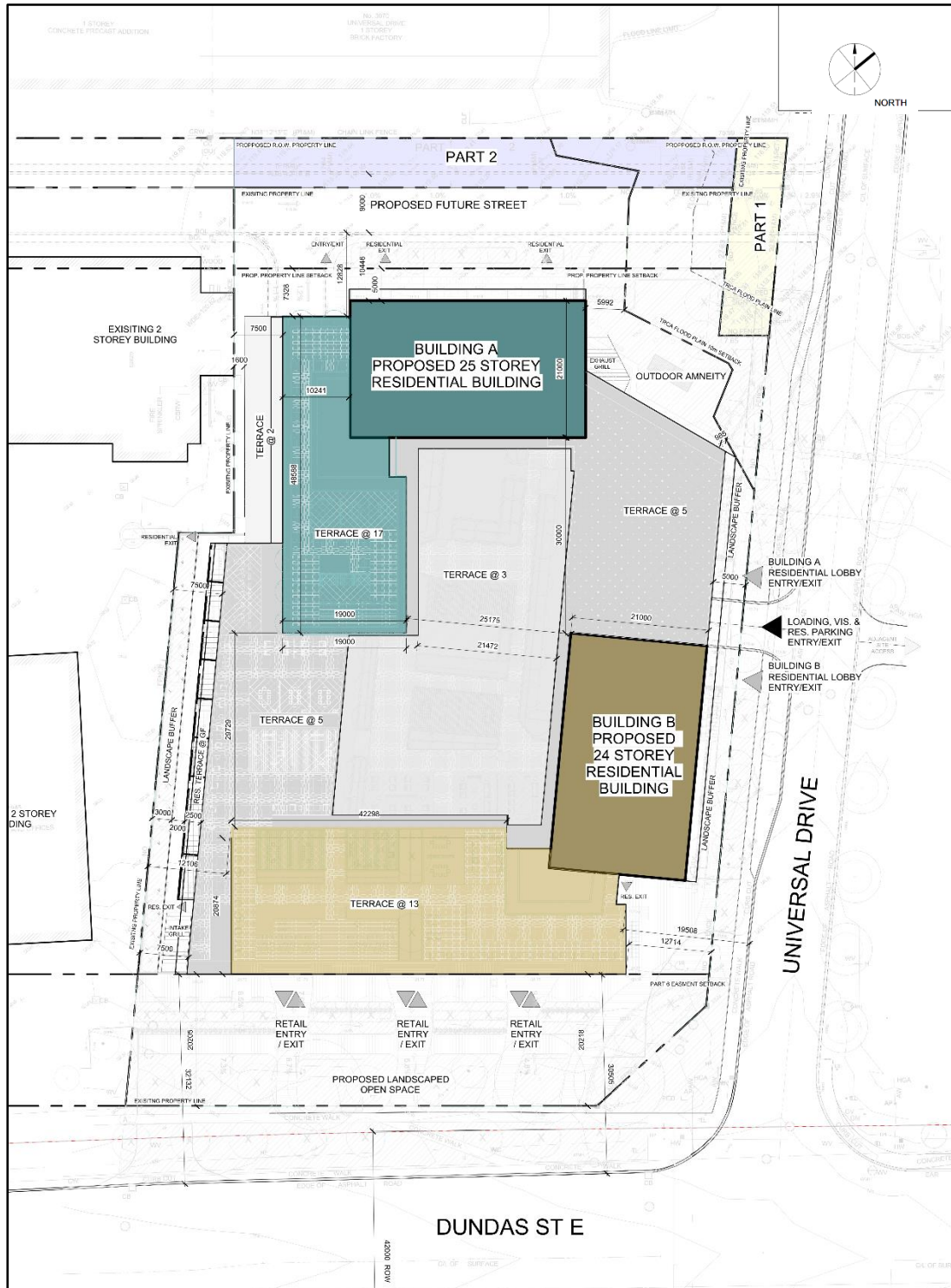
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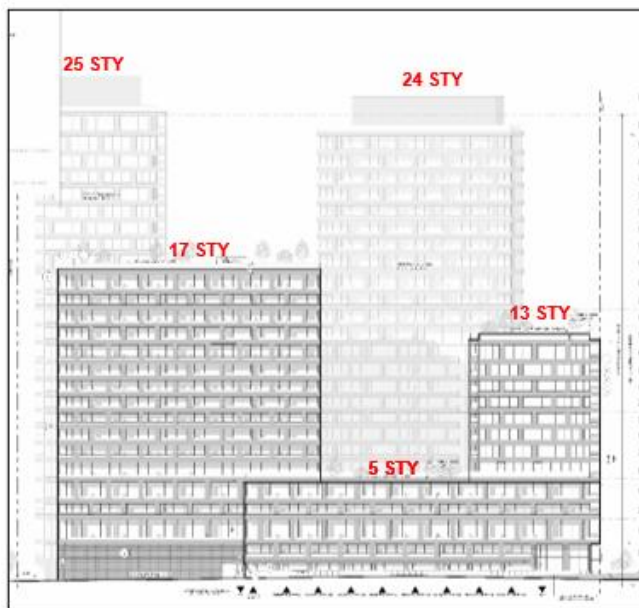
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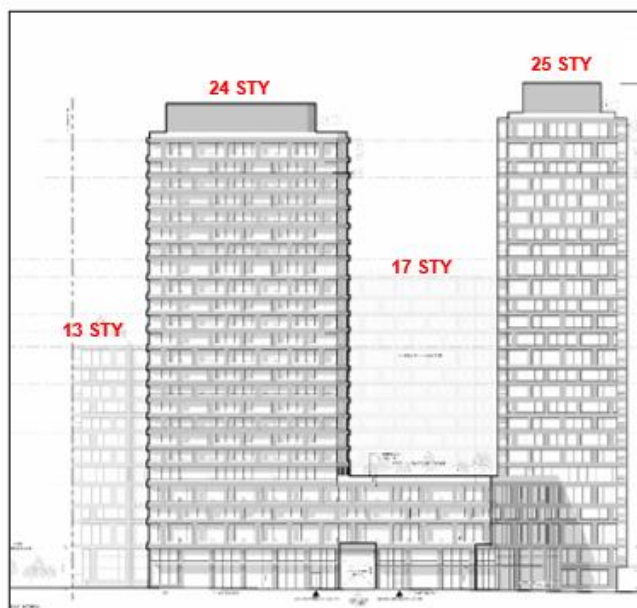
1. Concept Plan



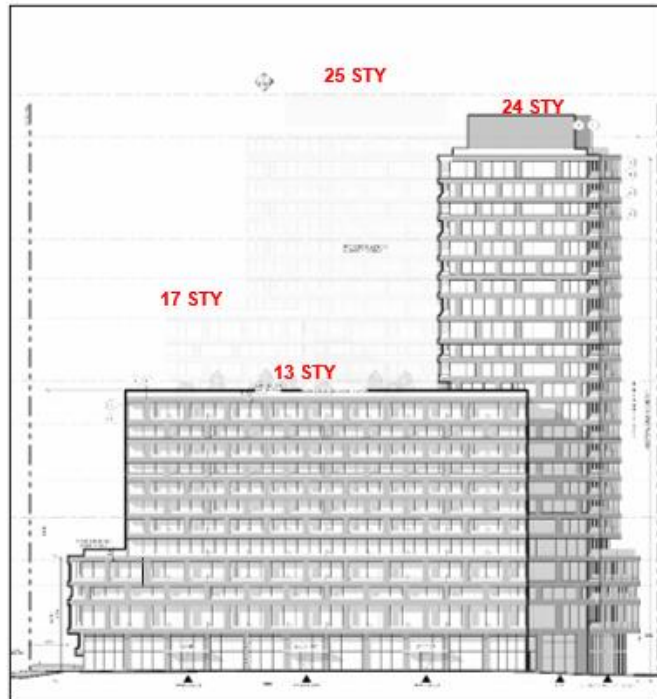
2. Elevations and Renderings



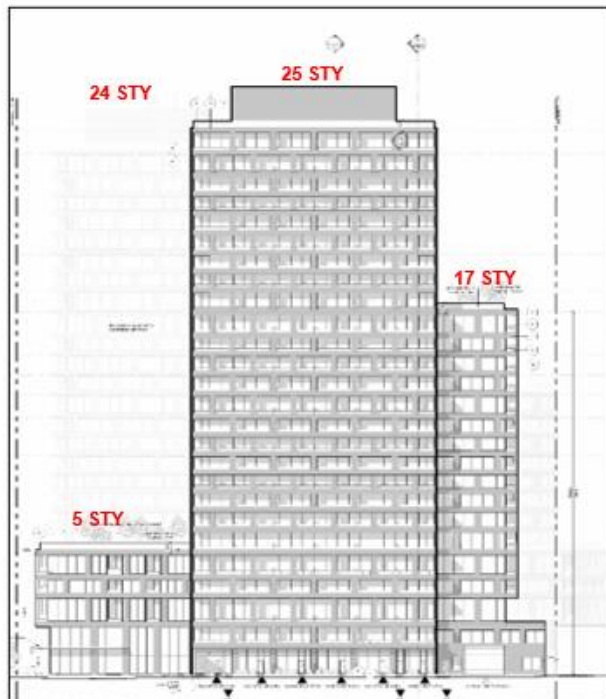
West Elevation – Facing Abutting Properties to the West



East Elevation – Facing Universal Drive



South Elevation – Facing Dundas Street East



North Elevation – Facing Proposed Future Street

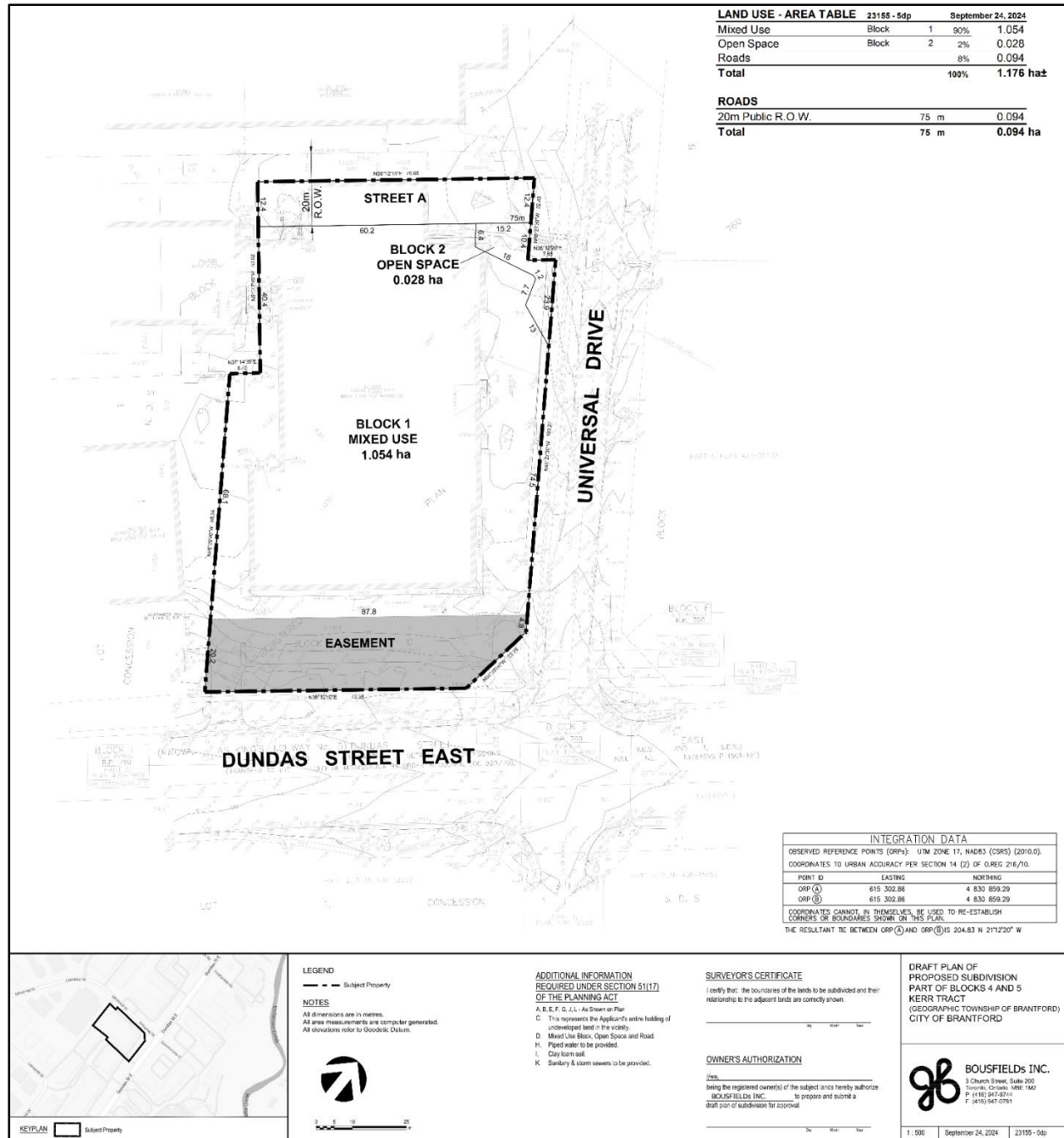


Rendering – Southwest Corner of Universal Drive and Proposed Future Street



Rendering – Northwest Corner of Dundas Street East and Universal Drive

3. Draft Plan of Subdivision



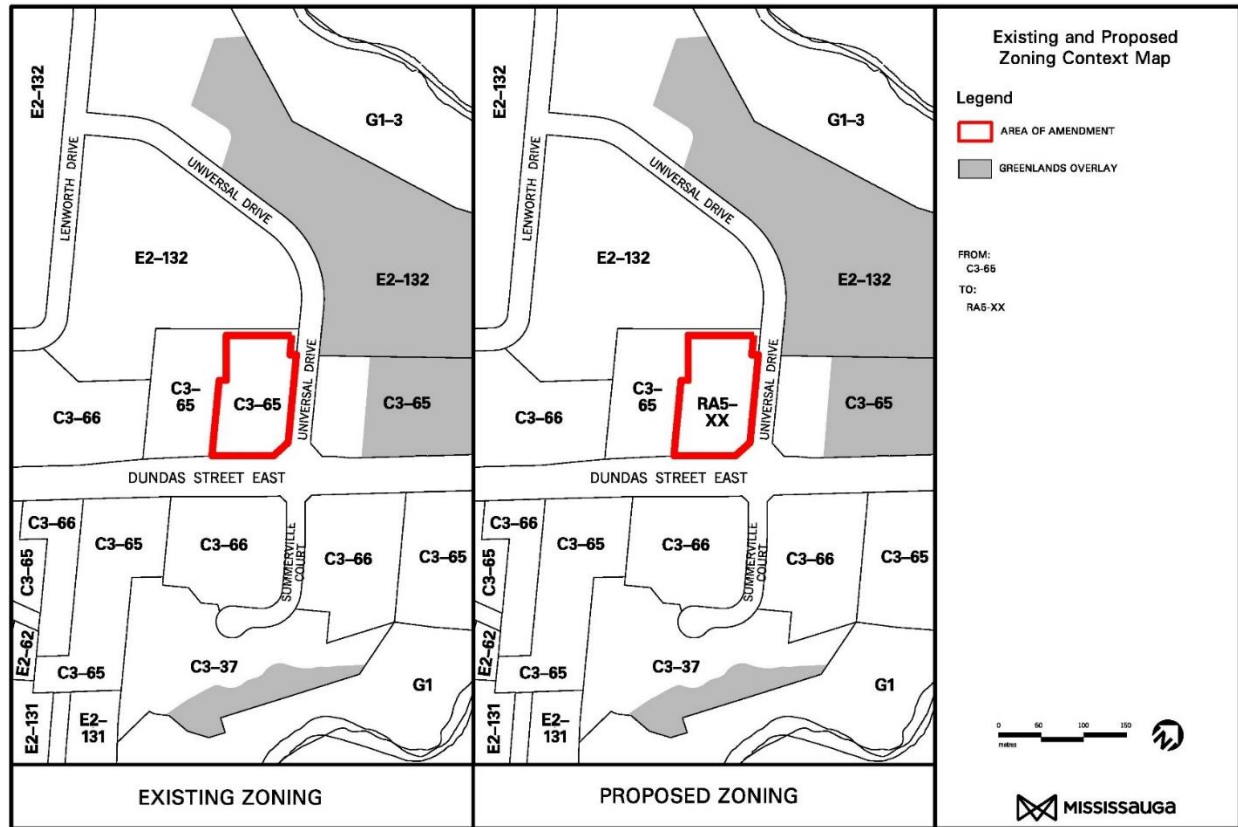
4. Site and Development Statistics

Applications submitted:	Received: February 14, 2025 Deemed complete: March 14, 2025 120 days from complete application: July 12, 2025	
Developer/Owner:	1995 Dundas GP Inc. & 1995 Dundas Limited Partnership	
Applicant:	Bousfield Inc. (c/o Stephanie Kwast)	
Property Frontage:	Dundas Street East - 72 m (236 ft.) Universal Drive – 129 m (423 ft.)	
Property Area	1.18 ha (2.92 ac.)	
Existing Gross Floor Area:	6 276 m ² (67,541 ft.)	
Proposed Gross Floor Area:	61 069 m ² (657,347 ft. ²)	
Lot Coverage:	67.5 %	
Floor Space Index:	5.2	
Total Number of Units:	941 At Grade Two Storey Units: 15 One Bedroom Unit: 495 Two Bedroom Units: 371 Three Bedroom Units: 60	
Net Density:	155.9 units/ha	
Height:	Building A: 86 m (282.2 ft.) and 25 Storey Building B: 83 m (272.3 ft.) and 24 Storey	
Landscaped Area:	25%	
Amenity Area (per unit):	7.15 m ² (77 ft ²)	
Road Type:	Public	
Anticipated Population:	2,073	
Parking:	Required	Proposed
Resident Spaces	N/A – PMTSA	273 spaces
Visitor/Commercial Spaces	N/A – PMTSA	76 spaces
Total	N/A – PMTSA	349 spaces
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater storage tank proposed for quantity control • Reuse of stormwater • Underground parking to reduce surface hardscape • Enclosed loading areas to manage runoff • Podium green roof identified as a potential feature • POPS space with landscaping proposed at-grade • Mechanical equipment screened for urban heat island reduction • High-efficiency fixtures and materials 	

5. Existing and Proposed Official Plan Map



6. Existing and Proposed Zoning Map and Regulations



7. Applicant Proposed Zoning Regulations

Zone Regulations	Current C3-65 (Commercial) Zone Regulations	Proposed RA5 (Apartment) Base Zone Regulations	Proposed RA5-XX (Apartment – Exception) Exception Zone Regulations
Maximum Height	N/A	77.0 m (252.6 ft.) and 25 storeys	89 m (292 ft.) and 25 storeys
Maximum Floor Space Index (FSI)	N/A	2.9	5.2
Maximum gross floor area – Apartment Zone per stor ey for each storey above 12 storeys	N/A	1 000 m ² (10, 764 ft ²)	1 525 m ² (16, 414.2 ft ²)
Minimum Interior Side yard For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.) For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.) For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.) Where an interior side lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m (14.8 ft.)	- 4.5 m (14.8 ft.) 6.0 m (19.7 ft.) 7.5 m (24.6 ft.) 9.0 m (29.5 ft.) 4.5 (14.8 ft.)	0.5 m (1.64 ft.) — Varies, Refer to Schedule RA5-XXX
Minimum Exterior Side Yards For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) For that portion of the dwelling with a height greater than 20.0 m	4.5 m (14.8 ft.)	- 7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.)	4.7 m (15.4 ft.)

Zone Regulations	Current C3-65 (Commercial) Zone Regulations	Proposed RA5 (Apartment) Base Zone Regulations	Proposed RA5-XX (Apartment – Exception) Exception Zone Regulations
(65.6 ft.) and less than or equal to 26.0 m (85.3 ft.) For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)		10.5 m (34.4 ft.)	
Maximum encroachment of a balcony, terrace or canopy into a required yard above the first storey	N/A	1.0 m (3.3 ft.)	2.5 m (8.2 ft.) for balconies and terraces , and 3.0 m (9.8 ft.) for canopies
Maximum encroachment of a balcony, terrace or canopy into a required yard on the first storey	N/A	1.8 m (5.9 ft.)	2.5 m (8.2 ft.) for balconies and terraces , and 3.0 m (9.8 ft.) for canopies, and each may have a width greater than 6.0 m (19.7 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	N/A	1.0 (3.3 ft.)	2.5 m (8.2 ft.) for balconies and terraces , or 4 m (13.1 ft.) for balconies facing an interior courtyard
Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	1.3 m (4.3 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	1.3 m (4.3 ft.)
Minimum landscaped area	N/A	40% of the lot area	25% of the gross lot area
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	1.5 m (4.9 ft.)	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of a landscaped buffer along any other lot line	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)	1.3 m (4.3 ft.)

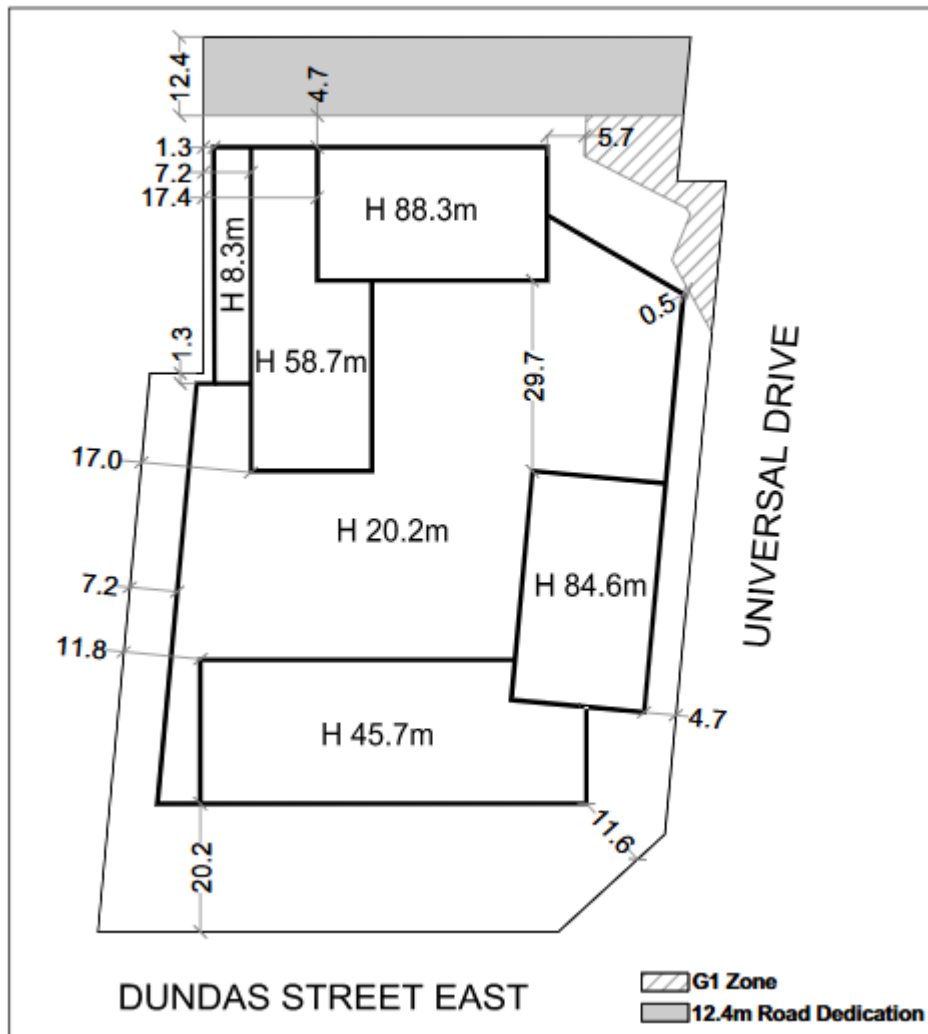
Zone Regulations	Current C3-65 (Commercial) Zone Regulations	Proposed RA5 (Apartment) Base Zone Regulations	Proposed RA5-XX (Apartment – Exception) Exception Zone Regulations
Rooftop Balcony	A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure .	A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure .	A rooftop balcony shall be set back 0.0 m (0.0 ft.) from all exterior edges of a building or structure .
Parking Space Dimensions	<p>The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m (9.0 ft.) where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the parking space.</p> <p>The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m (9.5 ft.) where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the parking space.</p>	<p>The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m (9.0 ft.) where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the parking space.</p> <p>The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m (9.5 ft.) where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the parking space.</p>	Up to 10% of the provided parking spaces may be obstructed on one or both sides and have a width of 2.6 m (8.5 ft.) and need not be increased by 0.15 m (0.5 ft.) for each side of the parking space that is obstructed.

Zone Regulations	Current C3-65 (Commercial) Zone Regulations	Proposed RA5 (Apartment) Base Zone Regulations	Proposed RA5-XX (Apartment – Exception) Exception Zone Regulations
Bicycle Parking Space Dimensions: A bicycle parking space is to be provided in either the following sizes:	(1) minimum length of 1.8 m (5.9 ft.), a minimum width of 0.6 m (2.0 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.); or, (2) minimum clearance from the wall of 1.2 m (3.9 ft.), minimum width of 0.6 m (2.0 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.)	(1) minimum length of 1.8 m (5.9 ft.), a minimum width of 0.6 m (2.0 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.); or, (2) minimum clearance from the wall of 1.2 m (3.9 ft.), minimum width of 0.6 m (2.0 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.)	(1) minimum length of 1.8 m (5.9 ft.), a minimum width of 0.45 m (1.5 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.); or, (2) minimum clearance from the wall of 1.2 m (3.9 ft.), minimum width of 0.45 m (1.5 ft.), and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.)
Calculation of Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses , shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets , turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable.	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses , shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets , turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable.	Height projections listed in regulation 4.1.21 shall be permitted to project no higher than 6.7m above the height limit shown on Schedule RA5-XX, and height projections may also include mechanical roof screens, roofing material, wind screens, trellises, landscaping equipment and enclosures, landscaping and structures associated with outdoor amenity areas
Definition: Storey	means the portion of a building, structure or part thereof, that is situated between the	means the portion of a building, structure or part thereof, that is situated between the	A mezzanine will not be considered a storey .

Zone Regulations	Current C3-65 (Commercial) Zone Regulations	Proposed RA5 (Apartment) Base Zone Regulations	Proposed RA5-XX (Apartment – Exception) Exception Zone Regulations
	top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of the floor and the ceiling above it	top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of the floor and the ceiling above it	

Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

Schedule “RA5-XX”



8. Department and Agency Comments

Department/Agency	Comments
Region of Peel (May 30, 2025)	<p>The Region of Peel has reviewed the Functional Servicing and Stormwater Management Report (FSR) prepared by C.F. Crozier & Associates Inc., dated November 2024. The Region has advised that the report is not currently satisfactory and requires revisions prior to approval of the Official Plan Amendment and Rezoning applications. A summary of the Region's servicing comments is provided below:</p> <p>Water Servicing</p> <ul style="list-style-type: none"> • The site is located within water pressure zone PZ-2 and will be serviced by two 200 mm (7.9 in.) fire lines connecting to an existing 300 mm (11.8 in.) cast iron watermain on Universal Drive. • Water modelling confirmed that there is sufficient capacity in the existing water system to meet the proposed domestic water demand and fire flow requirements. • However, a hydrant flow test is required to verify that actual fire flows can be achieved in the field. • The Region is not currently planning any water-related Development Charge (DC) infrastructure upgrades in this area under the 2025 DC Plan. Utility crossings of Dundas Street East should be minimized in coordination with the future Bus Rapid Transit (BRT) project. <p>Wastewater Servicing</p> <ul style="list-style-type: none"> • The proposed development will be serviced via a 200 mm (7.9 in.) sanitary connection to the existing 250 mm (9.8 in.) sewer on Universal Drive. The existing sanitary service on Dundas Street East will be decommissioned. • Wastewater modelling concluded that under existing conditions, the 250 mm (9.8 in.) sanitary sewer on Dundas Street East does not have sufficient capacity to accommodate the proposed peak wet weather flows (PWWF). • This existing sewer is flagged for State of Good Repair (SOGR) replacement due to its age and condition and is scheduled to be upgraded as part of the BRT construction. The Region has indicated that the sewer will be upsized to accommodate future flows. • The proposed development cannot proceed until this sewer upgrade is completed. <p>A revised FSR is required to address the Region's servicing concerns, and confirmation of available capacity must be received prior to any approval of the applications. Until such time as these matters are resolved, the Region has not provided final servicing clearance.</p>

Department/Agency	Comments
Dufferin-Peel Catholic District School Board (April 10, 2025) and the Peel District School Board (March 31, 2025)	<p>Dufferin-Peel Catholic District School Board: Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>Peel District School Board: Please be advised that this development is located along the future Dundas Street BRT corridor. PDSB is aware of the increased development within the area which may result in capacity issues for nearby schools. PDSB actively reviews new residential growth in this area and seeks viable student accommodation solutions where possible.</p> <p>School accommodations information on student yield, capacity, enrollment, and portables are provide under Section 9.</p>
City Planning and Building Department – Park Planning (May 16, 2025)	<p>The subject property is located in the Dixie EA character area. Given the proposal is within an employment area, there are currently no parkland provision targets. The development will be subject to cash-in-lieu prior to the issuance of building permits, for each lot or block as required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p> <p>Staff notes public open space to service future residents in keeping with the Dundas Connects Master Plan for the Etobicoke Creek Focus Area has been provided. However, as noted in previous comments any proposed POPS within the Development is not eligible towards parkland dedication credits in keeping with the City's Parkland Conveyance By-law.</p>
City Planning and Building Department – Development Engineering and Construction (May 14, 2025)	<p>Based on a review of the information submitted to date, staff have found several outstanding matters that need to be addressed to meet City requirements. The following notes were provided:</p> <p><u>Stormwater:</u> A Functional Servicing and Stormwater Management Report (FSR) prepared by C.F. Crozier & Associates Inc., dated November 2024, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's 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 improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.</p>

Department/Agency	Comments
	<p>The subject site is located within the Etobicoke Creek watershed and is partially within the TRCA's regulatory flood plain. The applicant proposes to construct a private storm sewer to service the development lands, with a connection to the existing storm sewer on Universal Drive, as well as on-site stormwater management controls for the post-development discharge. Based on the information provided to date, staff are not satisfied with the study, and additional technical information is required:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer, including that the controlled outflow satisfies the City's allowable release rate; • 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 December 2024, was submitted in support of the proposed development and a full review and audit was completed by staff. Based on the information provided to date, staff are not satisfied with the study and additional technical information is required:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Address any traffic concerns from the community related to the proposed development; • Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently; • Review the feasibility of an all-way stop control at the proposed access along Universal Drive; • Illustrate the ultimate property lines required for creation of a 20 m local road, a 7.5 m sight triangle at the intersection of Universal Drive and future Street 'A', and demonstrate feasibility for a temporary turn around facility at the terminus of future Street 'A'. • Provide functional designs demonstrating how the proposed future road network can be implemented, including right-of-way widths and road configurations; • Address any concerns pertaining to securing access through the adjacent lands. <p><u>Environmental Compliance:</u> The Phase I Environmental Site Assessment (ESA), prepared by Altech Environmental Consultant Ltd., dated October 12, 2021, and</p>

Department/Agency	Comments
	<p>the draft Phase II ESA, prepared by Pinchin Ltd., dated June 25, 2022, were submitted in support of the proposed development. The reports did not identify soil, and groundwater impacts on the property. However, both reports were completed in accordance with the Canadian Standards Association (CSA) standard, instead of Ontario Regulation (O.Reg) 153/04. Therefore, the following documents are to be submitted for review:</p> <ul style="list-style-type: none"> • A Phase One ESA in accordance with O.Reg. 153/04 along with reliance letter; • A written document prepared by a Professional Engineer that includes a plan to decommission the wells and above/underground storage tank or proof of decommissioning; • 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 by-law enactment. 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>Noise: A Noise Feasibility Study prepared by RWDI, dated December 6, 2024, was provided in support of the proposed development. The study evaluated the potential impact both to and from the proposed development and recommended mitigation measures to reduce any negative impacts. A detailed Noise Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed building(s), satisfy the MECP NPC-300 Environmental Noise Guideline.</p> <p>Noise sources that may have an impact on this development include road traffic from Dundas Street East and Universal Drive and stationary noise sources from the abutting commercial and industrial facilities. The submitted Noise Feasibility Study confirms that noise mitigation will be required including building façade components, noise attenuation barriers, and ventilation requirements such as provisions for central air conditioning, the details of which will be confirmed through Site Plan and building permit processes.</p>

Department/Agency	Comments
	<p>Technical revisions to the Noise Feasibility Study report are required to address staff comments related to the analysis of on-site stationary noise sources.</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 to confirm feasibility of the development proposal from an engineering standpoint.</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"> • City of Mississauga, Transit Reviewer • City of Mississauga, Transit Infrastructure • City of Mississauga, Public Art Coordinator • Canada Post Corporation • CS Viamonde • Enbridge • Rogers • Trillium Health Partners

9. School Accommodations

The Peel District School Board

Student Yield	School Accommodation		
96 - Kindergarten to Grade 5 27 - Grade 6 to Grade 8 18 - Grade 9 to Grade 12	Brain W. Fleming P.S	Glenhaven Sr. P.S.	Glenforest S.S.
	Enrolment: 353 Capacity: 813 Portables: 0	Enrolment: 355 Capacity: 559 Portables: 0	Enrolment: 1108 Capacity: 1326 Portables: 3

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
53 - Kindergarten to Grade 8 23 - Grade 9 to Grade 12	St. Alfred Catholic Elementary School	Philip Pocock Catholic Secondary School
	Enrolment: 401 Capacity: 444 Portables: 6	Enrolment: 1231 Capacity: 1257 Portables: 5

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.