



# Planning & Urban Design Rationale

**1580 – 1650 Dundas  
Street East**  
City of Mississauga

**Prepared For**  
4Q Commercial WP Inc.

July 2022





Job Number  
18257-1

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This Planning and Urban Design Rationale report has been prepared in support of applications by Hazelview Investments to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007, as amended, with respect to a site located within the Dixie-Dundas Community Node, municipally known as 1580 – 1650 Dundas Street East.

The proposed amendments would allow for the development of a vibrant, mixed-use community comprised of a wide range and mix of residential dwelling units, new retail and community facilities, and a new public park that will serve existing and future residents of the area.







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# Introduction



This Planning and Urban Design Rationale report has been prepared in support of applications by 4Q Commercial WP Inc to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007, as amended, with respect to a 7.39-hectare site located within the Dixie-Dundas Community Node, municipally known as 1580 – 1650 Dundas Street East (see **Figure 1** – Location Map).

The subject site is bisected by Mattawa Avenue which extends south from a signalized intersection at Dundas Street East and is comprised of two large parcels of approximately 7.39 hectares, located east of Little Etobicoke Creek. The site is currently occupied by a stand-alone 1-storey commercial building, and two 2-storey mixed-use buildings on the west and east sides of Mattawa Avenue. South of the existing buildings are two surface parking lots that occupy the majority of the site. The subject site represents a large land assembly within the City's Dixie-Dundas Community Node that is underutilized, and, in this regard, the redevelopment proposal represents a significant development opportunity to support existing and future transit investment in the Dixie-Dundas area.

The proposed amendments would allow for the development of a vibrant, mixed-use community comprised of a wide range and mix of residential dwelling units, new retail and community facilities, and a new public park that will serve existing and future residents of the area. The Proposal is comprised of five tall buildings ranging in height between 18-41 storeys, five mid-rise buildings ranging in height between 12-15 storeys and three 3-storey townhouse blocks. In total, the proposal includes 3,027 new residential units, including a mix of studio, one, two and three-bedroom units as well as grade-related units, and indoor and outdoor amenity areas throughout each of the buildings. The existing 68 rental units on site will be replaced. The proposal includes a total of 2,506 square metres of retail space at grade along Dundas Street East and 449 square metres of community space adjacent to a planned extension of Blundell Road crossing Little Etobicoke Creek to the west of Mattawa Avenue. In total the proposal includes 223,257 square metres of Gross Floor Area, resulting in an overall density of 4.02 FSI.

While the proposal requires an amendment to the *Dixie Employment Area* Character Area policies of the City of Mississauga Official Plan, it is our opinion that the proposal is differentiated from other employment conversion proposals owing to the unique nature of the proposal based on a number of key considerations. For the reasons set out in detail in this report, the notion of "conversion" of an existing area for employment to permit non-employment uses should be evaluated and understood based on the following:

- The subject site comprises of existing non-employment uses, including 68 rental dwelling units;
- The subject site is designated *Mixed Use* areas in the City of Mississauga Official Plan;
- The subject site is not within a Provincially Significant Employment Zone (PSEZ);
- The subject site has been supported for conversion through by the City of Mississauga and not identified as an Employment Area in the adopted Peel 2051 Regional Official Plan, satisfying the requirements of Policy 2.2.5.9 a), d) and e) in accordance with Policy 2.2.5.10 of the 2020 Growth Plan

From a land use perspective, while the proposed conversion technically represents a conversion of an area of employment outside of a municipal comprehensive review under the 2019 Growth Plan, the redesignation is only to remove the *Dixie Employment Area* Character Area designation of the subject site. The site is already designated *Mixed Use* and non-employment uses currently are permitted and exist.

This report concludes that intensification of the subject site would contribute to the achievement of numerous policy directions articulated in the Provincial Policy Statement (the "PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Regional Transportation Plan, the Region of Peel Official Plan, and the City of Mississauga Official Plan, all of which support mixed-use intensification in built-up areas. In particular, the proposed development provides new housing, retail and community uses within walking distance of existing frequent transit service and higher order transit as well as planned higher order transit.



Figure 1 - Location Map



From a land use perspective, the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and City of Mississauga Official Plan, all of which direct growth to existing built-up areas through transit-supportive intensification. Located within a Strategic Growth Area and Mobility Hub, the subject site is approximately 800 metres (a 10-minute walk) northeast of the Dixie GO Station on the Milton Line and adjacent to frequent transit service along Dundas Street East that is planned for Bus Rapid Transit with connection to the Kipling Transit Hub in the City of Toronto. The proposal would result in a significant increase in housing supply and will help to address the ongoing shortage of rental housing options throughout the city.

From an intensification perspective, the subject site is an ideal location for high-density development given its large site size, separation from nearby low-rise residential uses, and proximity to existing and planned transit and amenities. The subject site is within a *Strategic Growth Area*, and *Major Transit Station Area*, has frontage along a major street and is within an identified Intensification Area within the City's Official Plan. Furthermore, the subject site has been recommended for mixed use intensification through municipal comprehensive reviews by both the Region of Peel and City of Mississauga.

From a built form and urban design perspective, the proposed development is an appropriate and compatible design response to the existing and emerging built form character within *Major Transit Station Areas* and the future context of the Dundas Street corridor. The proposed buildings provide for an appropriate transition and separation to the existing buildings on the site and to low-rise residential uses in the surrounding area.

In terms of integration with the surrounding urban fabric, the development establishes multiple development blocks that are tied together with a new road network and anchored by an enhanced Mattawa Avenue. The development will support an attractive, safe and permeable public realm providing convenient pedestrian and cycling connections along Little Etobicoke Creek to the west, while fostering active frontages along Dundas Avenue that connect conveniently into public transportation service. The proposal will also provide for a future roadway extension westbound over Little Etobicoke Creek connecting into the Dixie-Dundas Community Node which is anticipated to develop into vibrant mixed-use transit-oriented development.

It is our opinion that the proposed height and density being sought through the requested amendments to the City of Mississauga Official Plan and Zoning By-law are appropriate and desirable and effectively optimize the lands in relation to transit infrastructure. Accordingly, we recommend approval of the applications.

An aerial photograph of a residential neighborhood, showing houses, streets, and trees. The entire image is overlaid with a semi-transparent red filter. In the center-left, there is a large white circle containing the number '2'. To the right of this circle, the text 'Site & Surroundings' is written in white.

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## Site & Surroundings



## 2.1 Subject Site

Situated within the Dixie-Dundas Community Node, the Subject Site is located on the south side of Dundas Street East approximately 640 meters east of the intersection of Dixie Road and Dundas Street East. The Subject Site is divided by Mattawa Avenue, which intersects Dundas Avenue East and extends south approximately 340 metres before turning east to the east boundary of the Subject Site. The eastern portion of the Subject Site is municipally known as 1650 Dundas Street East, with a frontage of approximately 100 metres onto Dundas Street East and 390 metres onto Mattawa Avenue. The western portion of the Subject Site is municipally known as 1580 – 1590 Dundas Street East has a frontage of approximately 120 metres onto Dundas Street East and 340 metres onto Mattawa Avenue.

The Subject Site is generally rectangular in shape and has a total site area of approximately 73,857 square metres (7.3 hectares). The west portion of the Subject Site is approximately 36,290 square metres (3.6 hectares) and the east portion is approximately 37,570 square metres (3.7 hectares). In the vicinity of the Subject Site,

Mattawa Avenue has a right-of-way width of 22 metres and Dundas Street East has a right-of-way width of approximately 32.0 metres.

The Subject Site is currently occupied by two rectangular 2-storey mixed use buildings that front both Dundas Street East and Mattawa Avenue as well as a stand-alone 1-storey commercial building at the northwest corner of the site. The two mixed use buildings mirror each other in shape and site layout. The west building, 1590 Dundas Street East, is setback 11 metres from the north lot line abutting Dundas Street East, 21.6 metres from the east lot line abutting Mattawa Avenue, approximately 254 metres from the south and 27.2 metres from the west lot line. The ground floor of the building contains retail, a fitness studio, restaurants and warehouse/storage space. The second floor contains multiple fitness studios, office space and seven 2-bedroom rental apartment units. The building contains approximately 10,310 square metres of GFA. Approximately 31,024 square metres or 85% of the site is occupied by surface parking, access and loading facilities, providing approximately 510 parking spaces, located south and east of the building.



Subject Site looking south from Dundas Street East



Subject Site looking north from Mattawa Avenue





Subject Site (1590 Dundas Street East) looking northwest



1590 Dundas Street East looking south along west lot line



Subject Site (1590 Dundas Street East) looking southwest



1590 Dundas Street East looking south towards Little Etobicoke Creek



Parking lot looking south from 1590 Dundas Street East



Subject Site (1580 Dundas Street East) looking southeast



Figure 2 - Site Aerial



The east building, 1650 Dundas Street East, is setback 11.13 metres from the north lot line abutting Dundas Street East, 11.48 metres from the east lot line, 234 metres to the south and approximately 23 metres from the west lot line abutting Mattawa Avenue. The ground floor of the building contains restaurants fronting Dundas Street East and approximately 11 retail units fronting both Dundas Street East and Mattawa Avenue. The second floor contains approximately 2,100 square metres of office space and 61 rental apartment units including studios, 1-, 2- and 3-bedroom units, with the overall building containing approximately 17,035 square metres of GFA. Approximately 28,920 square metres or 77% of the site is occupied by surface parking, access and loading facilities, providing approximately 725 parking spaces.

With regard for vehicular access, both the eastern and western blocks of the Subject Site have one private driveway accessing Dundas Street East, and four driveways accessed from

Mattawa Avenue. The four driveways accessed from Mattawa Avenue are aligned along the east and west sides of Mattawa Avenue. An additional vehicle access is located on the north side of the east-west portion of Mattawa Avenue, directly across from the driveway access to 1680 Mattawa Avenue to the south of the Subject Site.



1650 Dundas Street East looking north along east lot line



Subject Site (1650 Dundas Street East) looking northeast



Parking lot looking south from 1650 Dundas Street East



Subject Site (1650 Dundas Street East) looking southeast



1650 Dundas Street East, east lot line condition



## 2.2 Area Context

The surrounding area context can be generally described as a commercial corridor characterized by large commercial buildings surrounded by surface parking fronting on Dundas Street East. To the west of the Subject Site along both sides of Dundas Street East are commercial shopping plazas inclusive of standalone buildings and surface parking. To the south are low-rise industrial warehouse of varying sizes surrounded by outdoor storage uses. To the east is Coram Crescent, an enclave of single-detached residential dwellings accessed off Dundas Street East to the north. The area to the north beyond commercial retail uses along Dundas Street East transitions to a low-rise residential neighbourhood comprised of primarily single-detached dwellings.

The subject site is located within the Dixie-Dundas Community Node, centered on the Dixie Mobility Hub. The vision for the area is to develop as a mixed use node with significantly higher density to support of the transit investments being made in the Dixie GO Station on the Milton corridor and the planned Dundas Bus Rapid Transit (BRT) line along the Dundas corridor. The Subject Site is within 450 metres (800 metre walking distance) from the Dixie GO station. It is anticipated that the node will develop in a compact built form that will facilitate improved access to transit for an increased ridership, achieve provincial and municipal policy directives to integrate land use and transportation planning objectives.

## 2.3 Neighbourhood Context

The subject site is located within a *Community Node* as per Schedule 1b – Urban System – City Structure, one of nine *Community Nodes* within the City of Mississauga. *Community Nodes* are defined as providing a similar mix of uses as *Major Nodes* but with lower densities and heights. More specifically, these nodes are intended to provide access to a multitude of uses that are required for daily living including local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle. The exact boundaries of this *Community Node* have yet to be determined.

This *Community Node* is generally located to the east of the intersection of Dixie Road and Dundas Street East. Currently, the *Community Node* is generally comprised of low-density retail commercial uses, light industrial uses, low-rise residential neighbourhoods to the north of Dundas Street as well as some interspersed high-rise apartment buildings. Based on current planning policy that which emphasizes compact and efficient development that is adjacent to transportation infrastructure, this node is appropriately situated to accommodate urban growth.

In the coming years, the *Community Node* is planned to accommodate a considerable amount of high-density development and will be a focal point for new residential and commercial activity based on planning studies such as the Dundas Connects Master Plan.

In support of the growth taking place within the area, the *Community Node* will be directly served by the existing Dixie GO Station to the southwest and the Dundas 1 Bus Route which operates on 10-15 minute intervals or better. Moreover, the Dundas Street corridor is anticipated for significant transportation investment that will establish the Dundas Street BRT, offering reliable and faster transit service in a dedicated right-of-way.



Figure 3 - Location Map

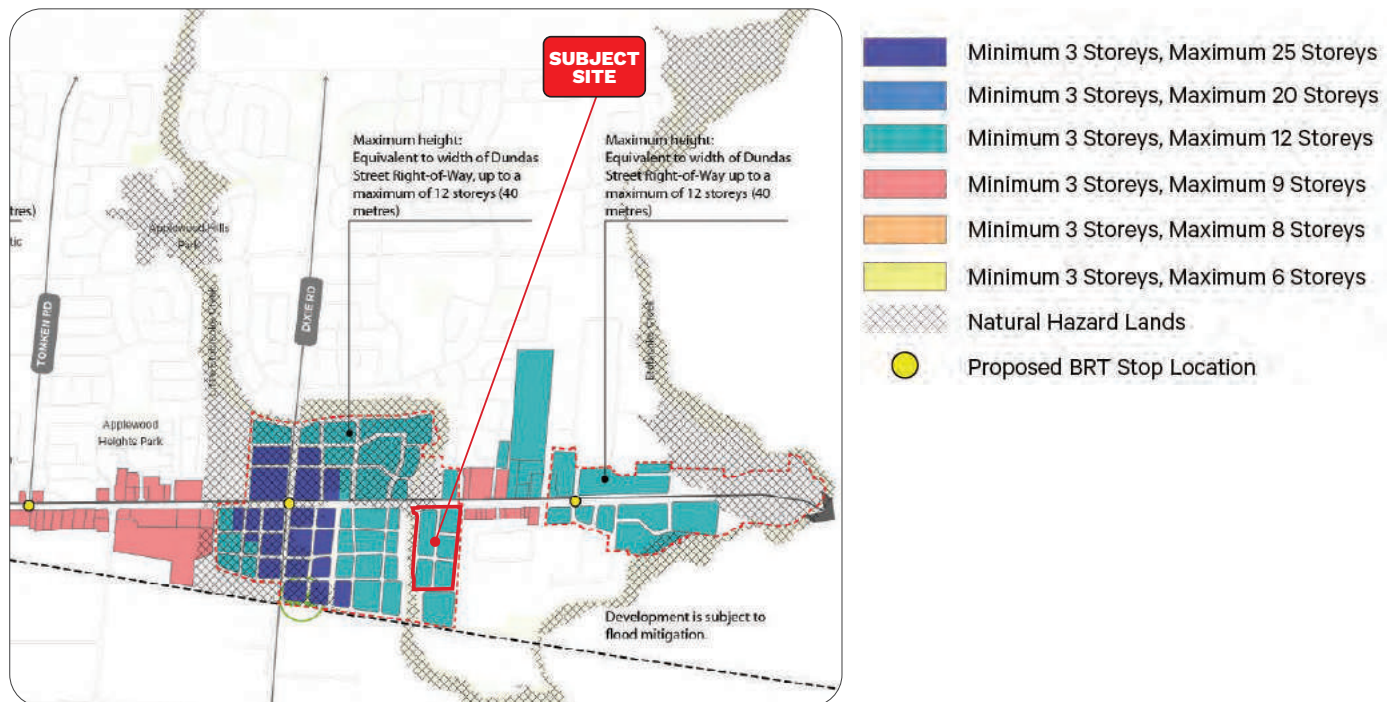


Figure 4 - Proposed Dundas BRT and Dundas Connects Built Form Plan



## 2.4 Immediate Surroundings

To the east of the subject site, is a 1-storey commercial retail building setback approximately 20 metres from Dundas Street East that contain a flooring retailer (Flooring Liquidators Mississauga) and a drapery outlet (Chang's Drapery House Ltd) (1672 Dundas Street East). Further east is an 1-storey automotive dealership (Autotech Emporium) that contains front yard surface parking and an additional 1-storey converted residential building associated with the dealership (1684 and 1694 Dundas Street East). Adjacent to the auto dealership is a 1-storey commercial retail plaza with front yard surface parking along Dundas Street East and contains multiple restaurants (C Dubbs Hamburgers, Chicken N' Dough), a mirror store (National Glass & Mirror) and a nail salon (Modern Nails-Spa) (1706 Dundas Street East). To the east of Corram Avenue is retail business that specializes in scuba diving equipment (Aqua Systems) (1730 Dundas Street East). Further east is an animal hospital (Dixie Animal Hospital Mississauga) and an auto repair shop (Crown Steering & Brake))(1766 and 1770 Dundas Street East).



1672 Dundas Street East looking south



1684 and 1694 Dundas Street East looking south



1730 Dundas Street East looking south



1706 Dundas Street East looking south



To the east of the subject site, south of the properties fronting Dundas Street East, is an enclave of low-rise residential properties that are accessed off Coram Avenue. The road is a rectangular crescent with 1- to 2-storey single-detached and semi-detached uses that are oriented internally to the neighbourhood. The residential properties that immediately abut the eastern edge of the subject site to the west range from approximately 68 metres with additional properties up to 95 metres as they are diagonally oriented off Coram Crescent (1647 – 1695 Coram Crescent).

To the east of the subject site, along the north side of Dundas Street East, is a 1-storey place of worship known as Church of St. Mina and St. Kyrillos Coptic Orthodox Church (1699 Dundas Street East). Further east is a used automotive dealership (Redline Auto Sales) that occupies the northeast quadrant of the intersection of Treadwells Drive and Dundas Street East (1721 Dundas Street East). Adjacent to the dealership is a 1-storey restaurant (Mr. Sub) with surface parking surrounding the building and a 2-storey commercial retail building that contains an education centre (365 Education) and a vacant furniture store (1725 and 1739 Dundas Street East). North of the 1725 Dundas is an 8-storey residential apartment building off of Main Street known as Summerville Pines with surface parking on the west/rear frontage of the building (1745 Dundas Street East). East of Main Street is a 2-storey residential family shelter known as Peel Family Shelter, a rectangular building oriented north with surface parking on the eastern frontage (1767 Dundas Street East).



1695 Coram Crescent looking west towards the Subject Site



1687 Coram Crescent looking west towards the Subject Site



1679 and 1673 Coram Crescent looking southwest towards the Subject Site



1699 Dundas Street East looking north



1745 Dundas Street East looking north



1721 Dundas Street East looking north



1767 Dundas Street East looking northeast



1739 Dundas Street East looking north



To the immediate north of the subject site is a 1-storey commercial retail plaza containing a home appliance dealer (TA Appliances and Barbeques), a furniture retailer (Accent Furniture) and a clothing outlet (Le Chateau Outlet) (1655 Dundas Street East). The plaza is set back approximately 29 metres from Dundas Street East which accommodates front yard surface parking for the businesses. West of the plaza is another 1-storey home furniture and appliance retailer (The Brick) that includes surface parking along the front yard adjacent to Dundas Street East (1607 Dundas Street East). To the north of these commercial retail buildings is a low-rise residential neighbourhood consisting of 2-storey single-detached dwellings that are accessed off of Nawbrook Road. To the rear of the single-detached dwellings on that west side of Nawbrook Road and north of 1607 Dundas Street East is a mature forest and ravine system that contains the Little Etobicoke Creek which flows south towards the subject site, beneath Dundas Street East.

To the northwest of the subject site, west of Little Etobicoke Creek, is a pocket of light industrial uses that are accessed via Jarrow Avenue. Along Dundas Street East is a 1-storey meat and deli market (Eddie's European Delicatessen) with front yard surface parking and is setback approximately 37 metres from Dundas Street East (1575 Dundas Street East). West of the deli is a former 1-storey Lebanese restaurant (Zanobia) that is now vacant (1565 Dundas Street East). Further north along Jarrow Avenue are additional low-rise industrial buildings that include meat packaging and distribution, a tile wholesaler as well as multiple automotive uses.



1655 Dundas Street East looking north



1607 Dundas Street East looking north



Little Etobicoke Creek looking north from Dundas Street East



1565 Dundas Street East looking northeast



1575 Dundas Street East looking north



To the west of the subject site, on the north side of Dundas Street East and past Jarrow Avenue, is a 1-storey stand-alone restaurant (Harvey's) with associated surface parking at the northeast corner of Nelico Court and Dundas Street East (1505 Dundas Street East). Further west, west of Nelico Court is a power centre occupied by two stand-alone commercial retail buildings; a automotive parts retailer (PartSource) and a restaurant (Swiss Chalet). On the north end of the power centre is a larger commercial retail plaza that contains a Thrift Store (Value Village) and a discount store (Dollarama) (1455, 1465 and 1475 Dundas Street East). Further west is a large footprint commercial retail building that contains multiple businesses that are related to home furniture (Dixie Décor Centre) (1425 Dundas Street East). To the north of the furniture outlet is a no additional 'L' shaped commercial retail plaza with large areas of surface parking fronting Dixie Road that contains a Health Food Store (Healthy Planet Mississauga) as well as multiple medical clinics. Further west, at the northeast corner of Dundas Street East and Dixie Road is a stand-alone restaurant that frames the intersection (Pizza Pizza) (1403 Dundas Street East).

Further west at the northwest corner of Dundas Street East and Dixie Road is another power centre that is anchored by a grocery store (FreshCo Dixie and Dundas) (3130 Dixie Road). The remainder of the power centre contains a Canada Post outlet, a thrift store (Talize Thrift Store), a salon (Elegance Salon and Spa) and a restaurant (Pho-Com 99) with the remainder of the property occupied by surface parking. To the west of the power centre are multiple high-rise apartment buildings ranging from 11 to 15 storeys in height off Queen Frederica Drive.



1505 Dundas Street East looking northeast from Dundas Street



1455, 1465 and 1475 Dundas Street East looking north



3130 Dixie Road looking northwest with apartment buildings off Queen Frederica in the background

To the immediate west of the subject site, on the south side of Dundas Street East, is Little Etobicoke Creek, a minor tributary that flows generally southeast into the larger Etobicoke Creek.

On the west side of Little Etobicoke Creek is Pallett Green Park, a naturalized corridor space. Adjacent to Pallett Green Park is a power centre that is accessed from the signalized intersection of Jarrow Avenue and Dundas Street East. The northern portions of the power centre is occupied by seven stand-alone buildings that contain commercial retailers including two restaurants (Bread and Salt Afghan Cuisine and East Side Marios), two financial institution (TD Canada Trust and RBC Royal Bank), two liquor retailers (The Beer Store and LCBO), and a café (Starbucks) (1488, 1492, 1520, 1530, 1540, 1550 and 1560 Dundas Street East). There is also a commercial retail plaza that contains multiple restaurants (Sunset Grill, Booster Juice, Five Guys) and a beauty supply outlet (Sally Beauty) (1510 Dundas Street East). All buildings are surrounded by generous amounts of surface parking that serve the above uses. Further south is two large footprint commercial retail buildings that are anchored by Costco Wholesale and a Walmart Supercentre (1500 and 1570 Dundas Street East). West of the Walmart Supercentre is a large parking area that serves the Dixie GO Station which operates trains into Downtown Toronto at Union Station.



Little Etobicoke Creek looking south from Dundas Street East



Little Etobicoke Creek looking southeast towards the Subject Site



1560 Dundas Street East looking east



Pallett Green Park looking north toward Dundas Street East



1510 Dundas Street East looking northwest



Dixie GO Station Parking Lot looking south



1570 Dundas Street East looking south



Dixie GO Station Terminal



1500 Dundas Street East looking southeast



Dixie Go Station Platform looking east



Further west, west of Neilco Court is a stand-alone financial institution (CIBC) and a 1-storey commercial retail plaza containing a discount store (Dollarama), a spa (Hand and Stone Massage) as well as a food market (M&M Food Market) (1476 Dundas Street East). To the west is a 1-storey commercial retail plaza building accessed off Dundas Street East that contains a fitness gym (Planet Fitness), a thrift store (Salvation Army Thrift Store) and a furniture retailer (RS Furniture and Mattress) (1452 – 1454 Dundas Street East). At the southeast corner of Dixie Road and Dundas Street East is a stand-alone gas station (Esso) with access from Dixie and Dundas (1404 Dundas Street East). To the south of the gas station is another 1-storey commercial retail building that contains a variety of restaurants and computer outlet (2555 Dixie Road). Further south is a place of worship / community centre (Mississauga Muslim Community Centre) (2505 Dixie Road).



1476 Dundas Street East looking southeast

To the immediate south of the western block of the subject site is a large 1-storey industrial commercial building that contains a marketing agency (Kubik) and a strip of surface parking that fronts onto Mattawa Avenue (1680 Mattawa Avenue). Further south is the rail corridor that services GO Transit and separates additional industrial uses to the southwest. South of the rail corridor is an outdoor storage area associated with a garage collection service (WastePro Inc.) 2295 Loreland Avenue). To the southwest are additional large footprint industrial buildings that are accessed from Dixie Road and The Queensway. The cluster of industrial uses include a range of businesses such as a film studio, transportation services, a cabinet manufacturer, printing operations and distribution and shipping, among others.

To the southeast of the eastern block of the subject site, east of Loreland Avenue and along both sides of Mattawa Avenue, are industrial uses. Along the north side of Mattawa is eight low-rise rectangular industrial buildings that contain an HVAC retailer (Sundawn Integrated Services), an automotive repair business (Retro Rockets), a car dealership (J B Hunter Motorsports), three additional automotive oriented businesses (Fisher Automotive, Speedy Pro, and Motorcade Industries Inc.), a commercial office building (SF Industries), a furnace and heating retailer (Furnace King Heating and Cooling) and another commercial office (Royal Store Stucco). To the east of these industrial uses is a hydro corridor that extends north towards Dundas Street East which also provides separation between the residential uses on Corram Crescent and additional industrial operations to the east. Along the south side of Mattawa Avenue, southeast of the subject site, is a 1-storey industrial building that contains a wine retailer (Rosehill Wine Cellars) (1686 Mattawa Avenue). Additional 1-storey industrial buildings are located to the east that include businesses such as an electrician (Deltro Electric Ltd.), a metal fabricator (CL Custom Fabrication and Service), a plastic manufacturer (Six Point Plastics Inc.) and a custom home décor manufacturer (Forest View Industries) among others (1706, 1716, 1726, 1736, 1746, 1756 and 1766 ) (1786 Mattawa Avenue). Further east is two larger footprint industrial buildings that contain a juice production facility (Village Juicery Production Facility) and an auto collision centre (Smart Auto Collision) (1786 and 1796 Mattawa Avenue).



1680 Mattawa Avenue looking south



1693 Mattawa Avenue looking north



Existing ROW for Loreland Avenue looking north



Mattawa Avenue looking east – industrial road character



1686 Mattawa Avenue looking south



## 2.5 Transportation Network

The following provides a summary of the transportation context of the subject site, including the surrounding road and transit network.

### Road Network

Dundas Street, which bounds the subject site to the north, is a major transportation corridor within the Region of Peel and City of Mississauga. The Region of Peel Official Plan classifies Dundas Street as a *Major Road* (Schedule E) and the Mississauga Official Plan identifies Dundas Street as an *Intensification Corridor* (Schedule 1C), an *Arterial Road* (Schedule 5) and a *Higher Order Transit Corridor* (Schedule 6).

The segment of Dundas Street adjacent to the subject site is comprised of a 6-lane cross section and a central dedicated turning lane with a planned right-of-way width of approximately 42 metres. At its intersection with Mattawa Avenue, Dundas Street has a dedicated left turn lane and right turning lane and sidewalks on both sides of the street.

Mattawa Avenue which bisects the subject site, is identified as a *Minor Collector* (Schedule 5) and has an approximate right of way width of 30 metres.

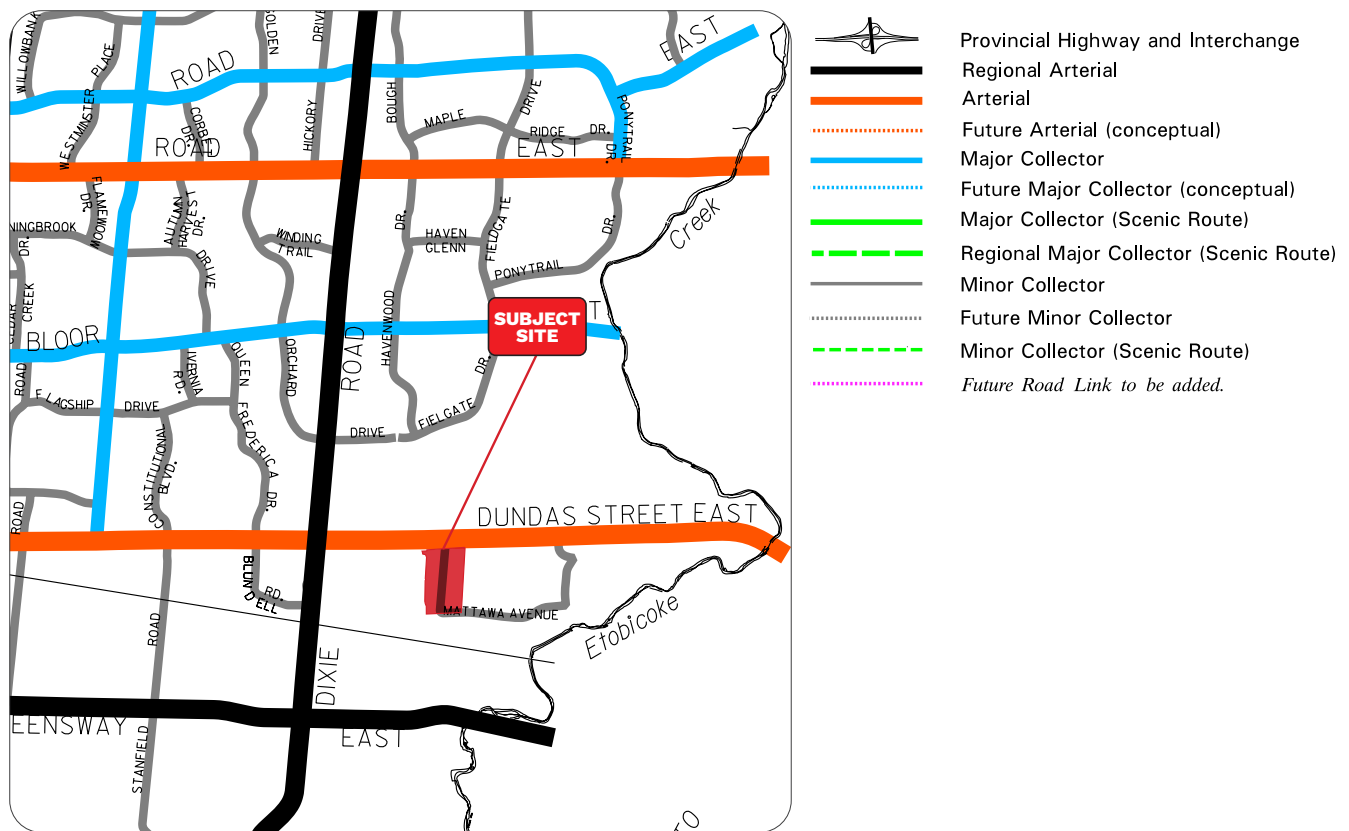


Figure 5 - Schedule 5 of Mississauga Official Plan: Long Term Road Network

## Transit Network

The subject site has excellent access to existing public transit services. In terms of surface transit, bus stops are currently provided on the north and south sides of the Dundas Street within 0 – 45 metres walking distance. The following MiWay route serves the subject site which is a key east-west route that connects into other regional transit infrastructure.

- **1 – Dundas:** This bus route operates between Kipling Station to the east and Vega Boulevard to the west, in an east-west direction. This route provides all day 10-15 minute service Monday through Friday and all day, 15-20 minute service on Saturdays and Sundays;

- **101 Dundas Express:** This bus route also operates in a general east-west direction along Dundas Street East, between South Common Centre / U of T Mississauga Campus and Kipling Station. The route is a dedicated express route and has key stops at the intersection of Dixie Road and Dundas Street East, as well as Wharton Way and Dundas Street East that serve the subject site.

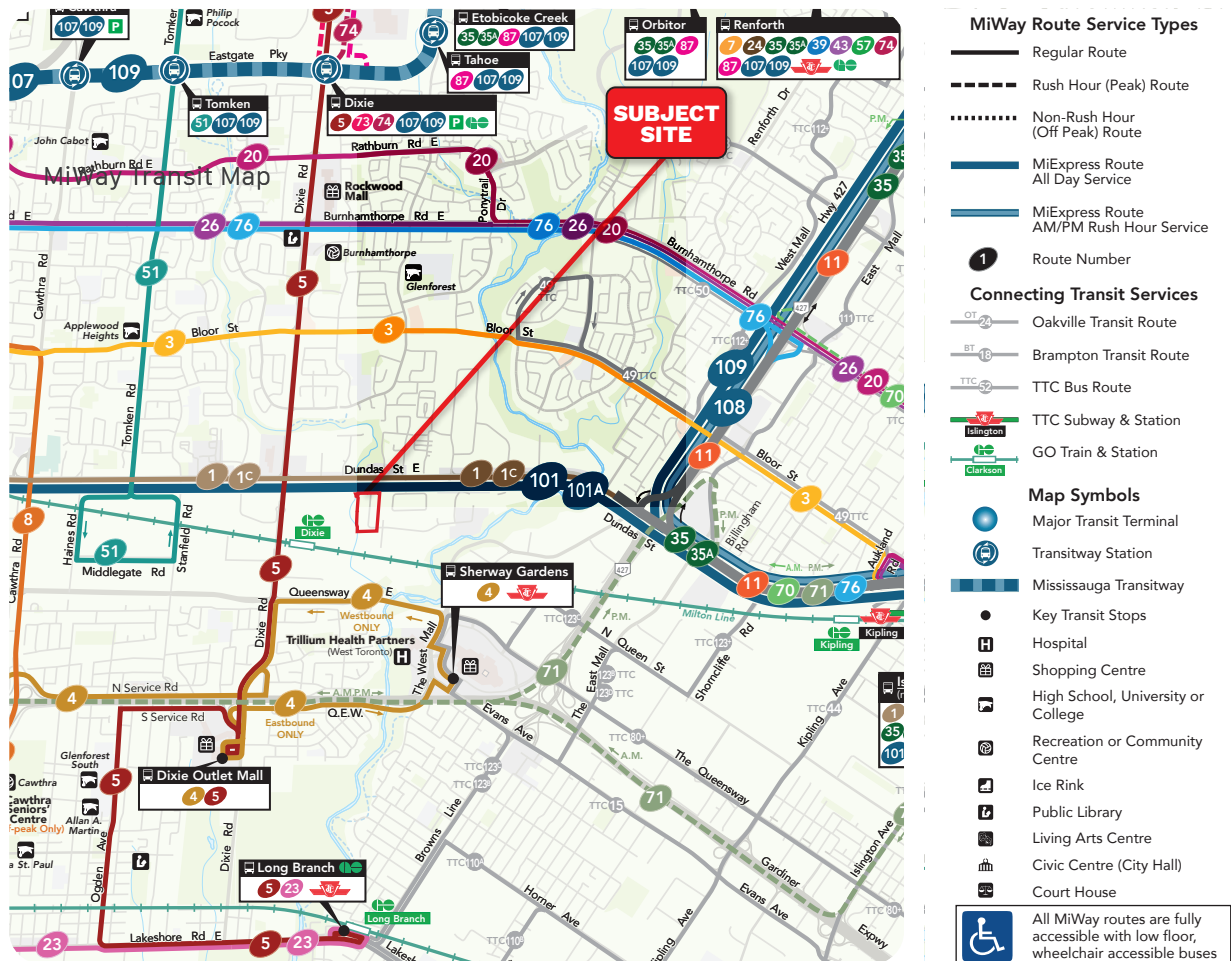


Figure 6 - MiWay Transit Map



## Higher Order and Future Transit Opportunities

With respect to higher order transit, the subject site is located within 800 metres walking distance of the Dixie GO Station, which operates on the Milton GO Rail Line. Dixie Station offers direct service into Downtown Toronto from 6:10 am to 9:04 am on weekdays. In addition to the Dixie GO Station, the subject site borders Dundas Street which is anticipated to support significant transit investment through the Dundas BRT. At this stage, Metrolinx is continuing to conduct planning for the Dundas BRT based on key findings in the Dundas Connects Master Plan and the initial business case for the project. The Dundas BRT represents a key infrastructure corridor that extends from Highway 6 in the City of Hamilton to the Kipling Transit Hub in the City of Toronto. The proposed Dundas BRT would establish faster and more reliable transit operating in dedicated lanes for approximately 48 kilometers.

## Bicycle Infrastructure

Schedule 7: Long term Cycling Routes of the Mississauga Official Plan identifies both Dixie Road as *Primary On-Road / Boulevard* cycling routes. Section 8.2.4 of the Mississauga Official Plan states that these routes are meant to connect key city destinations with cycling infrastructure. In addition, Section 8.2.4 states that the City will protect and may acquire lands required for the cycling facilitates shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program. Schedule 7 also identifies Etobicoke Creek Trail as a Primary Off-Road Routes. As per the Mississauga Cycling Master Plan 2018, Sunnyside Road connects into Fieldgate Drive which is identified as a Signed Cycling Route and connects to the broader neighbourhood slightly north of Bloor.

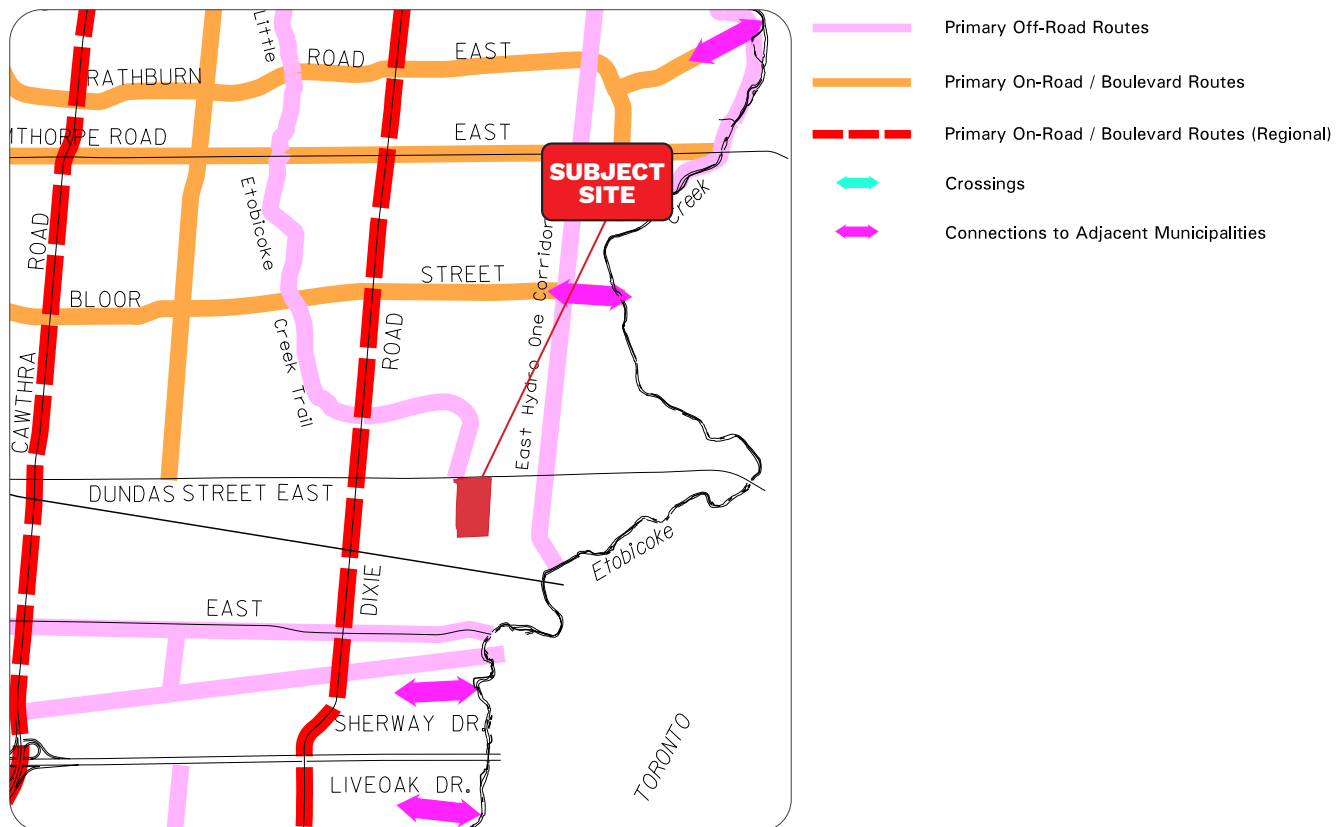
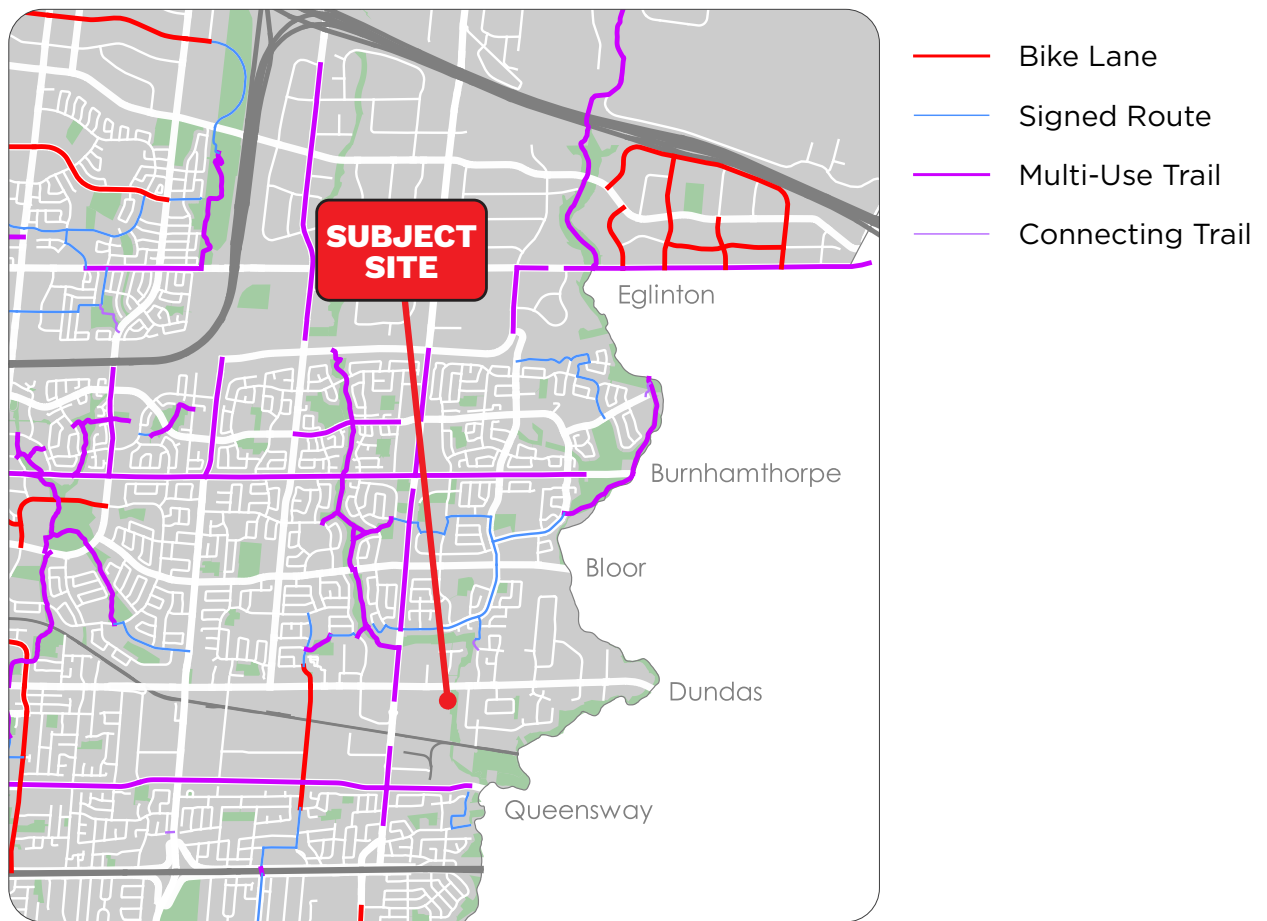


Figure 7 - Schedule 7 of Mississauga Official Plan: Long Term Cycling Routes



**Figure 8 - City of Mississauga Cycling Masterplan 2018**





# Proposal





### 3.1 Overview

Focused around the future Dundas BRT, and existing Dixie GO Station and MiWay transit system, the proposed development presents a unique opportunity to establish a fine grain block structure that can support a new mixed-use community with direct access to transit where people can live, work and play. The proposal includes an appropriate mix of residential unit sizes and tenures – both purpose built rental and condominium units – retail and community amenities such as new public parkland, all of which is connected through a revised functional road design that emphasizes pedestrian permeability, safety and future connections to the west across Little Etobicoke Creek. The proposed development is envisioned as a place where people can live, work and play. As described above, the proposed development would demolish two 2-storey existing commercial retail buildings and reimagine the large areas of surface parking to the south to support a mixed-use node.

### 3.2 Description of the Proposal

The Proposal would facilitate the comprehensive redevelopment of the subject site with a new Master Planned community containing a new 1.03 hectares (10,358 square metre) public park surrounded by a network of new public and private streets, pedestrian connections, privately owned publicly accessible open spaces and 6 new development blocks. The Proposal would contain buildings with heights ranging from 3-storeys to 41-storeys, a total of 3,027 dwelling units and 2,447 parking spaces. It would contain a total of 223,257 square metres of gross floor area ("GFA"), comprised of 220,302 square metres of residential GFA, 2,506 square metres of retail GFA and 449 square metres of community GFA, resulting in an overall density of 4.02 times the area of the lot (see **Figure 9**, Site Plan).

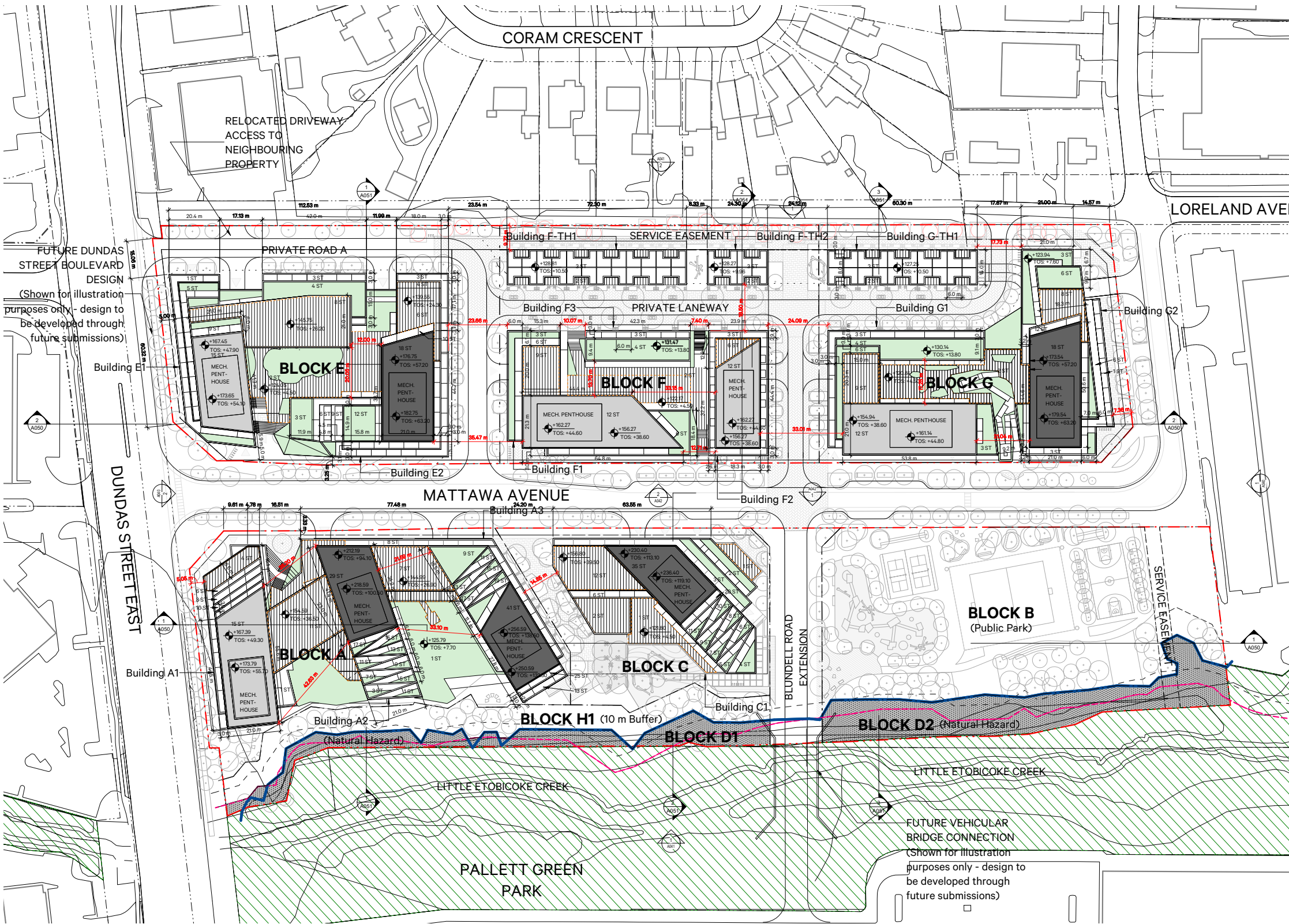


Figure 9 - Site Plan (Provided by: SvN Architects)

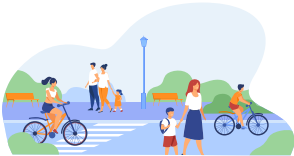


## Guiding Principles

The inception of the Proposal was developed in collaboration with SvN Architects and considered the following key guiding principles:



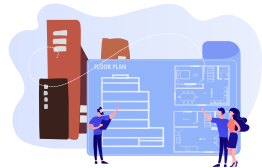
**1. An Ecological Approach:** The proposal was founded on the principle of low-impact design and innovative landscape design solutions to bring the Little Etobicoke Creek into the future community.



**2. Landscape Up:** The proposal will focus primarily on the landscape concept that ties the site together and emphasize the integration of the public and private realm. Amenity sharing between blocks will also be encouraged.



**3. Transit Oriented Community:** The proposal will orient open spaces, lobby entrances and building design to promote transit usage whilst minimizing parking requirements.



**4. Plan for Change:** The proposal will incorporate flexible floor plates that can accommodate a variety of unit types to adapt to future population trends while also addressing the lack of housing supply and future housing demand.



**5. Innovate with Structure:** The proposal will employ simple solutions like column and plate construction which enhances flexibility over time and explore carbon positive building materials such as wood/cross-laminated timber.



**6. Decrease Operational Energy Use:** Buildings have been oriented to optimize daylighting, improve high efficiency envelopes and explored shared energy strategies



**7. Lower Embodied Carbon:** The proposal will aim to minimize the levels of underground parking and review the regional supply chain to achieve cost savings



In addition to the above guiding principles, the following design objectives and strategies were implemented to create a development that is both functional and appropriate for the evolving context of the Dixie-Dundas node.

- Development Blocks: Due to the scale of the subject site, the proposal will be divided into 6 new development blocks – one of which is a new public park – in order to allow for orderly development of the proposal. This will be facilitated through an application for Draft Plan of Subdivision, to be submitted concurrently with the rezoning and Official Plan Amendment applications.
- Public Park: The southwest public park will be a focal point for the Master Planned community that offers both active and passive recreation opportunities for future and current residents in the area.
- Road Network: The new proposal will be connected by the central spine of Mattawa Avenue and implement additional fine grain connections comprised of both public and private streets.
- Pedestrian Connections: Pedestrians will be drawn into the subject site through enhanced public realm features at the corners of Dundas Street East and Mattawa Avenue, which extend south into a series of pedestrian connections and privately owned publicly accessible spaces between buildings.
- Height and Massing: the greatest heights are to be concentrated on the west portion of the subject site to allow for appropriate separation and transition to low-rise residential neighbourhoods to the east on Coram Crescent while taking full advantage and optimizing access to public transit offered by the subject site.

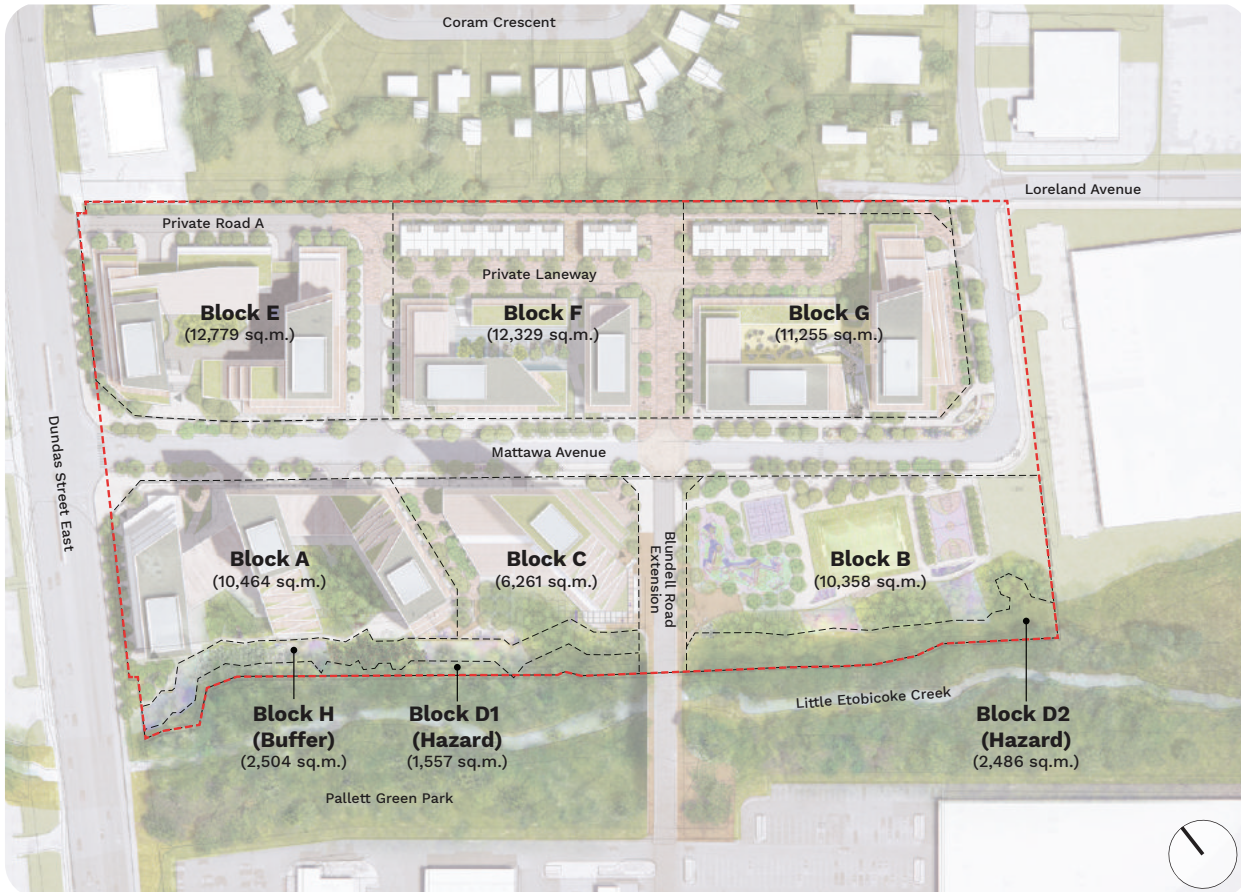


Aerial rendering, view looking north (Provided by: SvN Architects)





## Development Blocks and Buildings

A summary of the various components of the proposal are described on a block-by-block basis below. The total area of the subject site is 7.39 hectares (18.26 acres) and includes six main development blocks, of which five will contain buildings. (see Block Plan, **Figure 10**).



### LEGEND

	Subject Site		Development Block Boundary
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**Figure 10** - Overall Block Plan

Block A

Block A is located at the northwest extent of the subject site, fronting onto both Dundas Street East and Mattawa Avenue. The block has approximately 98.2 metres frontage along Dundas Street and 113.6 metres frontage along Mattawa Avenue, with an overall block area of approximately 10,464 square metres. Within Block A, a combination of mid-rise and tall buildings are proposed, that range in height from 15 storeys closest to Dundas Street East (Building A1), 29 storeys mid-block (Building A2) and 41 storeys at the south end of Block A (Building A3). The proposed buildings are anchored by a continuous podium structure that rises from 4-storeys along Dundas Street East in Building A1, to 9-storeys for Building A3. An 11-storey linkage is also established between Building A1 and A2.

Building A1 is a mid-rise building that is oriented to parallel to Dundas Street East, while Buildings A2 and A3 front onto Mattawa Avenue with varied angles towards the southwest. The two southern towers incorporate a variety of angular setbacks and stepbacks, transitioning from the tower to the mid-rise podium elements. In terms of tower separation, Buildings A1 and A2 are separated by 26.20 metres up to 42.6 metres and Buildings A2 and A3 are separated by 33.1 metres.

With regard for building uses, Building A1 will establish retail uses at grade along Dundas Street East, in addition to a residential lobby at the northwest corner of Block A. Along Mattawa Avenue, grade-related residential units are proposed as well as a second residential lobby at the southeast corner of Block A. The south extent of Block A consists of grade-related residential units that front onto a proposed mid-block connection animating the pedestrian mews between Block A and C. On the west portion of Block A facing Little Etobicoke Creek are residential amenity spaces at grade.

In addition to at grade indoor amenity space, the remaining indoor amenity space in Block A is proposed to be located within the podium on Levels 3 and 4 that supports direct access onto private outdoor amenity space. There are additional indoor and outdoor amenity areas located on Level 12 outdoor amenity terrace at Buildings A1 and A2 and an outdoor amenity terrace at Level 9 in Building A3.

Vehicular access to Block A is provided via two driveways off Mattawa Avenue, connecting into the podium and internalized parking, loading, and utility areas, all of which are screened from public view. Structured parking is proposed to be located on three storeys below grade and one storey at grade. Below grade parking is proposed to be coordinated and shared with Block C to the south. However, access to the underground parking for each block will be provided separately. **Table 1** provides a detailed breakdown of key statistics.

Table 1 - Block A Breakdown

Standard	Proposed
Block A Site Area	10,464 square metres
Gross Floor Area Residential GFA Retail GFA Total GFA	72,898 square metres 759 square metres 73,657 square metres
Floor Space Index	7.04
Building Height Building A1 Building A2 Building A3	15 Storeys / 55.7 metres including MPH 29 Storeys / 100.5 metres including MPH 41 Storeys / 138.5 metres including MPH
Unit Mix Bachelor One-Bedroom Two-Bedroom Three-Bedroom TH Units Total Units	58 (5.2%) 674 (61.3%) 258 (23.4%) 99 (9.0%) 10 (0.9%) 1,099 (100.0%)
Amenity Space Indoor Outdoor Total Amenity Space	4,133 square metres 2,448 square metres 6,581 square metres
Total Vehicular Parking Residential Visitor/Commercial	859 spaces 650 spaces 209 spaces
Bicycle Parking Long-Term Spaces Short Term Spaces Total Bicycle Parking	790 spaces 119 spaces 909 spaces
Loading Spaces	2 spaces

## Block B

Block B is approximately 10,358 square metres in area, generally rectilinear in shape and is located at the southwest corner of the Site. The block has approximately 150 metres of frontage along Mattawa Avenue at its east and approximately 77 metres of frontage along the future Blundell Road extension to its north. An existing service easement runs in an east-west direction across the southern portion of the block. To its west, Block B is bound by Block D2, the Natural Hazard area adjacent to Little Etobicoke Creek (both described below).

As the primary open space proposed as part of the redevelopment of the Site, Block B is to be conveyed to the City as a public park. Block B is of a size and shape that can accommodate a range of potential uses and programs year-round. The detailed design of the public park space will be determined through the Site Plan Control process, with the potential to be programmed with features such as a soccer pitch and/or other sports fields, a multi-use trail, and a children's playground among other things.

## Block C

Block C is located directly south of Block A, fronting Mattawa Avenue and the north side of the future westbound Blundell Road extension. The block has approximately 111 metres frontage along Mattawa Avenue and 77 metres frontage along Blundell Road, with a total area of approximately 6,261 square metres. Block C consists of a single tower and podium with a proposed at a height of 35 storeys (Building C). The north edge of the podium contains grade-related residential uses fronting on to the mid-block connection between Block A and C. Along the Mattawa frontage are additional grade-related uses, a vehicular driveway, the primary lobby entrance and a retail use. The south edge of the podium that fronts onto the future Blundell Road extension and consists of grade-related retail uses and a community space intended for a potential daycare to support future population growth.

Indoor amenity space will be consolidated on Level 2 which both connect to associated outdoor amenity terraces which are oriented southeast and northwest. Additional indoor amenity area is located at the north extent of the podium on Level 3, also connecting to an outdoor terrace. The final location of indoor and outdoor amenity is on level 13 that is consolidated in the north extent of the base building. Above Level 13, the building transitions into a slender tower incorporating a variety of angular stepbacks and setbacks at the southwest corner of the podium. The remaining floors consist of entirely residential uses.

Vehicular access to Block C is provided via one driveway off Mattawa Avenue, connecting into the podium and internalized parking, loading, and utility areas, all of which are screened from public view. Parking for is proposed to be located within three levels of underground that is shared with Block A to the north. Access to the underground parking for each block will be provided separately.

**Table 2** provides a detailed breakdown of key statistics.



**Table 2 - Block C Breakdown**

<b>Standard</b>	<b>Proposed</b>
Block C Site Area	6,261 square metres
<b>Gross Floor Area</b>	
Residential GFA	31,889 square metres
Retail GFA	841 square metres
Community GFA	449 square metres
<b>Total GFA</b>	<b>33,179 square metres</b>
<b>Floor Space Index</b>	5.3
<b>Building Height</b>	
Building C1	35 Storeys / 119.1 metres including MPH
<b>Unit Mix</b>	
Bachelor	28 (6.2%)
One-Bedroom	260 (58.0%)
Two-Bedroom	111 (24.7%)
Three-Bedroom	40 (8.9%)
TH Units	9 (2.0%)
<b>Total Units</b>	<b>448 (100.0%)</b>
<b>Amenity Space</b>	
Indoor	1,562 square metres
Outdoor	1,261 square metres
<b>Total Amenity Space</b>	<b>2,823 square metres</b>
<b>Total Vehicular Parking</b>	<b>384 spaces</b>
Residential	278 spaces
Visitor/Commercial	106 spaces
<b>Bicycle Parking</b>	
Long-Term Spaces	319 spaces
Short Term Spaces	66 spaces
<b>Total Bicycle Parking</b>	<b>385 spaces</b>
<b>Loading Spaces</b>	2 spaces

## Block D1 and D2

Block D1 and D2 represents the Natural Hazard Area located to the west adjacent to Little Etobicoke Creek. Block D is bisected by the future Blundell Road extension, with Block D1 situated to its north and Block D2 situated to its south. All development associated with the proposal is planned to be set back at minimum 10 metres from the eastern edge of the Natural Hazard Area. Block D1 has an approximate area of 1,557 square metres, and Block D2 has an approximate area of 2,486 square metres. In total, Block D has an approximate area of 4,043 square metres.

## Block E

Block E is located at the northeast extent of the subject site, fronting onto both Dundas Street East and Mattawa Avenue. The block has approximately 77.5 metres frontage along Dundas Street and 114.1 metres frontage along Mattawa Avenue, with an overall block area of approximately 12,779 square metres. Within Block E, two buildings are proposed, a 15 storey (47.9 metres) mid-rise building along Dundas Street East (Building E1) and a 18 storey (63.2 metres) tall building that frames the southwest corner of the block (Building E2).

Building E1 is oriented parallel to Dundas Street East and Private Road A, while Building E2 fronts onto Mattawa Avenue and new Private Road A to the south. Private Road A encompasses both the south and eastern edge of Block E. The buildings on Block E are both generally 'L' shaped to frame their corresponding streets as stated above. Building E1 establishes a 5-storey streetwall along Dundas Street and rises to 9-storeys, then 15-storeys, utilizing a series of stepbacks. The north-south portion of Building E1 along the east side of the block extends south along Private Road A and incorporates a 3 to 4-storey streetwall before stepping back and rising to 8-storeys.

Building E2 will create a 3 to 4-storey street wall along both Private Road A and Mattawa Avenue. The north portion of Building E2 establishes a series of stepbacks creating a terraced building with heights of 3, 6, 9 and 12-storeys before ultimately stepping back to a total height of 18-storeys. The majority of the height for building E2 is concentrated within a rectangular floorplate, generally oriented east-west. The remainder of the building at the southeast corner of Block E steps down to 6-storeys. Building E1 and E2 have a separation distance of 51.15 metres from the 15 and 18-storey elements.

With regard for building uses, Building E1 will establish multiple retail units at grade along Dundas Street East, in addition to a residential lobby at the northwest corner of Block E. Along Private Road A, a series of grade-related residential units are proposed as well as two vehicular accesses. Building E2 will contain a residential amenity area at grade along the majority of Mattawa Avenue as well as a residential lobby at the southwest corner. Along Private Road A, the building will contain grade-related residential uses.

Additional amenity space for Building E1 will be located on the east portion of Level 8 and have direct access to a large outdoor amenity terrace that covers the entire roof of the 8-storey structure which fronts Private Road A. In addition to the at grade indoor amenity space for Building E2, the remaining amenity space is proposed to be located within the podium on Level 2 and Level 8. Both these indoor amenity spaces have direct connections to outdoor amenity terraces on their respective levels.

Vehicular access to Block E is provided via two driveways off Private Road A which connects north to Dundas Street East. The north driveway is dedicated solely for loading and servicing activities while the south driveway provides access to an internalized grade related parking structure as well as a ramp to a single level of underground parking. The P1 Level for Block E will be shared with Block F and G to the south resulting in a continuous below grade parking structure. **Table 3** provides a detailed breakdown of key statistics.

**Table 3 - Block E Breakdown**

<b>Standard</b>	<b>Proposed</b>
Block E Site Area	12,779 square metres
<b>Gross Floor Area</b>	
Residential GFA	40,687 square metres
Retail GFA	906 square metres
<b>Total GFA</b>	<b>41,592 square metres</b>
<b>Floor Space Index</b>	3.25
<b>Building Height</b>	
Building E1	15 Storeys / 54.1 metres including MPH
Building E2	18 Storeys / 63.2 metres including MPH
<b>Unit Mix</b>	
Bachelor	46 (8.6%)
One-Bedroom	288 (54.0%)
Two-Bedroom	142 (26.6%)
Three-Bedroom	40 (7.5%)
TH Units	17 (3.1%)
<b>Total Units</b>	<b>533 (100.0%)</b>
<b>Amenity Space</b>	
Indoor	1,306 square metres
Outdoor	1,987 square metres
<b>Total Amenity Space</b>	<b>3,293 square metres</b>
<b>Total Vehicular Parking</b>	<b>525 spaces</b>
Residential	404 spaces
Visitor/Commercial	121 spaces
<b>Bicycle Parking</b>	
Long-Term Spaces	513 spaces
Short Term Spaces	184 spaces
<b>Total Bicycle Parking</b>	<b>697 spaces</b>
<b>Loading Spaces</b>	2 spaces



## Block F

Block F is located at the mid-point of the eastern portion of the subject site and has an approximate frontage of 128.5 metres along Mattawa Avenue with a total area of 12,329 square metres. The Block is divided into two distinct subsections, mid-rise buildings fronting Mattawa Avenue and low-rise townhouses on the east portion of the Block lining a new private laneway. Within Block E along Mattawa Avenue is two 12-storey mid-rise buildings and two 3-storey townhouse blocks.

Building F1 frames Private Road A to the north and Mattawa Avenue to the west with an 'L' shaped floorplate. The building consists of a 3-storey streetwall along Private Road A and steps up to 6 and 9-storeys respectively. Along Mattawa Avenue, the building incorporates a 6-storey streetwall element before stepping back and rising to a total height of 12-storeys (38.6 metres).

Building F2 utilizes a rectilinear floorplate that addresses both Mattawa Avenue to the west and a new Private Laneway to the south. The building establishes a consistent 3-storey streetwall along all building frontages before stepping up to 6-storeys and a maximum height of 12-storeys (38.6 metres). Building F1 and F2 have a separation distance ranging from 12.71 to 33.15 metres between the 12-storey mid-rise components that front Mattawa Avenue.

Located to the east of Building F2 buildings is Building F3, a cluster of 3 to 4-storey townhouses that fronts on the new Private Laneway. Further to the east, on the east side of the north-south Private Laneway, is two blocks of stacked back-to-back townhouses referred to as F-TH1 and F-TH2 that are 3-storeys in height (10.5 metres). The two blocks contain 48 and 16 units respectively.

With regard for building uses, Building F1 will establish residential indoor amenity space along Mattawa Avenue, grade-related units along Private Road A and east facing grade-related units onto the Private Laneway. The primary lobby entrance will be located at the northwest corner of the building. Building F2 will have its lobby entrance at the southwest corner of the building and will establish grade-related units along the south frontage of the Private Laneway as well as two additional units facing east on the Private Laneway. Building F3, Building F-TH1 and F-TH2 consist of only residential uses.

In terms of additional indoor and outdoor amenity space, Building F1 provides indoor amenity space on Level 2 which connects directly to an outdoor amenity space which comprises a portion of an elevated courtyard. Another indoor amenity space is located at the northeast corner of Building F1 on Level 10 that is adjacent to another outdoor terrace. Building F2 locates all of its indoor amenity space on the east portion of the building at Level 7 which connects into an outdoor amenity terrace that faces northeast.

Vehicular access to Block F is provided via two driveways; one off Private Road A to the north and a second off the Private Laneway on the south. The north driveway will be primarily used for loading and servicing, however both driveways can access the internalized grade related parking structure as well as a ramp to a single level of underground parking. Similar to Block E, the P1 Level for Block F will be shared with Block E and G resulting in a continuous below grade parking structure. **Table 4** provides a detailed breakdown of key statistics.

**Table 4 - Block F Breakdown**

<b>Standard</b>	<b>Proposed</b>
Block F Site Area	12,239 square metres
<b>Gross Floor Area</b>	
Residential GFA	32,062 square metres
<b>Total GFA</b>	<b>32,062 square metres</b>
<b>Floor Space Index</b>	2.6
<b>Building Height</b>	
Building F1	12 Storeys / 44.6 metres including MPH
Building F2	12 Storeys / 44.6 metres including MPH
Building FTH-1 and FTH2	3 Storeys / 10.5 metres
<b>Unit Mix</b>	
Bachelor	22 (5.4%)
One-Bedroom	194 (47.6%)
Two-Bedroom	82 (20.1%)
Three-Bedroom	23 (5.6%)
TH Units	86 (21.1%)
<b>Total Units</b>	<b>407 (100.0%)</b>
<b>Amenity Space</b>	
Indoor	1,410 square metres
Outdoor	1,077 square metres
<b>Total Amenity Space</b>	<b>2,487 square metres</b>
<b>Total Vehicular Parking</b>	<b>326 spaces</b>
Residential	265 spaces
Visitor/Commercial	61 spaces
<b>Bicycle Parking</b>	
Long-Term Spaces	437 spaces
Short Term Spaces	36 spaces
<b>Total Bicycle Parking</b>	<b>473 spaces</b>
<b>Loading Spaces</b>	1 space

## Block G

Block G is located at the southeast extent of the subject site and is bound by Mattawa Avenue as the road turns east at the south extent of the subject site. Block G has approximately 92.5 metres frontage along Mattawa Avenue to the west and 95.7 metres frontage to the south with an overall area of approximately 11,255 square metres. Within Block G, three buildings are proposed. Building G1 is a midrise building ranging from 3 to 12-storeys that frames Mattawa Avenue and the new Private Laneway to the north and east. Building G2 is a tall building that is 18-storeys and addresses the Mattawa frontage on the west and south. Finally, G-TH1 is a block of 3-storey back to back townhomes that fronts onto the Private Laneway.

Building G1 is a 'U' shaped floorplate that has frontages on three rights-of-way. Along its eastern frontage of the Private Laneway, the building establishes a 3-storey streetwall before stepping up to 4, 6 storeys. The north frontage maintains the same 3-storey streetwall before stepping back to 4, 6 and 9 storeys and the eventual maximum height of 12-storeys (38.6 metres). Along the west façade, the building consists of a rectangular 12-storey element that addresses Mattawa Avenue with a 3-storey stepped element to the south.

Building G2 is a more uniform rectangular building that addresses the southwest corner of Block G. Along Mattawa Avenue to the west is a 3-storey streetwall which steps back to accommodate the 18-storey component. Along Mattawa Avenue to the south, the building is setback from the south lot line to allow for an enhanced public realm and incorporate a 1-storey element before stepping back to 6-storeys. Above Level 6, the building rises to the full 18-storey height (57.2 metres). At the eastern extent of Building G2, the building transitions down towards low-rise residential areas, by stepping down from 18-storeys, to 12, 6 and ultimately 3-storeys. In terms of separation distances between Building G1 and Building G2, a separation distance of 21.0 metres is provided between the 12 and 18-storey components along Mattawa Avenue.

Finally, Building G-TH1 is comprised of a single block of 40 stacked back to back townhouse units that have direct frontage onto the north-south Private Laneway. The low rise built form will contribute to the transition from the proposed higher density development to the low-rise residential areas to the east and have a total height of 10.5 metres.

With regard for building uses, Building G1 will establish grade-related units along the Private Laneway to the east, Private Road A to the north and residential amenity space along Mattawa Avenue. The primary lobby entrance will be located at the northwest corner of the building. The lobby entrance for Building F2 is located at the southwest corner and will establish grade-related units along its south frontage. Building G-TH1 will be comprised of back to back townhomes that address the Private Laneway.

In addition to at grade amenity space located in Building G1, the remaining indoor amenity areas are located on Level 2. Indoor amenity space is located on the north portion the building and has direct access to an outdoor amenity terrace that comprises a part of the broader elevated courtyard. Additional indoor amenity space is located on Level 3/4 that overlook the internal courtyard and Level 10 which also connects to an outdoor amenity terrace. For Building G2, amenity space is similarly located in a centralized indoor amenity area on Level 2 that abuts an outdoor terrace and the broader internal courtyard. A final indoor amenity area is located on Level 9 which connects to an outdoor terrace that faces east which is accommodated by the building step back.

Vehicular access to Block G is provided via two driveways; one off the Private Laneway to the north and one off Mattawa Avenue at the southeast corner of the block. Both driveways connect into an at grade internalized parking, loading, and utility area, all of which is screened from public view. Additional structured parking is proposed to be located in a one storey below grade and will be coordinated and shared with Blocks F and E to the north. However, access to the underground parking for each block will be provided separately. **Table 5** provides a detailed breakdown of key statistics.



**Table 5 - Block G Breakdown**

Standard	Proposed
Block G Site Area	11,255 square metres
<b>Gross Floor Area</b>	
Residential GFA	42,767 square metres
<b>Total GFA</b>	<b>42,767 square metres</b>
<b>Floor Space Index</b>	2.6
<b>Building Height</b>	
Building G1	12 Storeys / 44.6 metres including MPH
Building G2	18 Storeys / 63.2 metres including MPH
Building GTH-1	3 Storeys / 10.5 metres
<b>Unit Mix</b>	
Bachelor	15 (2.7%)
One-Bedroom	290 (53.7%)
Two-Bedroom	138 (25.5%)
Three-Bedroom	34 (6.2%)
TH Units	63 (11.6%)
<b>Total Units</b>	<b>540 (100.0%)</b>
<b>Amenity Space</b>	
Indoor	1,971 square metres
Outdoor	1,218 square metres
<b>Total Amenity Space</b>	<b>3,189 square metres</b>
<b>Total Vehicular Parking</b>	<b>353 spaces</b>
Residential	271 spaces
Visitor/Commercial	82 spaces
<b>Bicycle Parking</b>	
Long-Term Spaces	279 spaces
Short Term Spaces	12 spaces
<b>Total Bicycle Parking</b>	<b>291 spaces</b>
<b>Loading Spaces</b>	1 space

## Block H

Block H is comprised of a 10-metre buffer that extends east from Blocks D1 and D2 - the Natural Hazard area adjacent to Little Etobicoke Creek. Block H acts as a transitional block that will accommodate a revised landscaping program to blend the urban context of Block A and C with the natural state of Block D and the Little Etobicoke Creek. Block H has a total area of 2,504 square metres.

### Unit Distribution and Amenity Space

From a housing perspective, the proposed development will provide for a substantive amount of new housing to the area with 3,027 new residential units proposed on the subject site. The proposal will prioritize wide variety of types, tenures and affordability options for units in order to address the need evolving housing needs in Mississauga and the Greater Toronto Area. The following mix of bachelor, one-bedroom, two-bedroom, and three-bedroom apartment units as well as podium townhouses and standard townhouses is proposed:

- 169 bachelor units (5.5%)
- 1,706 one-bedroom units (56.3%);
- 731 two-bedroom units (24.1%),
- 236 three-bedroom units (7.7%);
- 164 two- and three-bedroom townhouse units (5.4%); and
- 21 studio and one-bedroom townhouse units (0.6%)

10 of the proposed buildings (excluding townhouse blocks) incorporate common indoor amenity space and outdoor amenity spaces. In accordance with the current Mississauga By-Law 0225-2007, the term amenity areas refers to "an area designed for active or passive recreational uses, such as, but not limited to, children's play areas, seating areas, sports facilities and fitness rooms for the shared or communal use of the residents of a dwelling." Within each building, the amenity spaces have been strategically designed and arranged to provide a direct visual and physical access between indoor and outdoor amenity areas in accordance with the City's Outdoor Amenity Areas Design Standards.

Section 4.15 of the City of Mississauga Zoning By-law 0225-2007 provides that indoor and/or amenity area is to be provided at a minimum rate of 5.6 square metres (60.3 sq. ft.) per dwelling unit or 10% of the site area, whichever is greater. As outlined above, each of the proposed development blocks exceed the minimum amount of amenity space required per the above noted requirement.

The amenity spaces have been designed to accommodate a broad range of indoor and outdoor recreational uses, including passive and active activities for residents of all ages. The specific programming of the amenity spaces will be further defined as the application proceeds through the development process.

The indoor amenity spaces across the subject site are located at grade and throughout podiums and upper floors. Multiple indoor amenity areas are located adjacent to outdoor amenity terraces that are accommodated by building stepbacks and roof areas. Details on the location of these amenity spaces is outlined in the Blocks and Buildings Section above. On a block by block basis, **Table 6** outlines the proposed distribution of amenity space is as follows:

**Table 6 - Proposed Amenity Space**

Block	Indoor Amenity (sq.m)	Outdoor Amenity (sq.m)	Total
Block A	4,133	2,448	6,581
Block C	1,562	1,261	2,823
Block E	1,306	1,987	3,293
Block F	1,410	1,077	2,487
Block G	1,971	1,218	3,189
<b>Total Amenity Provided</b>	<b>10,382</b>	<b>7,991</b>	<b>18,373</b>
<b>Total Amenity Required</b>	<b>16,951.2 sq.m (5.6 x 3,027 units) 15,368.8 sq.m (5.6 x 2,923 units)*</b>		<b>Over supply of 3,004.2 sq.m.</b>

*\* 2,923 units represents the total units without townhouse blocks FTH1, FTH2 and GTH1 (104 units) which would have access to private terraces/outdoor amenity.*

Overall, the proposed amenity space significantly exceeds the minimum requirement of 5.6 square metres per dwelling unit as defined in Zoning By-law 0225-2007. The amenity space calculations also do not account for the additional public parkland which constitutes 10,358 square metres resulting in a total of 27,531 square metres of open space and amenity space.

## Parks and Open Spaces

A key focus of the proposal throughout the design and development has been the provision of a robust open space network which links development blocks together to facilitate safe and efficient movement. A focal point of this open space network is a new 1.03-hectare public park located in the southwest corner of the subject site. The public park is generally bound by Mattawa Avenue to the east, the future Blundell Road extension to the north and the Little Etobicoke Creek to the west.

The location of the public park allows for optimal sunlight access throughout the day and will benefit from overlook from Block C to the north and Block G to the west emphasizing "eyes on the street" and passive surveillance for park users. The Park has been sized appropriately in order to accommodate multiple passive and active recreation facilities such as a soccer pitch, a basketball court, multiple tennis courts and children's play areas. The specifics of the Public Park will be further refined and informed by City Staff as the development process continues.

## Road Network and Site Circulation

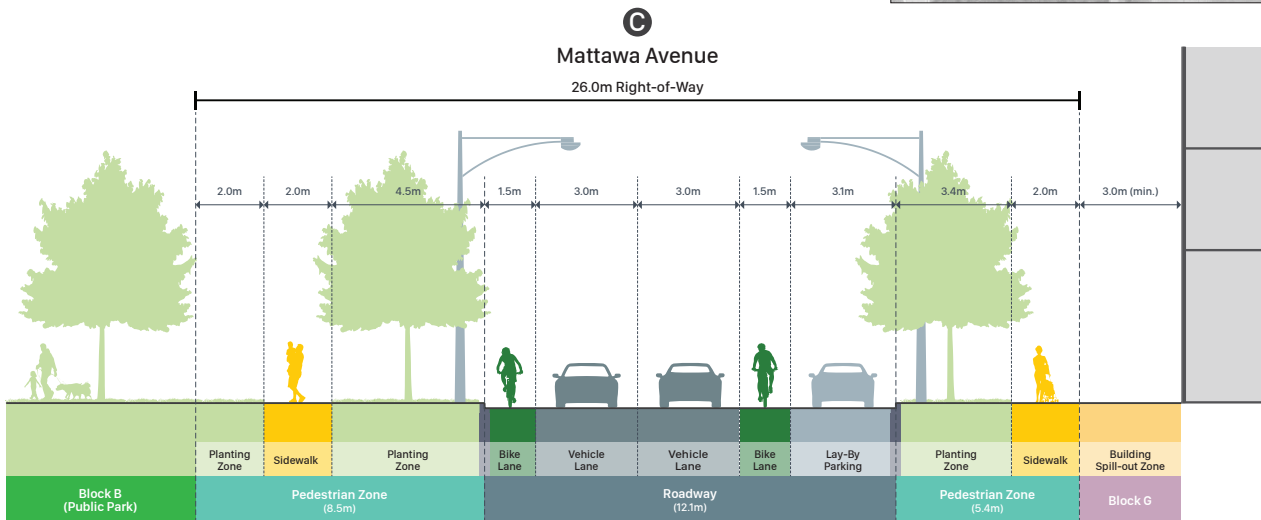
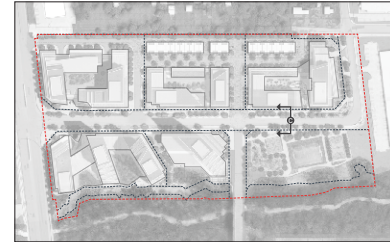
The proposed development includes pedestrian, bicycle and vehicular connections throughout to provide safe, convenient access across the site. The following provides descriptions of each component of the road network and major pedestrian connections and linkages.



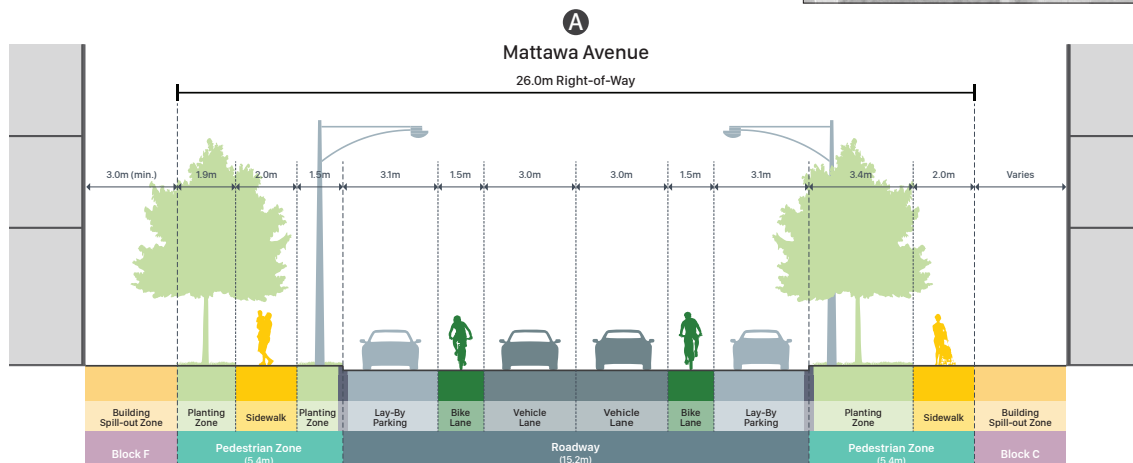
## Mattawa Avenue

Mattawa Avenue will serve as the central spine with an approximate right of way width of 26.0 metres. The road will accommodate dedicated bicycle lanes, pedestrian walkways with enhanced landscaping, two vehicular lanes and lay by areas in strategic locations (e.g. public park). At the south end of the subject site, Mattawa Avenue turns east and continues through a light industrial area before connecting

to Wharton Glen Avenue. Between Block B and G will be an elevated pedestrian crossing allowing for multiple connections across Mattawa Avenue to access the new public park.



**Figure 11 - Cross Section – Mattawa Avenue through Block G and B (Park)**



**Figure 12 - Cross Section – Mattawa Avenue through Block F and C**

Private Road A

Private Road A will serve primarily as an access road for Block E in the northeast corner of the subject site. The road has a right of way with of 18.0 metres and will accommodate sidewalks and tree plantings on both sides of the street. The road turns east off Mattawa Avenue and turn north to connect with Dundas Street East. Along the north-south portion of Private road A are two curb cuts which accommodate access to the internalized at grade parking component of Block E.

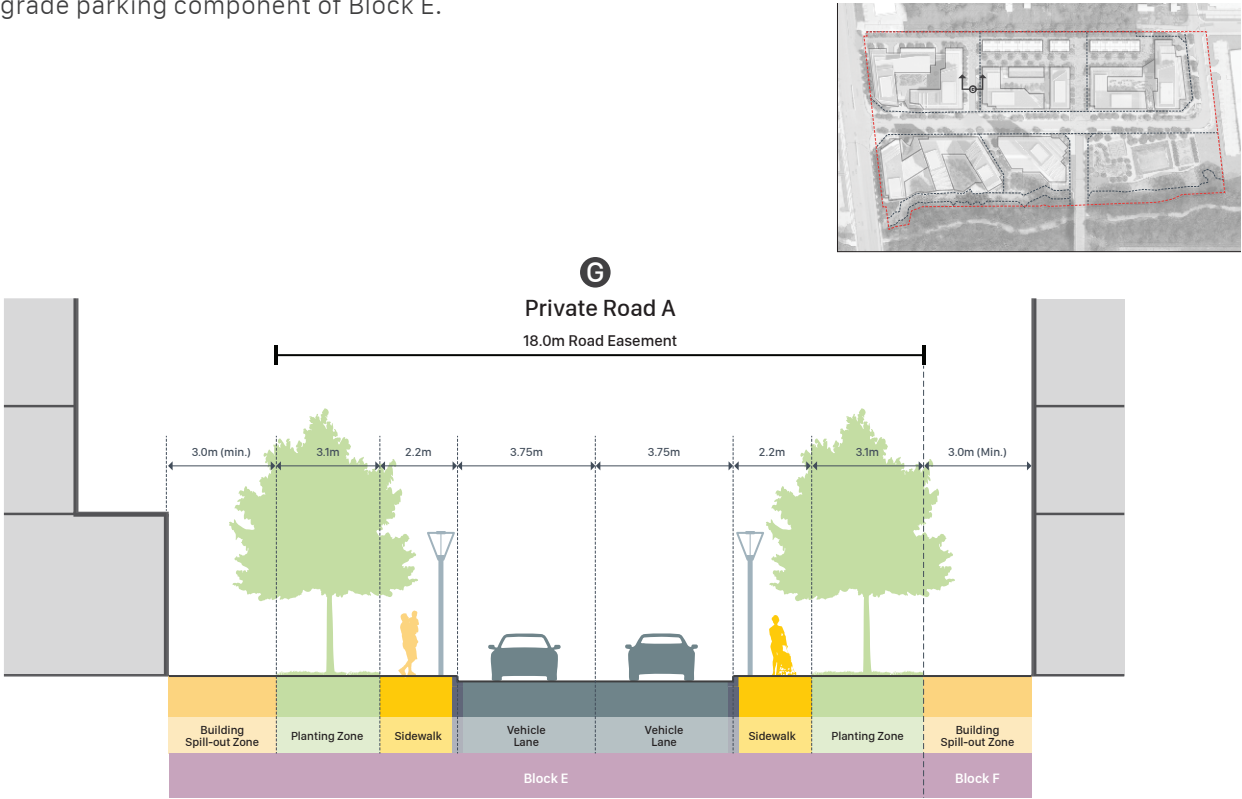
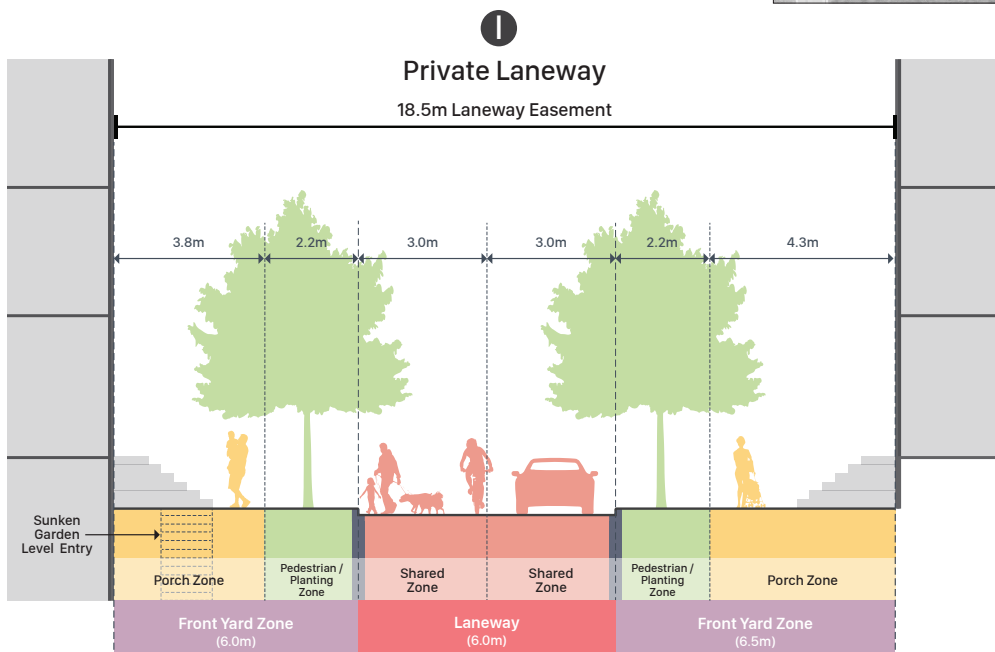


Figure 13 - Cross Section – Private Road through Block E and F

## Private Laneway

The Private Laneway is generally oriented in a north-south direction and bisects portions of Block F and G. The primary function of the laneway is to provide street frontage for grade-related townhouse units in Building F1 and G1 as well as the multiple back-to-back townhouse blocks on the east portion of the laneway. The laneway can be accessed from two points; Private Road A to the north and Mattawa Avenue to the west. The laneway will have a right of way width of 19.0 metres and utilize paver stones or an alternative material to emphasize the change in road typology. Notably, the intersection and

access off Mattawa Avenue will extend the alternative material across the entire intersection to establish a more pedestrian oriented crossing. The laneway will be lined with residential uses on both sides including primary entrances onto the street. Therefore, the laneway is anticipated to read as a public residential street and will include landscaping and sidewalks on both sides of the street.

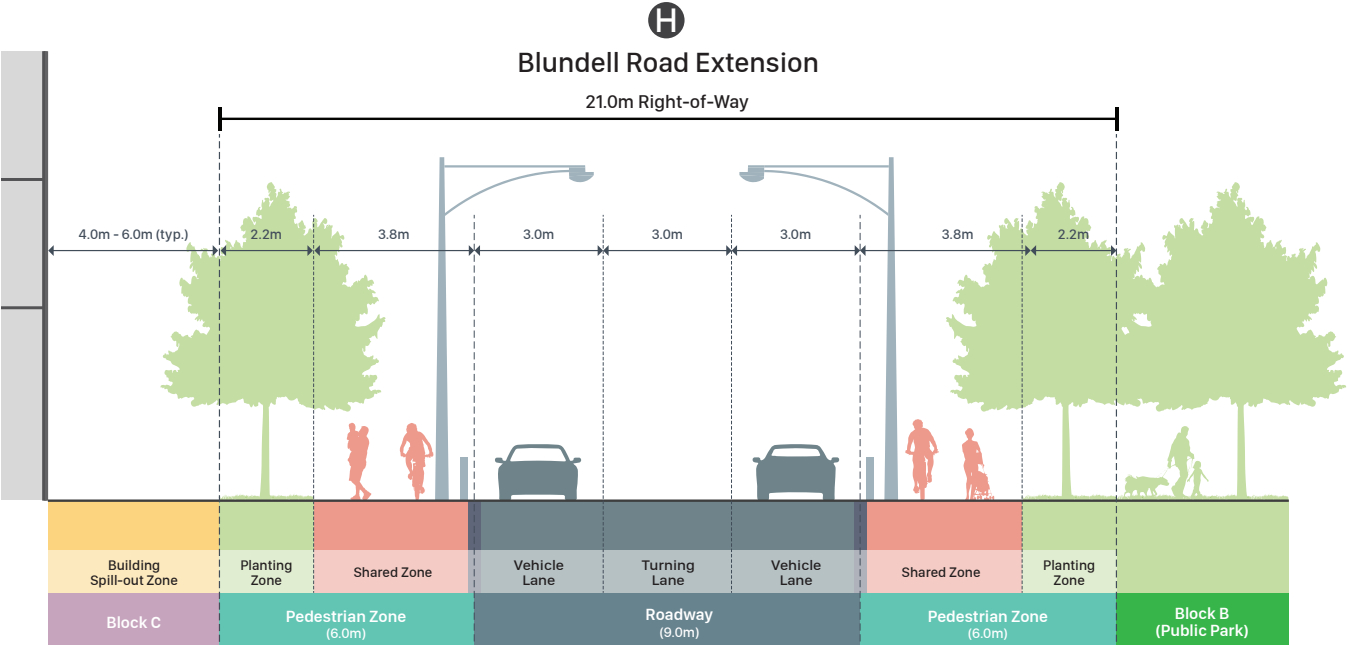
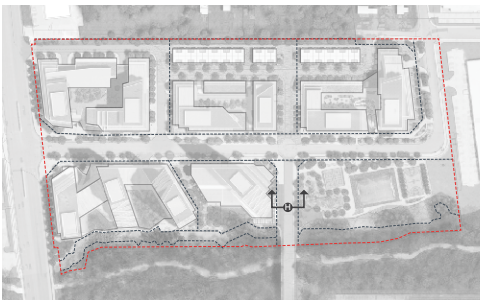


**Figure 14 - Cross Section – Laneway through Townhomes and Block G**



# Future Blundell Extension

In order to future proof the proposal for anticipated development around the Dixie-Dundas node to the west, a right of way has been planned for between Block C and B. This road is identified as the Blundell Road Extension. The road will have a right of way width of 21.0 metres and will allow vehicles, pedestrians and cyclists to cross the Little Etobicoke Creek. The crossing and subsequent bridge is anticipated to provide sidewalks, cycling lanes and two lanes of vehicle traffic. The design and details of the future bridge are not part of the scope of this application.



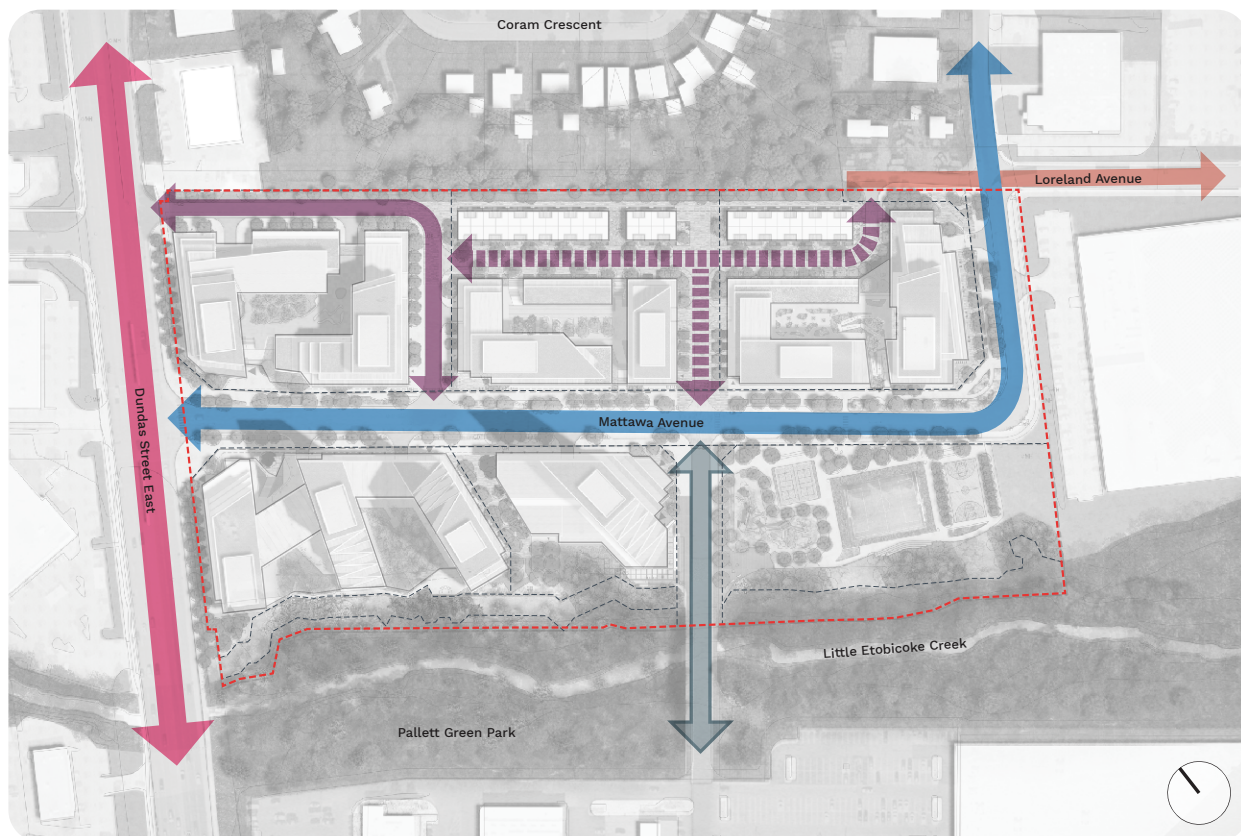
**Figure 15 - Cross Section — Blundell Road Extension through Block C and B (Park)**

## Mid-Block Connection

As it relates to pedestrian connections, the proposed development blocks can be accessed off Mattawa Avenue by existing and proposed sidewalks that surround portions of each block. A major mid-block connection is provided between Block A and C that will connect southwest into a landscaped open space which continues south to link into the new 1.03-hectare public park on Block B.

## Dundas Street East

With regard to the streetscape along Dundas Street East, the proposal will support active uses at grade and incorporate a double lined tree condition to encourage lingering and activity along the frontages. The corners of buildings at the intersection of Mattawa Avenue and Dundas Street will be setback to allow for an enhanced public realm that will draw users into the subject site.



### LEGEND

	Subject Site		Local Road
	Development Block Boundary		Private Road A 18.0m ROW
	Arterial Road 42.0m ROW (Planned)		Private Laneway 18.5m ROW
	Minor Collector Road 26.0m ROW (Planned)		Future Blundell Road Extension 21.0m ROW

Figure 16 - Overall Road Network

## Vehicular Access, Parking and Loading

Vehicular access to each development block is provided by a series of driveways off Mattawa Avenue, Private Road A and the new Private Laneway. Each of these would serve the development blocks individually. However, the underground parking areas for Blocks A and C, as well as E, F and G will form continuous below grade structures that maintain access from each individual block.

Each development block will also support an at-grade internalized parking area that is wrapped by the building structure to screen these portions from the public view. These at-grade spaces will contain loading and servicing areas as well as vehicle parking, except in Block C. In total, **Table 7** indicates the proposal's overall parking distribution of 2,447 vehicular parking spaces per block as follows:

- Block A – 859 spaces
- Block C – 384 spaces
- Block E – 525 spaces
- Block F – 326 spaces
- Block G – 353 spaces

**Table 7 - Recommended and Proposed Parking Rates (LEA Consulting Ltd.)**

	Minimum Recommended Parking Requirement Rate	Proposed Parking Rates
Residential	0.60 spaces / unit	0.63 – 0.76 spaces / unit
Visitor	0.15 spaces / unit	0.15 spaces / unit
Retail	To be shared with visitor parking	To be shared with visitor parking
Community Uses	4.5 spaces / 100 sq.m	20 parking spaces (included in total non-res)
Total Residential	1,766 spaces	1,932spaces
Total Non-residential	461 spaces	515 spaces
Grand Total	2,227 spaces	2,447 spaces



Based on the City of Mississauga Zoning By-Law 0225-2007, the proposed development would require an overall total of 4,418 parking spaces, consisting of 3,665 residential parking spaces and 695 non-residential parking spaces. **Table 1 to 5** above provides a detailed breakdown of parking values. Based on the Traffic Impact Study prepared by LEA Consulting Ltd., the proposed parking rates above that result in 2,447 parking spaces is appropriate given the transportation context of the area, which includes readily accessible transit services, cycling and pedestrian service. The Transportation Impact Study is discussed further at Section 5.10 of this Report.

As it relates to bicycle parking, the proposal includes a total supply of 2,755 bicycle parking spaces. An overview of the proposed bicycle parking supply is provided in **Table 8** below.

While the City of Mississauga Zoning By-Law does not require bicycle parking, the City of Mississauga Cycling Master Plan generally recommends bicycle parking rates to apply to development applications.

As it relates to loading, each development block will include a minimum of one Type H loading space for loading and waste collection by the Region of Peel. In this regard, the proposed development includes a total of 9 Type H loading spaces, all of which would be located internal to the buildings and screened from public view. The Type H loading spaces within A, C and E would also serve the retail loading components of those blocks. A review of the functionality and the accessibility of the proposed loading spaces were undertaken as part of the Transportation Impact Study prepared by LEA Consulting Ltd, which confirmed that the proposed loading configuration and the internal access layout can accommodate the service vehicles.

**Table 8 - Proposed Bicycle Parking Supply**

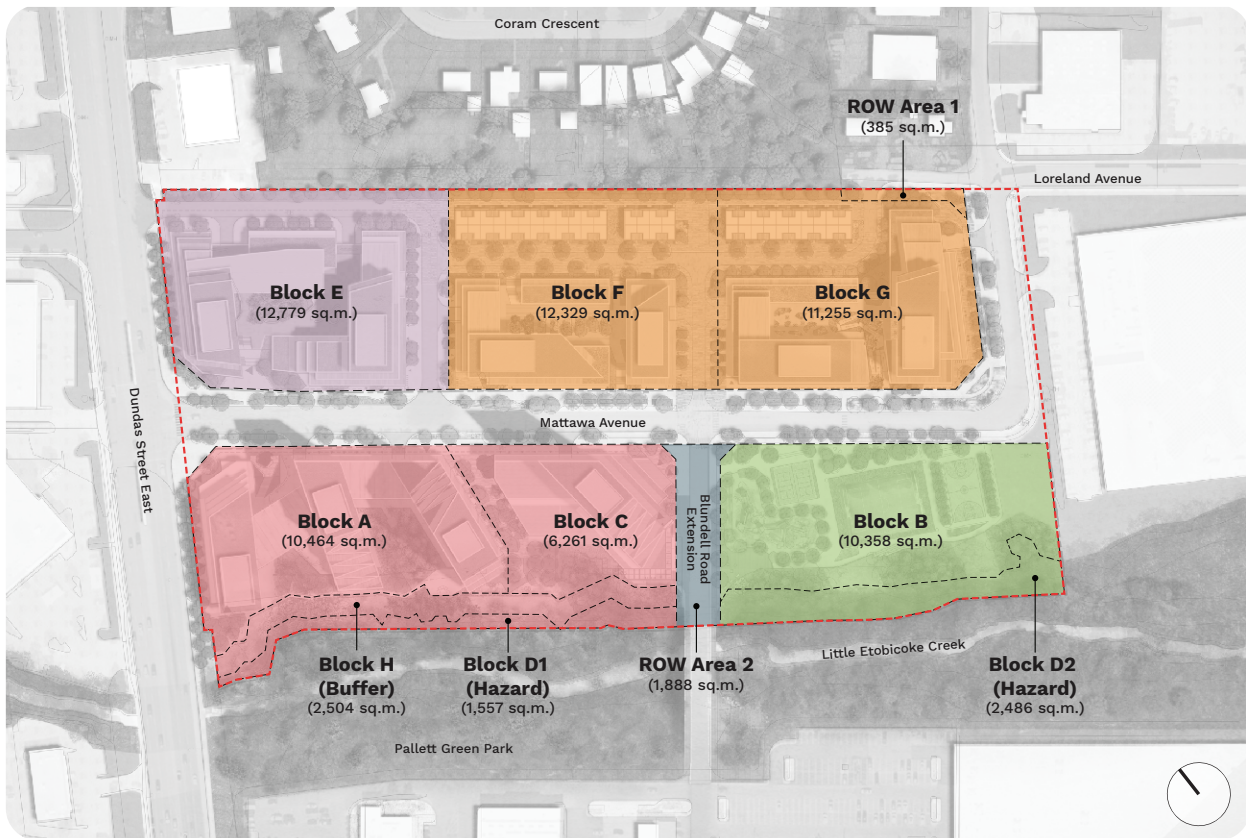
Block	Type of Parking	Total
Block A	Long-term	790
	Short-term	119
<b>Total</b>		<b>909</b>
Block C	Long-term	319
	Short-term	66
<b>Total</b>		<b>385</b>
Block E	Long-term	513
	Short-term	184
<b>Total</b>		<b>697</b>
Block F	Long-term	437
	Short-term	36
<b>Total</b>		<b>473</b>
Block G	Long-term	279
	Short-term	12
<b>Total</b>		<b>291</b>
<b>Grand Total</b>		<b>2,755</b>

## Phasing

A Phasing Plan has been developed to ensure orderly development on the subject site. Phase 1 of the development begins with Block E, along Dundas Street East and continues south into Phase 2 with Block F and G fronting Mattawa Avenue. Phase 3 will include Blocks A and C completing the Dundas Street East public realm. Phase 4 will accommodate the new 1.03-hectare public park, followed by Phase 5, the Future Blundell Road Extension. Opportunities to

explore simultaneous phasing of Block B (Public Park) alongside other phases can be explored as the development process continues. (See **Figure 17**).

- Phase 1: Block E
- Phase 2: Block F and G
- Phase 3: Block A and C
- Phase 4: Block B
- Phase 5: Blundell Road Extension



### LEGEND

	Subject Site		Phase 3
	Development Block Boundary		Phase 4
	Phase 1		Phase 5
	Phase 2		

**Figure 17** - Phasing Plan

### 3.3 Key Statistics

Table 9 provides a statistical overview of the proposed development.

Table 9 - Statistical Overview of Proposed Development

Standard	Proposed
Total Site Area	
Gross Area	73,888 square metres
Net Site Area	55,592 square metres
Net Developable Area	53,088 square metres
<b>Gross Floor Area</b>	
Residential GFA	220,302 square metres
Retail GFA	2,506 square metres
Community GFA	449 square metres
<b>Total GFA</b>	<b>223,257 square metres</b>
<b>Floor Space Index</b>	4.02
<b>Building Height</b>	
Minimum Building Height	3 Storeys / 10.5 metres including MPH
Maximum Building Height	41 Storeys / 138.6 metres including MPH
<b>Unit Mix</b>	
Bachelor	169 (5.5%)
One-Bedroom	1,706 units (56.3%)
Two-Bedroom	731 units (24.1%)
Three-Bedroom	236 units (7.7%)
Townhouses	185 units (6.2%)
<b>Total Units</b>	<b>3,027 units (100.0%)</b>
<b>Amenity Space</b>	
Indoor	10,382 square metres
Outdoor	7,991 square metres
<b>Total Amenity Space</b>	<b>18,373 square metres</b>
<b>Total Vehicular Parking</b>	2,447 spaces
<b>Bicycle Parking</b>	
Long-Term Spaces	2,338 spaces
Short Term Spaces	417 spaces
<b>Total Bicycle Parking</b>	<b>2,755 spaces</b>
<b>Loading</b>	
Type H Spaces	9 spaces





Project rendering, street looking towards Block C (Provided by: SvN Architects)



Project rendering, view of park (Provided by: SvN Architects)

### 3.4 Required Approvals

An amendment to the City of Mississauga Official Plan is required to remove the subject site from the Employment Area designation on Schedules 1, 1b, 9, and 10 of the Official Plan and to allow increase to the permitted height and density.

An amendment to Zoning By-law No. 0225-2007, as amended, is necessary in order increase the permitted density and height and to revise other development regulations such as reduced parking are necessary to permit the proposed development.

The proposal will also require approval of a Draft Plan of Subdivision, which is being submitted concurrently with the Official Plan Amendment and rezoning applications, to create 5 Residential and Mixed Use Development Blocks and convey road widenings, hazards lands and a public park block to the City of Mississauga .

A Site Plan Approval application will also be required, which will be submitted at a later date.

### 3.5 Consultation

A formal pre-application consultation meeting with the Development Application Review Committee ("DARC") was held to discuss the proposal on March 17, 2021. A subsequent follow-up meeting was also held following the DARC meeting on April 23, 2021. Following discussions with City Staff, the proposal was exempt from presenting to the Mississauga Urban Design Advisory Panel.

The public consultation strategy will follow regulations outlined in the Planning Act and City of Mississauga application process.

Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings. These will be planned to take place either in-person or virtually depending on public health parameters.

All items identified in the submission requirements checklist (submitted under separate cover) have been prepared and submitted in support of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications and fulfill all requirements of a Complete Application. Summaries of the key technical reports and studies are provided in Section 5.0.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process, as required.





# Policy & Regulatory Context





## 4.1 Overview

The proposed development represents a conversion of lands designated for employment to non employment uses (i.e. removal from the *Dixie Employment Area Character Area*), outside of a *municipal comprehensive review*. For the purpose of Section 3 of the *Planning Act*, the proposed development shall conform to the Growth Plan for the Greater Golden Horseshoe, 2019, which came into effect on May 16, 2019. The 2019 Growth Plan has established a new policy (2.2.5.10) with respect to the timing for consideration of requests for conversion of employment lands to non-employment uses outside of a *municipal comprehensive review*.

The remainder of the Region and City's policies were prepared and adopted pursuant to the 2006 Growth Plan, which considered employment area conversions only through a *municipal comprehensive review*. Therefore, while the policies which are applicable by virtue of the 2006 Growth Plan have some relevance to the application for Official Plan Amendment, the test of conformity with the Provincial Plan is based upon the policies of the 2019 Growth Plan.

As set out below, the proposed development of the subject lands is consistent with the policy directions set out in the Provincial Policy Statement (2020), and conforms with the Growth Plan for the Greater Golden Horseshoe (2019) with respect to a conversion of employment areas to non-employment uses (i.e. removal from the *Dixie Employment Area Character Area*) and the Peel Region Official Plan and the City of Mississauga Official Plan, all of which promote mixed-use intensification within built-up urban areas, particularly in proximity to existing and planned transit infrastructure.

## 4.2 Provincial Policy Statement

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation. With regard to Employment Areas conversion, the 2020 PPS continues to include the 2014 PPS conversion policy (was Policy 1.3.2.2, now 1.3.2.4), which states that Planning Authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion. However, the 2020 PPS now adds Policy 1.3.2.5, which permits conversion of Employment Areas outside of a *comprehensive review*, provided certain conditions are satisfied as outlined below.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

*"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".*

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Given the subject site is currently designated Employment Areas, Policy 1.3.1 is relevant. It requires planning authorities to promote economic development and competitiveness by:

- a. providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs;
- b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c. facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d. encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e. ensuring the necessary infrastructure is provided to support current and projected needs.

With respect to conversion of Employment Areas, the 2020 PPS continues to include the 2014 PPS Employment Areas conversion policy (was Policy 1.3.2.2, now 1.3.2.4) which states that Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

However, the 2020 PPS now adds Policy 1.3.2.5, as follows:

“Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally-significant by a regional economic development corporation working together with affected upper- and single tier municipalities and subject to the following:

- a. there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b. the proposed uses would not adversely affect the overall viability of the employment area; and
- c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.”

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations, including potential air rights development.

Section 1.5 addresses the need for parks, trails and open space. Policy 1.5.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.



Section 2.1 includes policies regarding natural heritage, including Policy 2.1.1, which provides that natural features and areas shall be protected for the long term.

While Policy 4.6 provides that the official plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5 of this report, it is our opinion that the proposed development and, in particular, the requested conversion of land within an Employment Area, as described in the applications to amend the Mississauga Official Plan Zoning By-laws, and Draft Plan of Subdivision are consistent with the 2020 PPS.

### **4.3 Growth Plan for the Greater Golden Horseshoe (2019, as amended)**

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the “2017 Growth Plan”) was replaced by *A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019* as amended (the “2019 Growth Plan”). All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise.

Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1, which includes changes to the population and employment forecasts and the horizon year for planning. In this respect, the horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability (the “2019 Growth Plan”, as amended).

The 2019 Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. In accordance with Section 1.2.3, the 2019 Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles, which are important for the successful realization of the 2019 Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in *Strategic Growth Areas* to make efficient use of land and infrastructure and support transit viability; and
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households.

The 2019 Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development. As noted in Section 2.1 of the Plan:

*“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on Strategic Growth Areas, including urban growth centres and Major Transit Station Areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also*

*supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

Section 2.1 of the 2019 Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

*"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."*

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), *Strategic Growth Areas* (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the 2019 Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 2,280,000 and 1,070,000 jobs for the Region of Peel by 2051. As it relates to the City of Mississauga, the City's population is expected to grow to 930,800 by 2051<sup>1</sup>.

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<sup>1</sup> City of Mississauga Long-Range Forecasts 2011-2051 (2013), City of Mississauga Planning and Building Department and Statistics Canada Census data

Policy 2.2.1(4) states that applying the policies of the 2019 Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify *Strategic Growth Areas* to support achievement of the target and recognize them as a key focus for development, identify the appropriate type and scale of development in *Strategic Growth Areas* and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The subject site is located within a "strategic growth area" as defined by the 2019 Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "*Strategic Growth Areas*" include "urban growth centres", "*Major Transit Station Areas*", and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned "frequent transit service" or "higher order transit" corridors may also be identified as "*Strategic Growth Areas*".

In this regard, the subject site would be considered as a "strategic growth area" pursuant to the 2019 Growth Plan (i.e. a focus for accommodating intensification), given that it is located along a major road with "frequent transit" service (Dundas Street East). The 2019 Growth Plan defines "frequent transit" as "a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week". Pursuant to this definition, the 101 Dundas Express and the 101A Dundas Express, which offer service every 15 minutes or less during peak periods, and the 1 Dundas and 1C Dundas-Collegeway bus routes

stops at the Subject Site. Between all bus routes the subject site is served with "frequent transit" service that runs at least every 15 minutes in both directions.

Additionally, the 2019 Growth Plan defines "higher order transit" as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit". "Higher order transit" includes heavy rail (such as subways), light rail and buses in dedicated rights-of-way.

The Subject Site falls within the definition of a "major transit station area" along a "higher order transit" corridor, within 800 metres from Dixie GO Station on the Milton GO Line. The Subject Site is also located within 520 metres and 610 metres of planned BRT stops at Wharton Way and Dixie Road, respectively, along the proposed Dundas BRT. The 2019 Growth Plan defines a "major transit station area" as "the area including and around any existing or planned higher order transit station or stop within a settlement area. "Major Transit Station Areas" generally are defined as the area within an approximate 500 to 800 metre radii of a transit station, representing an approximate 10-minute walk".

While the Region is required to delineate the boundaries of "Major Transit Station Areas" through its 2019 Growth Plan conformity exercise, it is our opinion that the site falls within an area that would be appropriate for inclusion within multiple "major transit station area" boundaries. The Region's preliminary "Major Transit Station Areas" was released in April 2020 include the subject site within three preliminary "Major Transit Station Areas" located along the future Dundas Bus Rapid Transit corridor and existing Milton GO Line. The subject site is situated approximately 520 metres to the west of MTSA DUN-17/Wharton and MTSA 101-Dixie and 610 metres east of DUN-16/Dixie GO.

Planning for "Major Transit Station Areas" is addressed in Section 2.2.4. In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning will be prioritized for "Major Transit Station Areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, the subject site is located in close proximity to Dixie GO which is identified as Existing Higher Order Transit on Schedule 5.

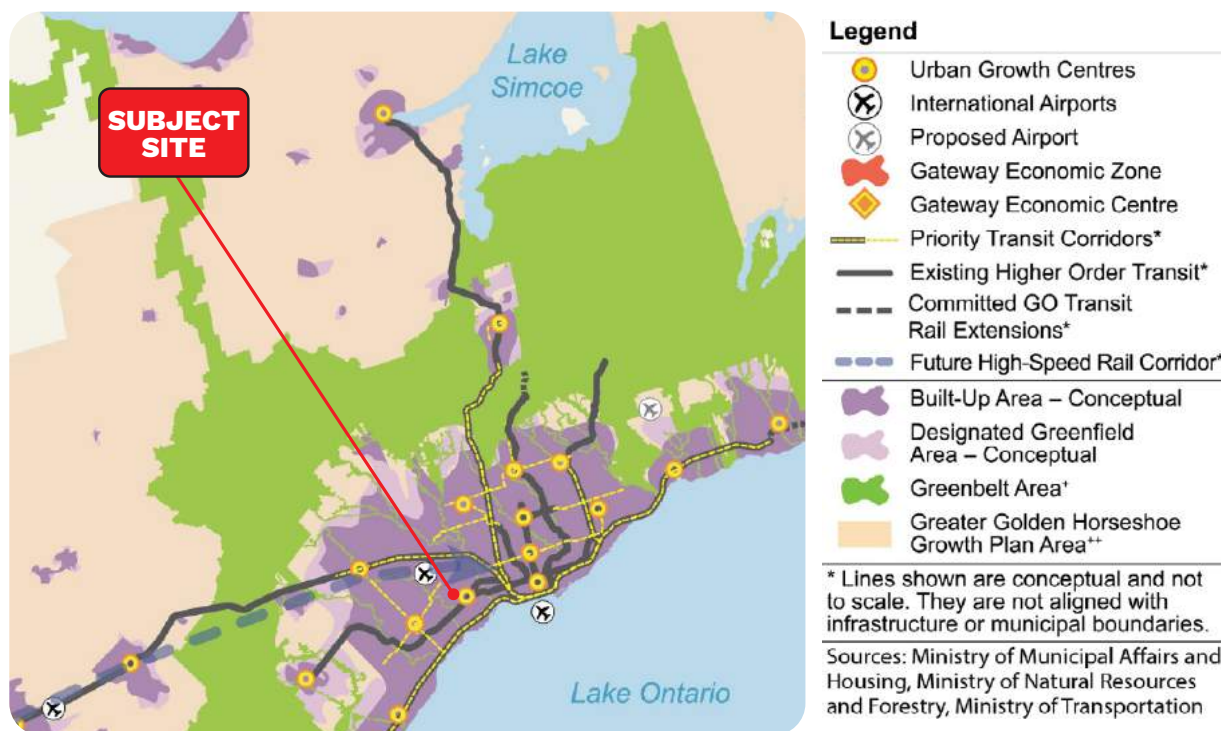


Figure 18 - Growth Plan, Schedule 5



Policy 2.2.4(2) requires the Region of Peel to delineate the boundaries of "*Major Transit Station Areas*" on priority transit corridors or subway lines "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis). Policy 2.2.4(3)(b) goes on to require that "*Major Transit Station Areas*" on "priority transit corridors" served by light rail transit or bus rapid transit be planned for a minimum density target of 160 residents and jobs combined per hectare. Policy 2.2.4(3)(c) requires that "*Major Transit Station Areas*" served by the GO Transit rail network be planned for a minimum density target of 150 residents and jobs combined per hectare.

Policy 2.2.4(5) states that Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), the Region may delineate the boundaries of "*Major Transit Station Areas*" and identify minimum density targets for "*Major Transit Station Areas*" in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.

Policy 2.2.4(6) requires, within *Major Transit Station Areas* on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Finally, Policy 2.2.4(9) provides that, within all "*Major Transit Station Areas*", development will be supported, where appropriate, by planning for a diverse mix of uses to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Policy 2.2.4(8) states that "*Major Transit Station Areas*" will be planned and designed to be transit supportive and provide connections to local and regional transit, connections to "major trip generators" (i.e. downtown Toronto), infrastructure that supports active transportation, and commuter pick up and drop off areas.

Policy 2.2.4(9) provides that, within all "*Major Transit Station Areas*", development will be supported, where appropriate, by:

- planning for a diverse mix of uses to support existing and planned transit service levels;
- providing alternative development standards, such as reduced vehicle parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

With respect to "frequent transit", Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned "frequent transit" should be planned to be *transit-supportive* and supportive of active transportation and a range and mix of uses and activities.

With respect to Employment Lands, Policy 2.2.5(1) of the Plan states that economic development and competitiveness will be promoted by:

- making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
- ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- planning to better connect areas with high employment densities to transit; and
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.5(2) states that major office and appropriate major institutional development will be directed to urban growth centres, *Major Transit Station Areas* or other *Strategic Growth Areas* with existing or planned frequent transit service, while Policy 2.2.5(3) provides that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Moreover, Policy 2.2.5(4) states that in planning for employment, surface parking will be minimized, and the development of active transportation networks and transit-supportive built form will be facilitated.

Regarding the Conversion of Employment Lands, Policy 2.2.5(9) of the Plan outlines the conversion criteria for lands within an employment area and states that the conversion of lands within *employment areas* to non-employment uses may be permitted only through a *municipal comprehensive review* where it is demonstrated that:

- a. There is a need for the conversion;
- b. The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c. The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d. The proposed uses would not adversely affect the overall viability of the *employment area* or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e. There are existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses."

In addition, the 2019 update to the Growth Plan added a significant new policy that makes it possible for property owners to file applications to convert Employment Lands prior to a municipal comprehensive review. Specifically, Policy 2.2.5(10) provides that notwithstanding policy 2.2.5 (9), until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an employment area identified as a provincially significant employment zone.

With respect to the requirements of Policy 2.2.5.9 a), d) and e), it is important to note that the City of Mississauga and Region of Peel have both endorsed the conversion of the subject site through their respective MCR processes.

In 2015, under the previous version of the Growth Plan (2006), the City of Mississauga initiated an MCR that included the conversion of Employment Areas. In early 2017, City Council considered an MCR report that recommended conversion of the *Dixie Employment Area*, including the subject site, noting the lands have potential for conversion due to:

- The lands lack accessibility to major highways, making them poorly suited to modern industrial users or warehousing and logistics functions.
- The needs of contemporary major employment users are further hampered by an existing building stock largely consisting of older structures with lower floor to ceiling heights.
- The area achieves lower than average rental rates and has a higher than average vacancy rate. These three challenges combine to inhibit the potential of the *Dixie Employment Area* to become regenerated as a viable, modern business park.

With respect to the 2019 Growth Plan, the Region is undertaking an MCR, Peel 2051. In May 2020, the Region released a 2020 Growth Management Focus Area Policy Directions Report, which endorsed support for the City's recommended conversion of the *Dixie Employment Area*, including the subject site.

With respect to housing, Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

*"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support *Strategic Growth Areas*.

Section 4 of the 2019 Growth Plan, entitled "Protecting What is Valuable", includes policies designed to protect valuable provincial resources and promote a culture of conservation. Section 4.2.2 provides direction with respect to the natural heritage system. Policy 4.2.2(4) provides that Provincial mapping of the *Natural Heritage System* for the Growth Plan does not apply until it has been implemented in the applicable official

plan. The western portions of the subject site that abut the Little Etobicoke Creek are located within the City of Mississauga's Natural System.

Section 4.2.5 addresses public open space and provides that: clear demarcation of publicly accessible and private areas be provided; that a coordinated approach to trail planning and development occur; and that the open space system is based on good land stewardship practices for public and private lands.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

The timely implementation of the 2019 Growth Plan policies, as well as the immediate consideration of Growth Plan policies which have not yet been implemented through municipal actions, are seen as a key consideration in the Implementation Section (Section 5). In this respect, Section 5.1 provides that:

*"The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise)..."*

*"Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation."*



Policy 5.2.5(1) clearly states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the areas which should be delineated in official plans in order to implement the minimum intensification and density targets, including delineated built-up areas and *Strategic Growth Areas*. Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in Section 5 of this report, it is our opinion that the proposed development, and more particularly, the requested conversion of land within an Employment Area, as described in the applications to amend the Mississauga Official Plan, Zoning By-law, and Draft Plan of Subdivision are in conformity with the 2019 Growth Plan and would seek to optimize the use of land and infrastructure and to encourage growth and intensification in "*Strategic Growth Areas*" and "*Major Transit Station Areas*".

## 4.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP") that builds on the previous RTP ("The Big Move"), adopted in 2008. The 2041 Regional Transportation Plan (the "2041 RTP") is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto Hamilton Area (GTHA). The introductory text of the RTP states the common vision for the region:

*"The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."*

On Map 6: Complete 2041 Frequent Rapid Transit Network of the 2041 RTP identifies the Milton GO Line with 15-minute Two-Way All-Day GO Rail service, Dundas Street East with BRT service and Dixie Road with Priority Bus service, creating a transit rich context for the Subject Site.

The 2041 RTP conforms to the Growth Plan (2017), as well as other provincial land use policy documents, to set the policy framework for managing growth, establishing complete communities and delivering sustainable transportation choices. The 2041 RTP goes beyond the 2017 Growth Plan and therefore meets the 2019 Growth Plan horizon to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's (GTHA) entire Transportation Systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

One of the priority actions under Strategy 2 identified in the 2041 RTP is to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 by advancing key rapid transit projects, including 15-minute GO RER service on the Milton GO Line beyond 2025, In Development project of Dundas Street BRT service and a Priority Bus system on Dixie Road that will connects the existing and planned rapid transit and BRT.

With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and *Major Transit Station Areas* along priority transit corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour; and
- embed TDM in land use planning and development.

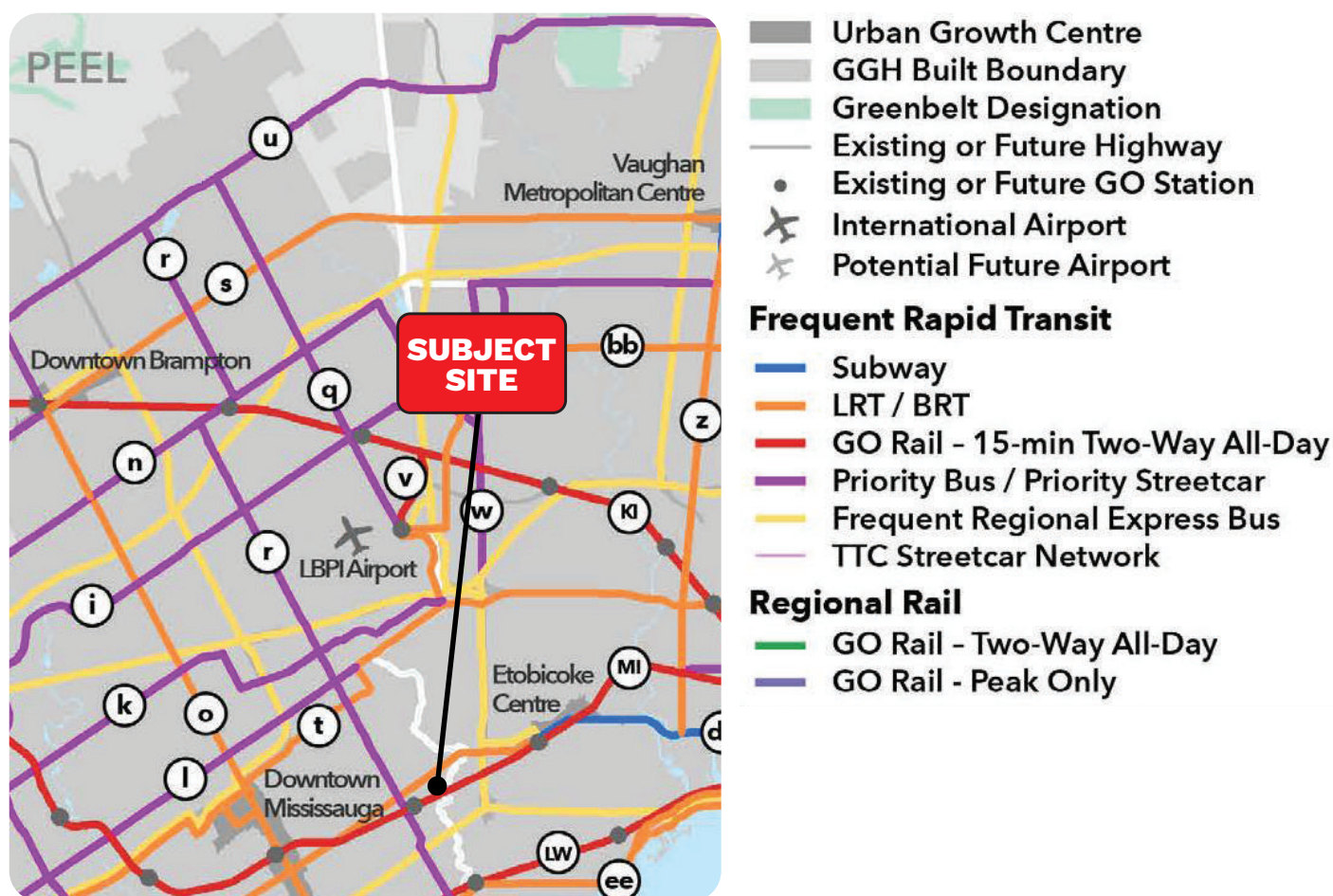


Figure 19 - Map 6 of Metrolinx 2041 RTP

## 4.5 Region of Peel Official Plan

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996 and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. The most recent consolidation of the Regional Official Plan is dated December 2018. A review of the Regional Official Plan is currently underway, discussed further below.

### Regional Structure

The subject site forms part of the Mississauga Urban System on Schedule D (Regional Structure) to the Regional Official Plan and is identified as part of the "Built-Up Area" as identified on Schedule D4 (the Growth Plan Policy Areas in Peel).

Section 5.1.2 outlines the goal of Peel Region with respect to its urban structure, which is:

*"... to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources and the characteristics of existing communities in Peel."*

Section 5.3.1 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;

- achieve intensified and compact form and a 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;
- achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;
- recognize the integrity and physical characteristics of existing communities in Peel; and
- provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2 of the Regional Official Plan sets out general policies for the Urban System. Policy 5.3.2.2 states that urban development and redevelopment will be directed to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the Regional Official Plan and the area municipal official plans.

Policy 5.3.2.6 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

- support the Urban System objectives of the Regional Official Plan;
- support pedestrian-friendly and transit-supportive urban development;
- provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.



Section 5.3.3 of the Regional Official Plan outlines the Region's policies for Urban Growth Centres and Regional *Intensification Corridors*. The Regional Official Plan states that in addition to Urban Growth Centres and the Regional *Intensification Corridor* that are identified in Schedule D of the plan, there are also urban nodes and corridors in Peel that are identified in the area municipal official plans. The Regional Official Plan acknowledges the role of urban nodes as important structural elements in the urban system that support intensification and public transit.

Policy 5.3.3.2.5 requires municipalities to identify, where appropriate, *Intensification Corridors*, *Major Transit Station Areas* and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

In this regard, the region of Peel has completed their preliminary delineation of *Major Transit Station Areas* as part of the Regional Official Plan Review MTSA Focus Area Policy Directions report dated May 2020. In this report the subject site is identified within three preliminary MTSA's along Dundas Street East; MTSA DUN-17/Wharton and MTSA 101-Dixie and MTSA DUN-16/Dixie GO.

## Growth Management

The Regional Official Plan sets out policies for growth management. Section 5.5.1 identifies the general objectives for growth management that seek to, among other matters:

- optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, *intensification corridors* and *Major Transit Station Areas*;
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;

- support planning for complete communities that are compact, well designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs; and
- optimize the use of existing and planned infrastructure and services.

To achieve these objectives, Policy 5.5.2.1 seeks to facilitate the development of complete communities that are compact, well-designed and transit-oriented; include a diverse mix of land uses and accommodate people at all stages of life; and have an appropriate mix of housing, a good range of jobs, high quality public open space, and easy access to retail and services. Similarly, Policy 5.5.2.2 seeks to direct a significant portion of new growth to the built-up areas of the community through intensification.

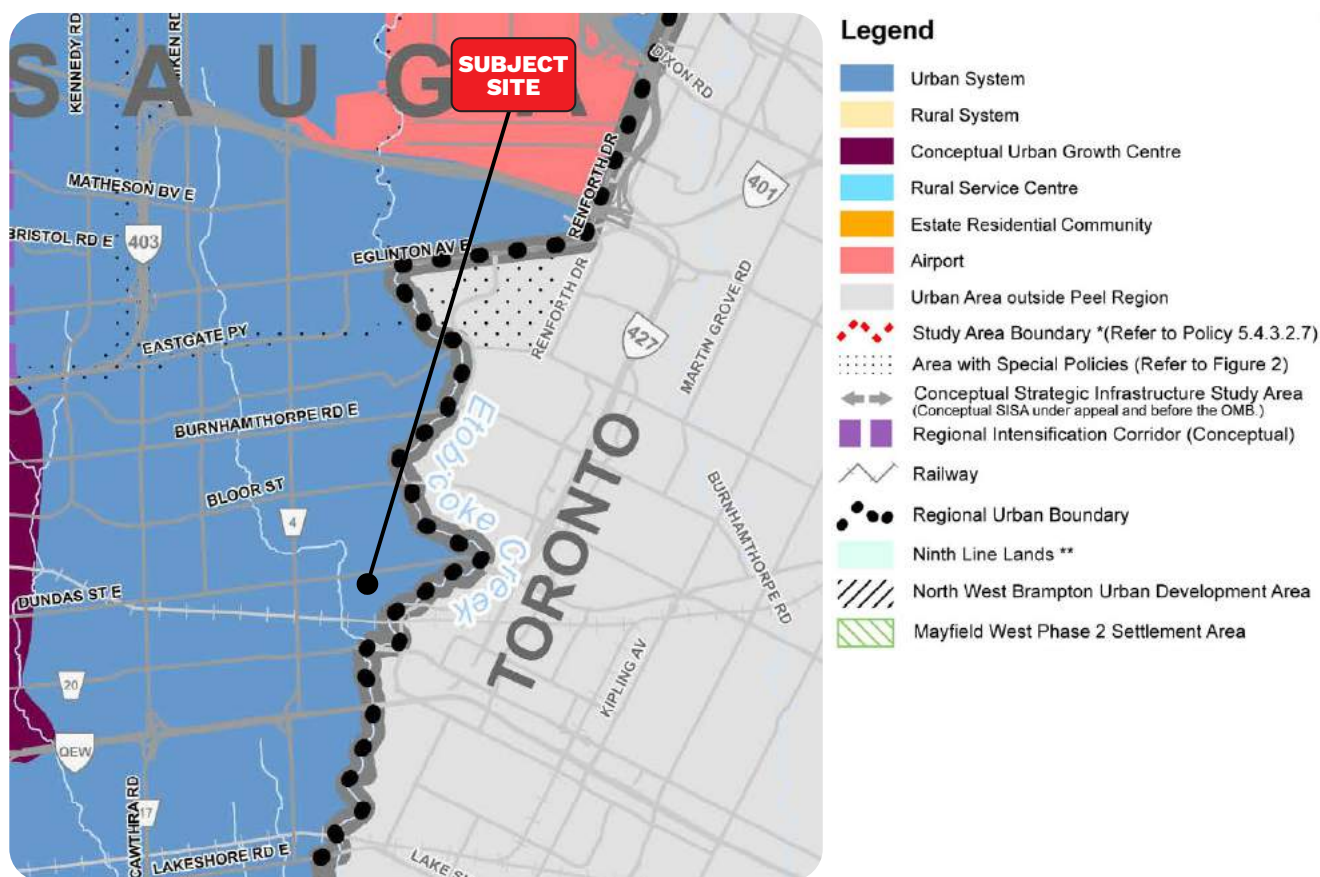
Section 5.5.3 addresses the Region's intensification goals and states that forms of intensification include redevelopment, development of underutilized lots within previously developed areas, infill development, and the expansion or conversion of existing buildings. A number of general objectives for achieving the intensification policies of the Regional Official Plan are set out in Section 5.5.3.1. Among other matters, these objectives seek to:

- achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;
- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments;
- optimize all intensification opportunities across the Region; and,
- achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, *intensification corridors*, nodes and *Major Transit Station Areas*, and any other appropriate areas within the built-up area.

The intensification policies require that, by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built-up area (Policy 5.5.3.2.4). Additionally, Policy 5.5.3.2.5 requires that by 2026 and for each

year thereafter, a minimum of 50 percent of the Region's residential development occurring annually be located within the built-up area. To the year 2031, the Regional Official Plan requires that the minimum amount of residential development occurring within the built-up area of Mississauga is 52,000 dwelling units. Further, policy 5.5.3.2.8 requires municipalities to identify and establish minimum density targets for *Intensification Areas* which may include urban growth centres, *intensification corridors*, and *Major Transit Station Areas*.



**Figure 20** - Region of Peel Official Plan, Schedule D (Regional Structure)

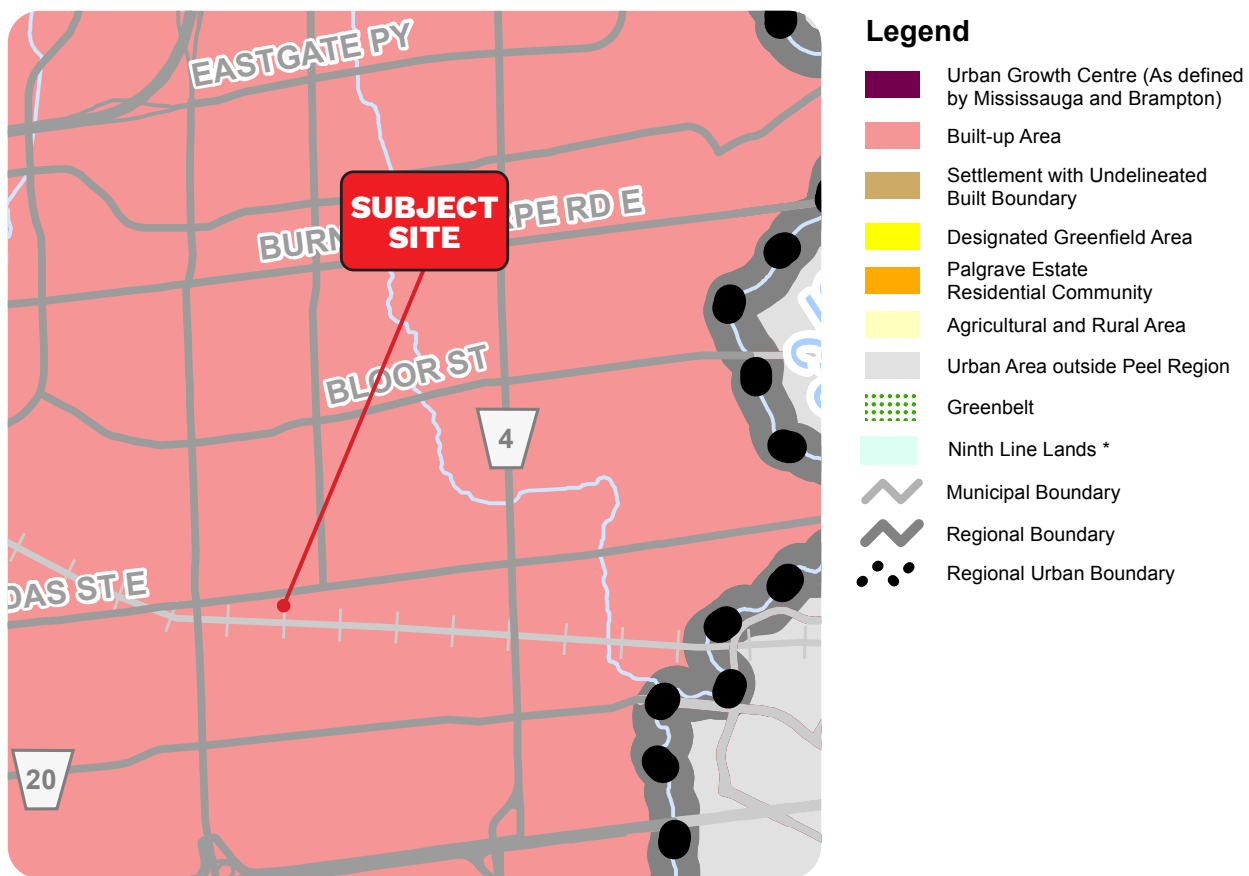


Figure 21 - Region of Peel Official Plan, Schedule D4 (Growth Plan Policy Areas)

## Employment

Section 5.6 of the Regional Official Plan outlines the Region's employment area and conversion policies. As stated in Section 5.6 of the Regional Official Plan, the Region of Peel is forecasted to accommodate 340,000 new jobs and 610,000 additional residents by 2031, compared to 2001. This will bring the total number of jobs to 870,000 and the total population to 1,640,000. Among the Region's key goals and objectives is to attract and retain a range of employment types (5.6.1.4) and to concentrate higher density employment uses in appropriate locations, including nodes and corridors and in other areas served by transit (5.6.1.5).

The Subject Site is designated *Mixed Use* and within the *Dixie Employment Area*, which Policy 5.6.2.6 recognises as *employment areas*.

The Regional Official Plan recognizes that conversion of employment lands in certain areas may be appropriate, as such, Policy 5.6.2.8 provides that conversion of lands within employment areas, to non-employment uses, will be permitted only through a municipal comprehensive review that demonstrates:

- There is a need for the conversion;
- The Region and area municipality will continue to meet the employment forecasts of this Plan;
- The conversion does not affect the overall viability of the employment area and the achievement of intensification and density targets;
- There is existing or planned infrastructure to accommodate the proposed conversion;
- The lands are not required over the long-term for employment purposes;



- vi. The lands do not fulfill the criteria for provincially significant employment lands;
- vii. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
- viii. Cross-jurisdictional issues have been considered

## Housing

The Housing policies of the Regional Official Plan are set out in Section 5.8. The general objectives for housing seek to:

- provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents;
- foster the availability of housing for all income groups, including those with special needs;
- foster efficient and environmentally-sensitive use of land and buildings in the provision of housing; and
- achieve annual minimum new housing targets for the Region by tenure.

Policy 5.8.2.2 encourages area municipalities to establish policies in their official plans that, while taking into account the characteristics of existing communities, support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure and cost-effective development standards for new residential development, redevelopment and intensification.

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low- and moderate-income households. Policy 5.8.2.5 provides that the Region of Peel will support the initiatives of the area municipalities in the construction and retention of rental housing. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g. the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

According to Policy 5.8.2.14, Regional Council is to review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown below, based on most recent Census of Canada results and other relevant sources:

Annual Minimum New Housing Unit Targets in Peel:

- Social Housing: 17%
- Affordable Rental: 3%
- Market Rental and Affordable Ownership: 35%
- Market Ownership: 45%

## Transportation

Section 5.9 sets out objectives and policies related to the Region's Transportation System. The transportation system in Peel is comprised of a network that includes freeways, major roads, local roads, public transit systems, sidewalks, and bikeways that serve the communities in Peel Region. Schedule E – Major Road Network identifies both Dundas Street East and Dixie Road as Major Roads and Schedule G – Rapid Transit Corridors (Long Term Concept) identifies Dundas Street East as Other Rapid Transit Corridor.

The Region's general objectives for the transportation system relevant to the proposed development include:

- the achievement of safe, convenient and efficient movement of people and goods;
- the development of a sustainable, safe, efficient and effective integrated multi-modal transportation system;
- support for the provision of improved transportation mobility and choice to all residents, employees and visitors;
- the promotion and encouragement of additional public transit use and other sustainable modes of transportation;
- optimization of the Region's transportation infrastructure and services;
- maximization of the capacity of the transportation system by focusing on moving people and good rather than on moving vehicles;
- support for the integration of transportation investment, transportation planning and land use planning.

In support of these objectives, municipalities are directed to optimize the use of existing and new Regional transportation infrastructure to support growth through efficient, compact form (Policy 5.9.2.5).

Section 5.9.5 of the Regional Official Plan addresses the Region's policies and objectives with respect to inter and intra-Regional transit. These policies, among other matters, are to maximize the use of existing transportation infrastructure and to promote the integration of transportation planning and land use planning. In particular, Policy 5.9.5.1.4 provides that an

objective is to support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs (our emphasis). Policy 5.9.5.2.10 encourages the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.

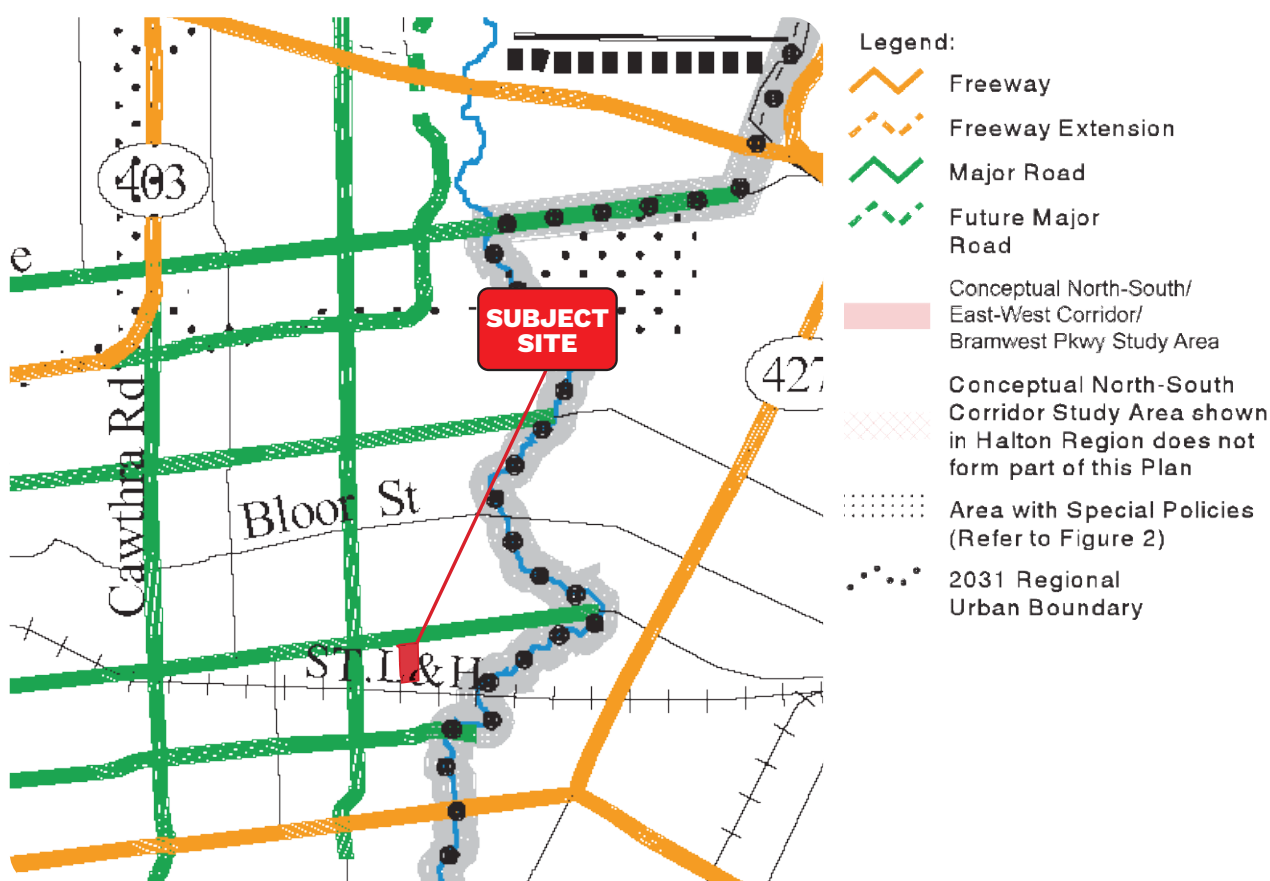
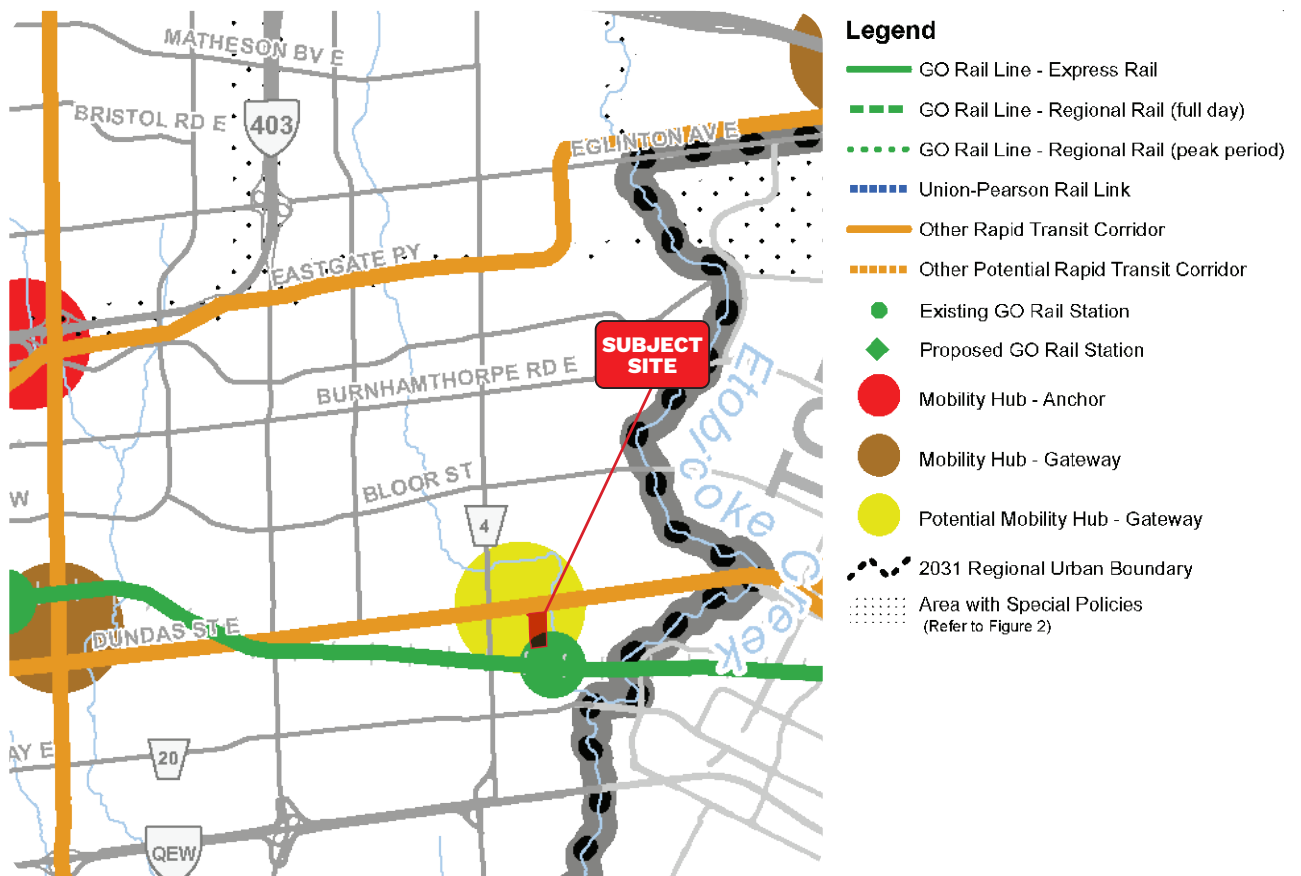


Figure 22 - Region of Peel Official Plan, Schedule E (Major Road Network)



**Figure 23 - Region of Peel Official Plan, Schedule G (Rapid Transit Corridors - Long Term Concept)**

## Peel 2051, New Regional Official Plan, as adopted (2022)

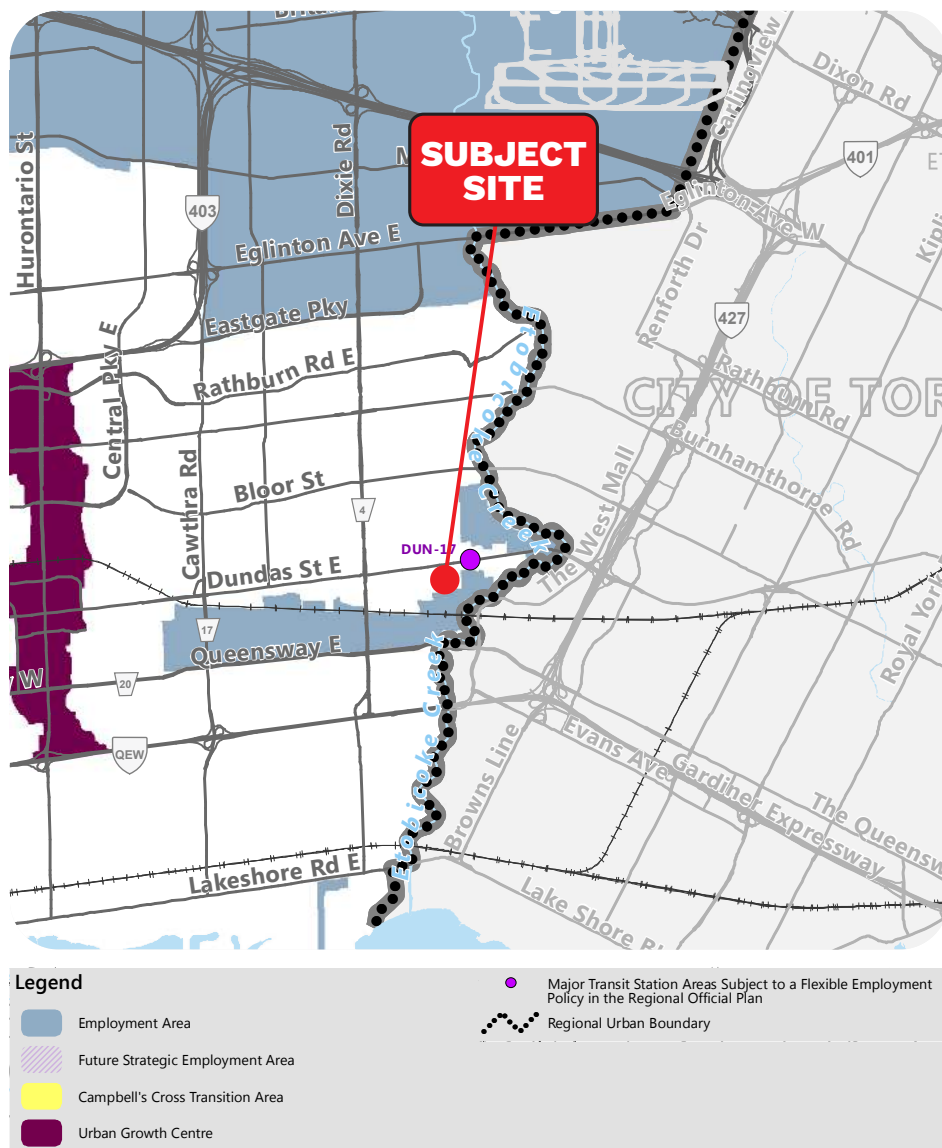
A review of the Region of Peel Official Plan (RPOP) is currently underway, which was initiated on November 21, 2013. As required under the 2019 Growth Plan and 2020 PPS, the Region is undertaking a Municipal Comprehensive Review to ensure the Regional Official Plan conforms with provincial plans and policies. The conversion of Employment Areas and delineation of *Major Transit Station Areas* are two focus areas of the Official Plan Review.

On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Region of Peel Official Plan, which is currently awaiting Provincial approval.



With regard to the conversion of employment areas, Peel 2051 as adopted by Regional Council, designates *Employment Areas* on Schedule E-4 to be consistent with the Growth Plan. In this regard, the subject site is not designated as an *Employment Area*. The removal of the subject site from an Employment Area was originally contemplated in the Region's 2020 Growth Management Focus Area Policy Directions Report, released in May 2020. According to the Report, the Region supported the City of Mississauga's request for conversion of the *Dixie Employment Area*, including the Subject Site, having satisfied the requirements of Policy 2.2.5.9 of the 2019 Growth Plan.

Draft ROPA policy 5.6.19.8 directs local municipalities to achieve the minimum density target for each MTSA, 160 persons and jobs per hectare for the Dundas and Wharton MTSAs. Draft policy 5.6.19.10 encourages local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops. Policy 5.6.19.11 provides that land uses within MTSAs that do not meet the objectives of this plan be encouraged to redevelop in accordance with the transition policies incorporated in the local official plan.



**Figure 24 - Peel 2051 Schedule E-4 – Employment Areas**

With regard for the delineation of Major Transit Station Areas, Peel 2051 as adopted by Regional Council, proposes a new Schedule E-5 – Major Transit Station Areas. Schedule E-5 identifies the subject site as within a Primary MTSA. As per the policies of the RPOP, local municipalities will delineate the boundaries of the MTSAs. As per the definition of major transit station area in the RPOP, the subject site would fall within an 800 metre radius of three stations; MIL-6, DUN-16 and 17. It is acknowledged in Policy 5.6.19.6 (a) as adopted, that Primary Major Transit Station Areas are protected in accordance with subsection 16(16) of the Planning Act (Inclusionary Zoning).

Policy 5.6.19.8 directs local municipalities to achieve the minimum density target for each MTSA as set out in Table 5 in accordance with the following; 160 persons and jobs per hectare for the Dixie Road (DUN-16) & Dixie (MIL-6) which are combined and Wharton (DUN-17) MTSAs. Policy 5.6.19.15 directs the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.

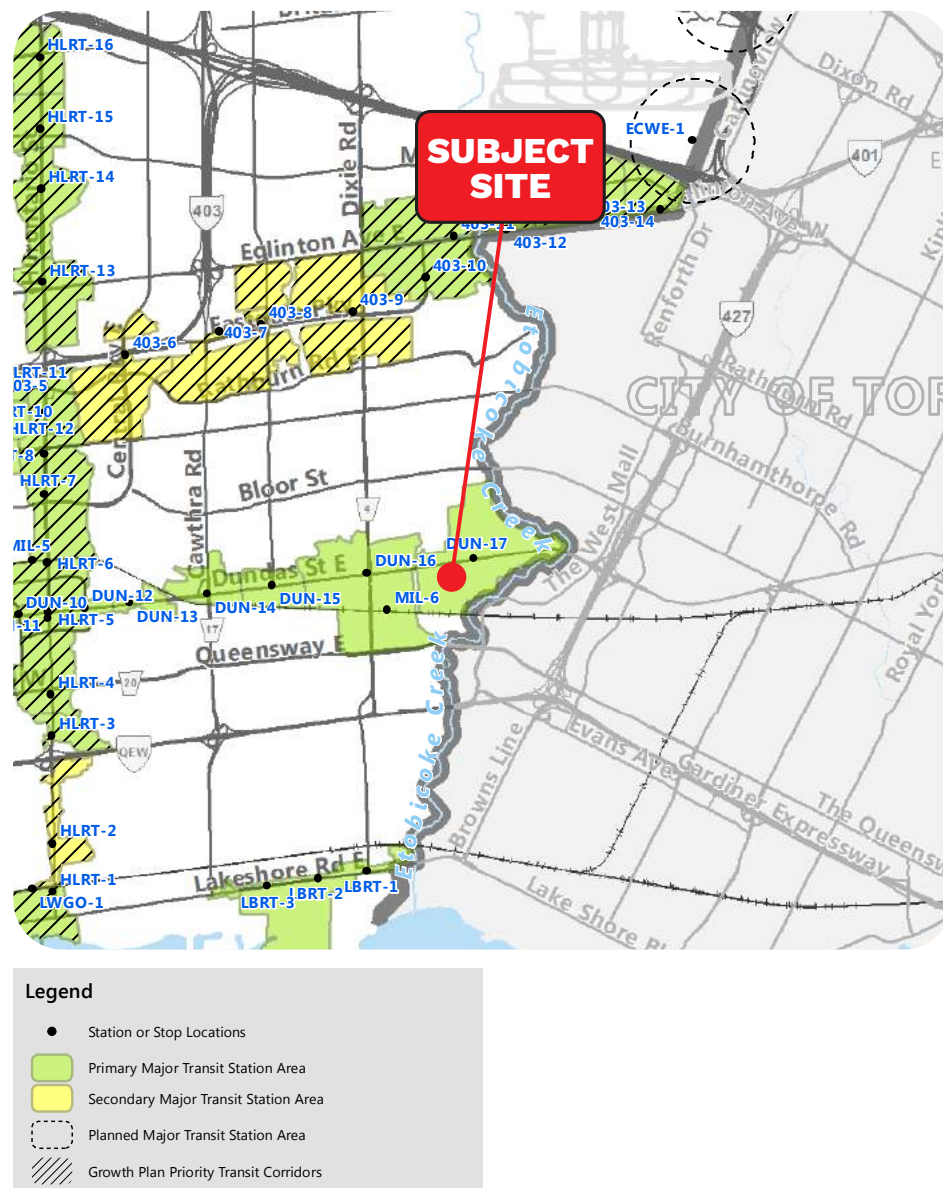


Figure 25 - Peel 2051 Schedule E-5- Major Transit Station Areas

Policy 5.6.19.18 provides that until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;
- b. Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;
- c. Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;
- d. Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;
- e. Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;
- f. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;
- g. Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;
- h. Supports high quality public realm improvements to enhance the Major Transit Station Area;
- i. Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and
- j. Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

## 4.6 City of Mississauga Official Plan

The City of Mississauga Official Plan ("Mississauga Official Plan") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The

Mississauga Official Plan was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the subject proposal are under appeal.

### Growth Management Policies

Chapter 5 ("Direct Growth") sets out the broad growth management framework and describes the Urban System that will be used as the framework for determining where population and employment growth will be directed and encouraged and, conversely, those areas of the City that are expected to remain relatively stable. Section 5.1 of the Mississauga Official Plan states that:

*"Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated through redevelopment and intensification within developed areas [...]"*

*"Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health."*

Based on Table 5-1 of the Mississauga Official Plan, Mississauga is forecasted to accommodate a population of 805,000 people and 510,000 jobs by 2031. Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;



- c. minimize environmental and social impacts;
- d. meet long term needs;
- e. build strong, liveable, universally accessible communities; and
- f. promote economic prosperity.

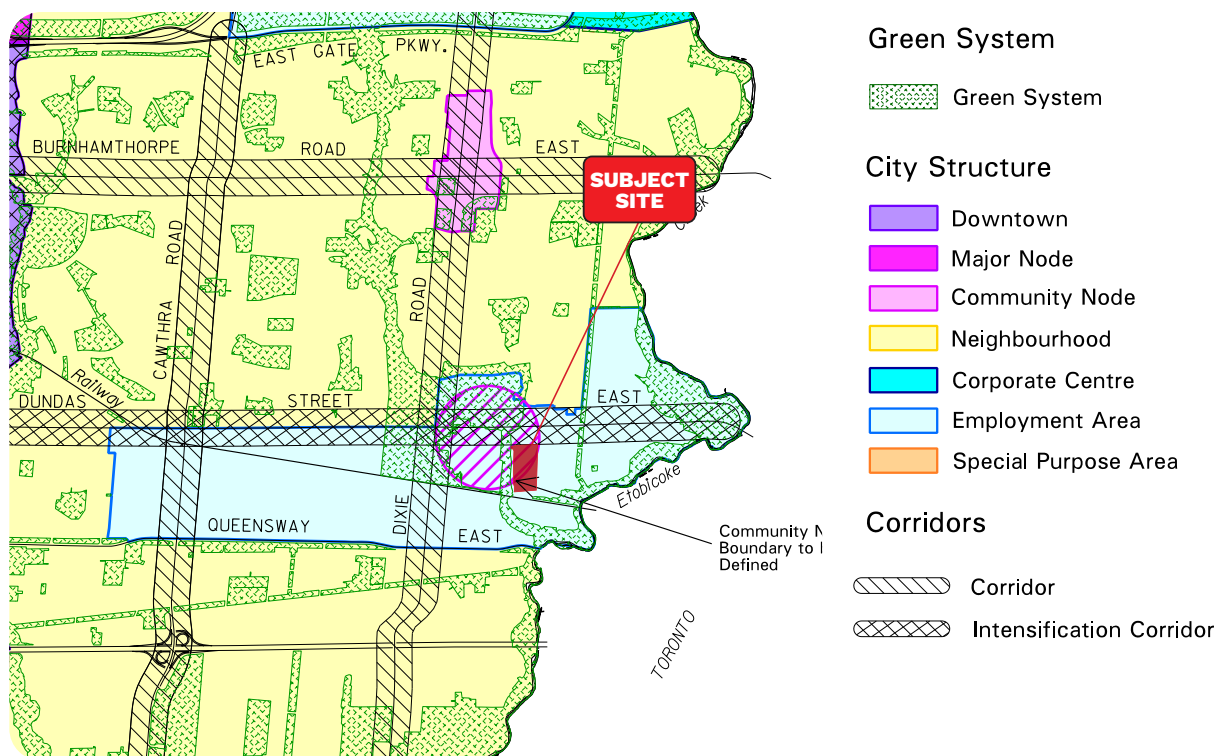
Policy 5.1.4 states that most of the City's future growth will be directed to *Intensification Areas*, which include Major Nodes, *Intensification Corridors*, and *Major Transit Station Areas* (discussed below). Policy 5.1.6 encourages compact, mixed use development that is transit supportive, in appropriate locations, in order to provide a range of local live/work opportunities.

Section 5.3 sets out the City Structure, which is intended to organize the City into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the *Downtown*, *Major Nodes*, *Community Nodes*, *Corporate Centres*, *Neighbourhoods* and *Employment Areas*, as well as *Special Purpose Areas*. The subject site is located within an Employment Area and within an *Intensification*

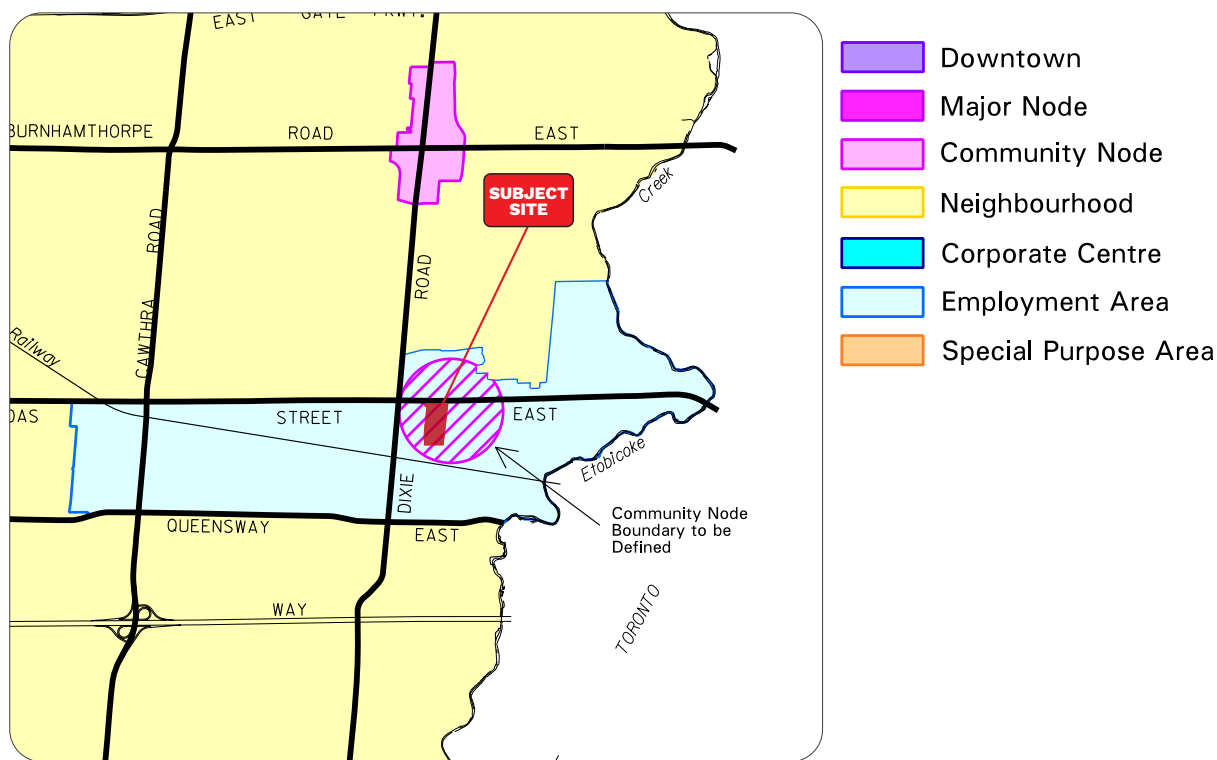
*Corridor* along Dundas Street East as shown on Schedule 1 (Urban System) and Schedule 1b (See **Figure 26 & 27**). Schedule 2 of the Mississauga Official Plan identifies *Intensification Areas* across the City and shows the subject site as being along an *Intensification Corridor* and within the vicinity of a Major Transit Station Area.

The Subject Site also falls within the Dixie-Dundas Community Node. The boundary of 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*.

Policy 5.4.3 provides that corridors that run through or abut the *Downtown*, *Major Nodes*, *Community Nodes* and *Corporate Centres* are encouraged to develop with mixed uses oriented towards the Corridor. Policy 5.4.4 further directs development on corridors to be compact, mixed use and transit friendly and appropriate to the context of the surrounding neighbourhood and employment area.



**Figure 26 - City of Mississauga Official Plan – Schedule 1 – Urban System**



**Figure 27 - City of Mississauga Official Plan – Schedule 1b – Urban System – City Structure**

The Official Plan has established an urban hierarchy for the various components of the City Structure. *Community Nodes*, ranked third, will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.

### Community Nodes

Section 5.3.3 sets out the general policies for *Community Nodes*, which are to provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle. As outlined in the Mississauga Official Plan, often *Community Nodes* are characterized by large blocks, surface parking, and single storey buildings with an internal focus. As these *Community Nodes* redevelop, they will be expected to take on a more urban, pedestrian friendly form. The Official Plan makes note that the Dixie-Dundas Node is an emerging node that has a commercial base but requires new

community infrastructure and a more pedestrian oriented approach to development.

Policy 5.3.3.3 provides that *Community Nodes* are considered *Intensification Areas*. Further to that, Policy 5.3.3.4 states that *Community Nodes* will achieve a gross density of between 100 to 200 residents and jobs combined per hectare. Table 5-5 of the Plan provides that in *Community Nodes*, heights are to be a minimum of 2-storeys and maximum of 4-storeys. Policy 5.3.3.6 states that *Community Nodes* will achieve an average population to employment ratio of between 2:1 to 1:2.

Policy 5.3.3.13 provides that *Community Nodes* will be served by frequent transit services that provide city wide connections. Some *Community Nodes* will also be served by higher order transit facilities, which provide connections to neighbouring municipalities. Finally, Policy 5.3.3.13 advises that *Community Nodes* will be developed to support and encourage active transportation as a mode of transportation.

## Corridors

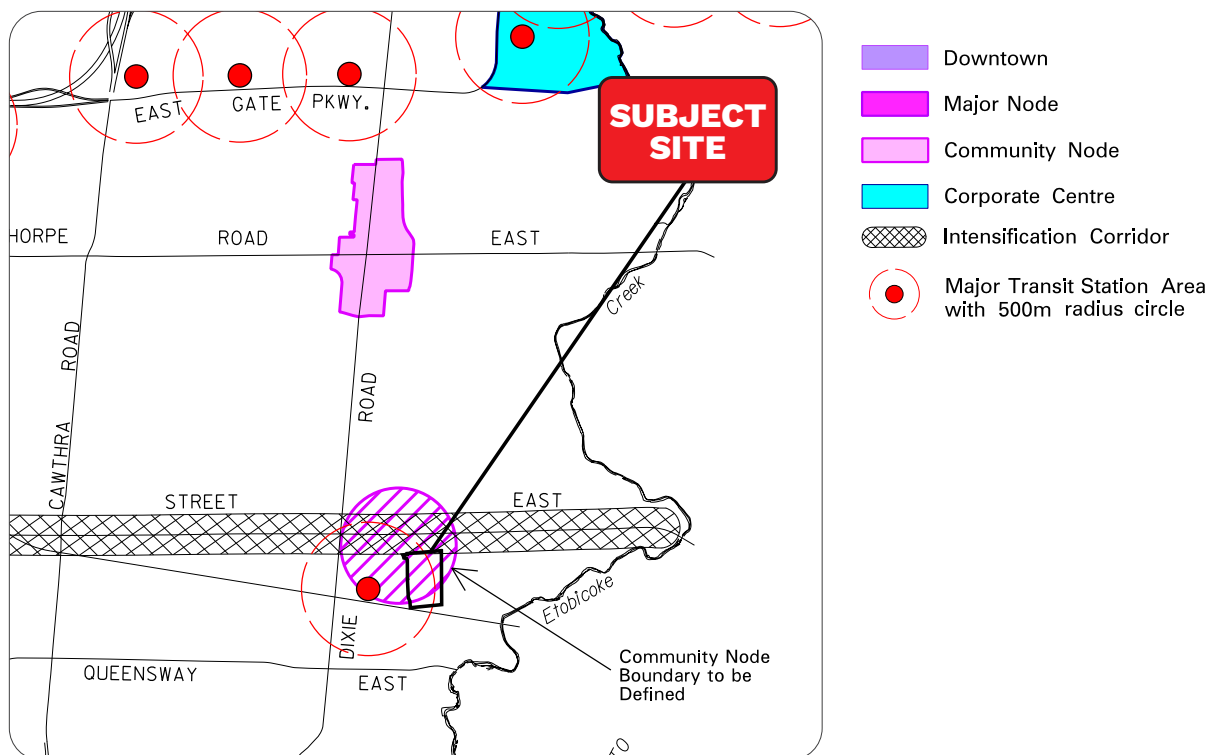
Section 5.4 indicates that Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis. Policy 5.4.4 states that development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews (Policy 5.4.6). In addition, Policy 5.4.7 indicates that land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

In terms of height and density, Policy 5.4.8 states that Corridors will be subject to a minimum building height of two storeys and the

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. Further, Policy 5.4.10 indicates that local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

Policy 5.4.11 identifies Dundas Street East as an Intensification Area as depicted in Schedule 2 of the Mississauga Official Plan, see **Figure 28**. Therefore it is an appropriate location to direct intensification and growth within the City of Mississauga. To that end, low density residential development is discouraged within *Intensification Corridors* (Policy 5.4.13). Despite Policy 5.4.13, low-rise uses can be considered appropriate when transitioning to lower-scale areas in order to reduce potential built form impacts.



**Figure 28** - City of Mississauga Official Plan – Schedule 2 – Intensification Areas



## Intensification Areas

*Community Nodes, Intensification Corridors* and *Major Transit Station Areas* are identified as *Intensification Areas* in Section 5.5 of the Mississauga Official Plan. As shown in Schedule 2 above, the subject site is within a *Community Node*, is located within an *Intensification Corridor* and is within three *Major Transit Station Areas* (as per the Peel 2051 RPOP Schedule E-5 - *Major Transit Station Areas*).

The Mississauga Official Plan directs that future growth within the City "will be primarily directed to *Intensification Areas*" and provides that more than three-quarters of the City's growth in population and employment to 2031 is to be accommodated within *Intensification Areas*. Policy 5.5.1 of the Official Plan notes that the focus of intensification in the City will be in identified *Intensification Areas* such as *Community Nodes, Intensification Corridors* (Dundas Street) and *Major Transit Station Areas*. Policy 5.5.3 indicates that planning studies will delineate the boundaries of *Intensification Corridors* and *Major Transit Station Areas* and identify appropriate densities, land uses, and building heights, while Policy 5.5.5 encourages that development promote the qualities of complete communities.

The Mississauga Official Plan further provides that *Intensification Areas* are to develop as attractive mixed-use areas developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. Policies 5.5.7 and 5.5.8 state that a mix of medium and high-density housing, community infrastructure, employment and commercial / mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage.

Policy 5.5.9 speaks to the optimization of infrastructure and states that *Intensification Areas* will be planned to maximize the use of existing and planned infrastructure, which would include the planned Dundas BRT.

Policy 5.5.13 provides that *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.

## Major Transit Station Areas

The subject site is within a proposed *Major Transit Station Area*. *Major Transit Station Areas* are intended to be developed as higher density, mixed-use, transit-supportive neighbourhoods that provides access to local amenities, jobs, housing and recreation opportunities. In addition to the relevant policies mentioned earlier, Policy 5.5.16 directs *Major Transit Station Areas* to be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

As discussed in Section 4.5, the Region of Peel is currently undertaking a Municipal Comprehensive Review and, as part of this review, the Region is conducting a study of the *Major Transit Station Areas* across the Region to develop a strategy to guide growth and development within the various *Major Transit Station Areas*.

## Environment Policies

The natural environment policies of the Mississauga Official Plan are set out in Chapter 6 ("Value the Environment"). Generally, these policies are intended to ensure that the environment and sustainability is at the forefront as the City grows. Section 6.1 of the Mississauga Official Plan speaks to the importance of transit and transit-oriented development in addressing negative impacts on the environment.

Policy 5.5.11 provides Where there is a conflict between the *Intensification Area* policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.

Policy 6.3.10 provides that the exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. Policy 6.3.11 clarifies that minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan.

## Parks and Open Spaces

The City of Mississauga Official Plan recognizes public parkland as a vital component in the life of residents and contributes to the environmental, social and economic health of the City and play an important role in the development of complete communities. Policy 6.3.68 of the Mississauga Official Plan provides that parks should generally be accessible to residents within 800 metres of their dwelling and be centrally located within a residential area. In this regard, a new public park will be established to support the increase in population and existing residents who may be underserved by larger parks and open spaces.

## Air Quality

Chapter 6 Value of the Environment also reiterates that growth in the City should be focused on *Intensification Areas* to improve air quality. Policy 6.5.1 provides that to improve air quality, the City will, among other matters:

- promote the use of alternative modes of transportation such as transit, cycling and walking;
- give preference to compact, mixed use transit-oriented development that reduces automobile dependency;
- direct growth to *Intensification Areas* such as Major Nodes, *Intensification Corridors* and *Major Transit Station Areas*; and
- encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes.

## Complete Community Policies

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). These policies address elements of urban living particularly important to completing communities, including policies regarding meeting the housing needs of people of all ages, abilities and income groups; providing opportunities for education, physical fitness, leisure, social interaction, worship and spiritual contemplation; protecting and enjoying the city's rich cultural heritage; providing the inclusion of art and culture; and creating areas with distinct identities that foster community identity and pride.

To that end, Policy 7.1.3 states that, in order to create a complete community and develop a built environment supportive of public health, the City will:

- encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreational land uses;
- design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;
- encourage environments that foster incidental and recreational activity; and
- encourage land use planning practices conducive to good public health.

Furthermore, Policy 7.1.6 states that the City will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for:

- the development of a range of housing choices in terms of type, tenure and price;

- the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- the production of housing for those with special needs, such as housing for the elderly and shelters.

Policy 7.2.4 requires the City to ensure that the quality and quantity of the existing housing stock is maintained. In accordance with Policy 7.2.7, Mississauga is to directly assist all levels of government in the provision of rental housing by assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing and supporting the preservation of the rental housing stock. Policy 7.2.9 speaks to the diversification of housing options and provides that the provision of housing that meets the needs of young adults, older adults and families will be encouraged within *Major Nodes*, *Community Nodes* and the *Downtown*. In this regard, the proposal will replace all existing rental units located on the subject site and provide a wide range of unit types and tenures, including condominium and purpose built rental units.

## Multi-Modal Transportation Policies

Chapter 8 of the Mississauga Official Plan ("Create a Multi-Modal City") provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. The subject property is located on Dundas Street, east of Dixie Road, both roads are identified as Arterial roads on Schedule 5 (Dundas Street being a municipal arterial road and Dixie Road being a regional arterial road).

Of note the Official Plan provides that within *Intensification Areas*, where the needs of transit, pedestrians and cyclists are at the forefront, transportation decisions will support the creation of a fine-grain street pattern, a mix of travel modes and attention to the design of the public realm. Policy 8.2.3.8 states that transit infrastructure, such as the planned Dundas BRT, will be used to shape growth and planning for high residential and employment densities that contribute towards the viability of existing and planned transit. Policy 8.3.3.3 provides that pedestrian movement and access from major transit routes will be a priority in *Intensification Areas*.

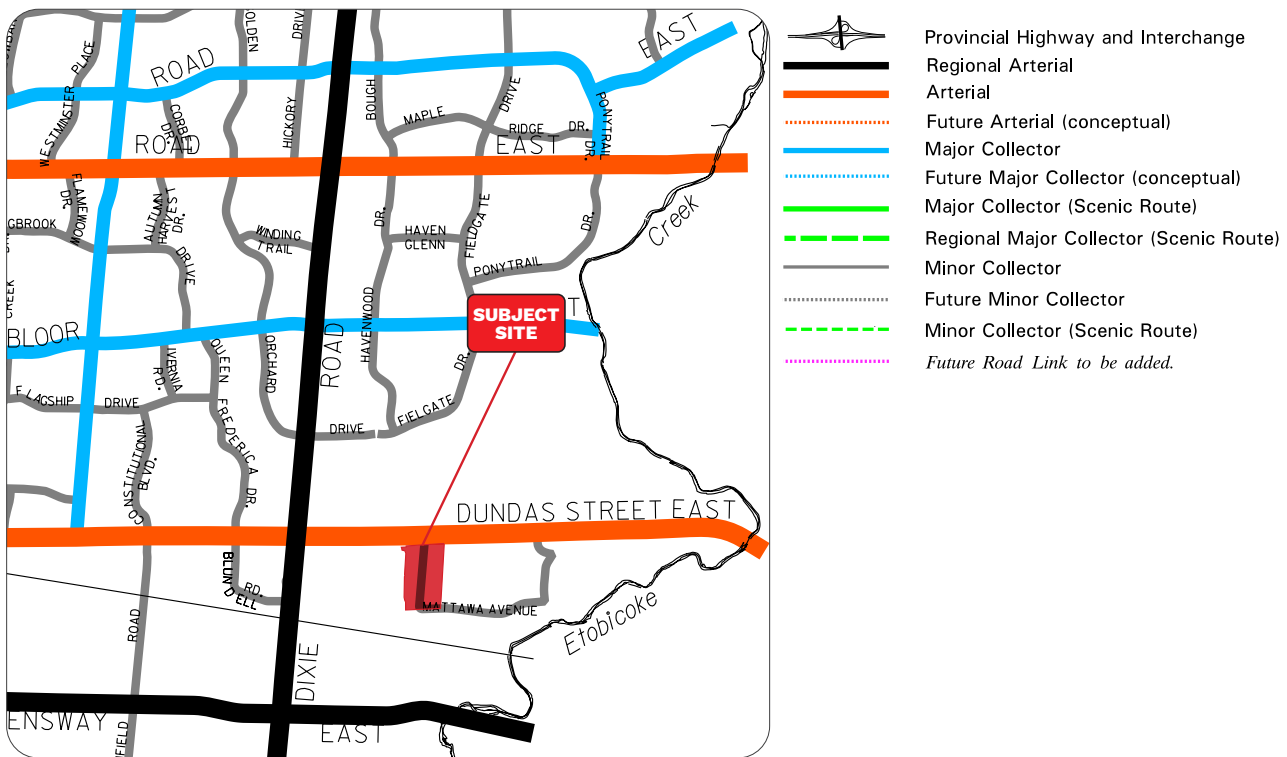


Figure 29 - City of Mississauga Official Plan – Schedule 5 Long Term Road Network



## Parking Policies

Section 8.4 establishes that as Mississauga continues to grow, less land will be devoted to parking, particularly within *Intensification Areas*. The policy also supports sharing parking amongst multiple users.

Policy 8.4.2 provides that Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. Policy 8.4.3 provides that reduced off-street parking requirements for development will be considered to reflect levels of vehicle ownership and usage, and to encourage greater use of transit, cycling and walking. Policy 8.4.7 provides that within *Intensification Areas*, Mississauga will consider reducing minimum parking requirements to reflect transit service levels, and establishing maximum parking standards to support transit investments, particularly higher order transit investments.

## Built Form Policies

The built form and urban design policies of the Mississauga Official Plan are set out in Chapter 9 ("Build a Desirable Built Form"). Generally, these policies are intended to ensure that new development respects the experience, identity and character of the surrounding context; ensures connectivity and integration of surrounding uses; and contributes to the overall vision for the city.

Section 9.1 of the City of Mississauga Official Plan states that:

*"Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties."*

With respect to *Intensification Areas*, Policy 9.1.2 requires that the urban form promotes a diverse range and mix of uses and supports transit and active modes of transportation. With respect to Corridors, Policy 9.1.5 states that development will be consistent with the existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring land uses. Policy 9.1.9 provides that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

- respects the urban hierarchy;
- utilizes best sustainable practices;
- demonstrates context sensitivity, including the public realm;
- promotes universal accessibility and public safety; and
- employs design excellence.

To achieve this end, the City may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (Policy 9.1.14).

Policy 9.1.15 provides that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.

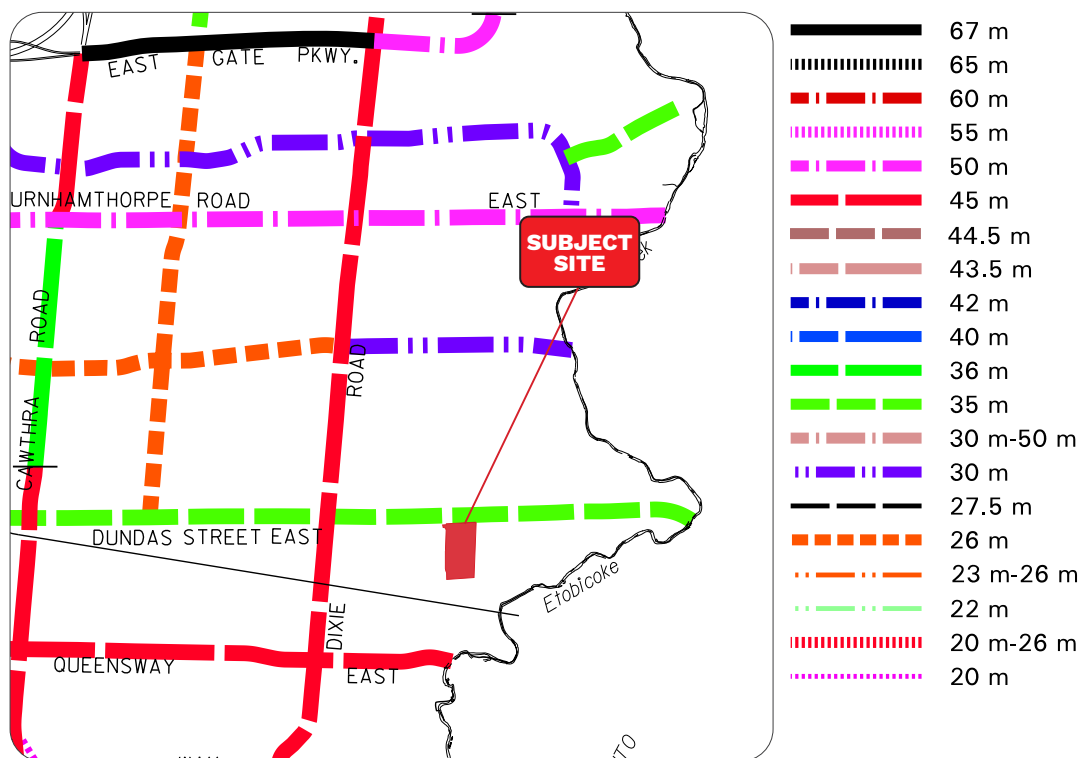
Distinct from the City Structure set out in Chapter 5 of the Mississauga Official Plan, Section 9.2 outlines the City Pattern that defines Mississauga and includes: *Intensification Areas*; *Non-Intensification Areas*; Green System; and Cultural Heritage. The City pattern is a reflection of policies and land use decisions that direct growth and is the major driver of the City's image.

Section 9.2.1 states that *Intensification Areas* are the "principle location for future growth" and consist of: the *Downtown*; *Major Nodes*; *Community Nodes*; *Corporate Centres*; *Intensification Corridors* and *Major Transit Station Areas*. As it relates to the built form within *Intensification Areas*, the Official Plan provides that the City will encourage high-quality, compact built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses and distinguish the significance of *Intensification Areas* from surrounding areas (Policy 9.2.1.4). To that end, Policy 9.2.1.8 states that the preferred location of tall buildings will be in proximity to existing and planned *Major Transit Station Areas*.

On wider streets (more than 20 metres in width), the Official Plan provides greater buildings heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As shown on Schedule 8 (Designated Right-of-Way Widths), Dundas Street East and Dixie Road each have a planned right-of-way width of 42 and 45 metres respectively.

Policies 9.2.1.10 to 9.2.1.16 address tall buildings and state the following:

- appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.10);
- tall buildings will be sites and designed to enhance the City's skyline (Policy 9.2.1.11);
- tall buildings will be sited to preserve, reinforce and define view corridor (Policy 9.2.1.12);
- tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.13);
- 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 (Policy 9.2.1.14);
- Tall buildings will address pedestrian scale through building articulation, massing and materials (Policy 9.2.1.15); and
- Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas (Policy 9.2.1.16).



**Figure 30 - City of Mississauga Official Plan – Schedule 8 Designated Right-of-Way Widths**

Policy 19.2.1.18 addresses existing large blocks and provides that they will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support grade-related uses.

Further, the Mississauga Official Plan contains policies that aim to create an appropriate interface between the private and public realm. Policy 9.2.1.21 provides that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. In addition, Policy 9.2.1.22 states that development will be designed to support and incorporate pedestrian and cycling connections while Policy 9.2.1.23 requires active uses on principal streets with direct access to the public sidewalk. To ensure an animated public realm, Policy 9.2.1.24 states that development will face the street and Policy 9.2.1.25 provides that buildings should have active uses at grade, such as lobbies, entrances, and display windows. Within *Intensification Areas*, Policy 9.2.1.27 states that development will create a sense of gateway to the area with prominent built form and landscape treatments.

With regards to the green system, Policy 9.2.3.1 provides that development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced, and restored. Policy 9.2.3.4 provides that open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

As it relates to the relationship between built form and streetscape, the Official Plan states that built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired (Policy 9.2.1.28) and that buildings will be compatible in bulk, massing and scale to provide an integrated streetscape (Policy 9.2.1.29). The Official Plan further provides that buildings should be positioned along the edge

of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk and should be oriented to, and positioned along the street edge, with clearly defined primary entry points with direct access from the sidewalk (Policy 9.2.1.31 and Policy 9.2.1.32). Policy 9.2.1.36 provides that Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture will be coordinated and well designed. In support of a well-designed streetscape, Policy 9.2.1.37 states that developments should minimize the use of surface parking in favour of underground parking, screened from public view.

## Public Realm Policies

Section 9.3 provides policies regarding the public realm. Policy 9.3.1.4 requires that development be designed to, among other things, be pedestrian oriented and scaled and support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system, while respecting the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks. Policy 9.3.1.5 highlights the importance of existing streets and the design of new streets and states that they should enhance connectivity by:

- developing a fine-grained system of roads;
- using short streets and small blocks as much as possible, to encourage pedestrian movement;
- avoiding street closures; and
- minimizing cul-de-sac and dead end streets.

Policy 9.3.1.6 provides that where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.

Policy 9.3.1.7 requires that streetscapes be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.



Policy 9.3.5.3 provides that Natural features, parks and open spaces will contribute to a desirable urban form by: assisting with the protection of the Natural Heritage System, connecting to the city's system of trails and pathways, ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety; ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

Policy 9.3.5.5 requires that private open space and/or amenity areas will be required for all development, and Policy 9.3.5.6 provides that significant residential development, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. Policy 9.3.5.7 requires that residential developments provide at grade amenity areas that are located and designed for physical comfort and safety and provides that, in *Intensification Areas*, alternatives to at grade amenities may be considered.

Section 9.4 sets out policies ensure the ease of movement between the built form and transit facilities and active transportation routes. Policy 9.4.1.1 and Policy 9.4.1.3 provide that the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes, by:

- locating buildings at the street edge, where appropriate;
- requiring front doors that open to the public street;
- ensuring active/animated building façades and high-quality architecture;
- ensuring buildings respect the scale of the street;

- ensuring appropriate massing for the context;
- providing pedestrian safety and comfort; and
- providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

Policy 9.4.1.4 provides that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts. Policy 9.4.2.3 states that, where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.

Section 9.5 sets out general policies for new development with respect to site organization and buildings. Policy 9.5.1.1 directs that 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. Policy 9.5.1.2 provides that development should be compatible and provide appropriate transition to existing and planned development by having regard for a number of key elements, including but not limited to:

- streets and block patterns;
- the size and configuration of properties along a street, including lot frontages and areas;
- continuity and enhancement of streetscapes;
- the size and distribution of building mass and height;
- front, side and rear yards;
- the orientation of buildings, structures and landscapes on a property;
- views, sunlight and wind conditions;
- the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- privacy and overlook; and
- the function and use of buildings, structures and landscapes.

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4). Policy 9.5.1.9 requires new development to 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.

Policy 9.5.2.1 states that high quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. According to Policy 9.5.2.2, new development will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- avoiding blank walls facing pedestrian areas; and
- providing opportunities for weather protection, including awnings and trees.

Policy 9.5.2.7 provides that site development should respect and maintain the existing grades on-site. Policies 9.5.2.8 and 9.5.2.9 encourage site designs that conserve energy and water. Policy 9.5.2.11 provides that site development will be required to, among other things:

- provide enhanced streetscape;
- provide landscaping that complements the public realm;
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.

Additionally, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:

- ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front façades should be parallel to the street, and that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

With respect to tall buildings, Policy 9.5.3.9 seeks to minimize undue physical and visual negative impact relating to: microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. Policy 9.5.3.10 provides that the lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

Policy 9.5.3.11 encourages the choice of building materials for their functional and aesthetic quality, sustainability and ease of maintenance. Policy 9.5.3.16 provides that buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence, and Policy 9.5.3.17 requires that mechanical equipment, vents and metering devices be integrated into the building design and not be visible from the public realm. Policy 9.5.3.18 requires the integration of rooftop mechanicals and appurtenances into building design.

Section 9.5.4 provides policies relating to the relationship to the public realm. Policy 9.5.4.1 states that development proposals should enhance public streets and the open space system by creating a desirable street edge condition, and Policy 9.5.4.2 requires the creation of an attractive and comfortable public realm through the use of landscaping, screening of unattractive views, protection from the elements, and buffering of parking, loading and storage areas. Policy 9.5.4.5 states that built form will relate to the width of the street right-of-way.

Policy 9.5.5.1 directs that parking should be located underground, internal to the building or to the rear of buildings. Policy 9.5.5.2 provides that above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Policy 9.5.5.5 requires the provision of secure bicycle parking, and Policy 9.5.5.7 provides that service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Section 9.5.6 outlines policies related to Crime Prevention through Environmental Design principles (CPTED). Policy 9.5.6.1 requires that site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Policy 9.5.6.2 provides that active building frontages should be designed to face public spaces, including entries and windows, to ensure natural surveillance opportunities. Policy 9.5.6.3 states that development should clearly define areas of access and egress to avoid the creation of entrapment areas. Policy 9.5.6.4 provides that development should incorporate lighting to ensure all designated areas of circulation, entrance and connections are appropriately illuminated.

## Employment Area Policies

Chapter 10 of the Mississauga Official Plan sets out policies for fostering a strong economy in Mississauga, and specifically the conversion of Employment Areas. Policy 10.1.4 requires a two-phase municipal comprehensive review for consideration of the conversion of lands designated Business Employment, Industrial, Institutional or Office within Corporate

Centres and Employment Areas to permit non-employment uses. Phase One of the municipal comprehensive review will identify the potential for the conversion of lands and Phase Two will determine appropriate land uses for identified areas. The policy further states that development applications for the conversion of lands to non-employment uses will not be considered premature until both phases of the municipal comprehensive review has been completed.

The subject site is not designated Business Employment, Industrial, Institutional or Office as detailed below. Therefore, the conversion policy (10.1.4) of the Mississauga Official Plan does not apply to the Subject Site.

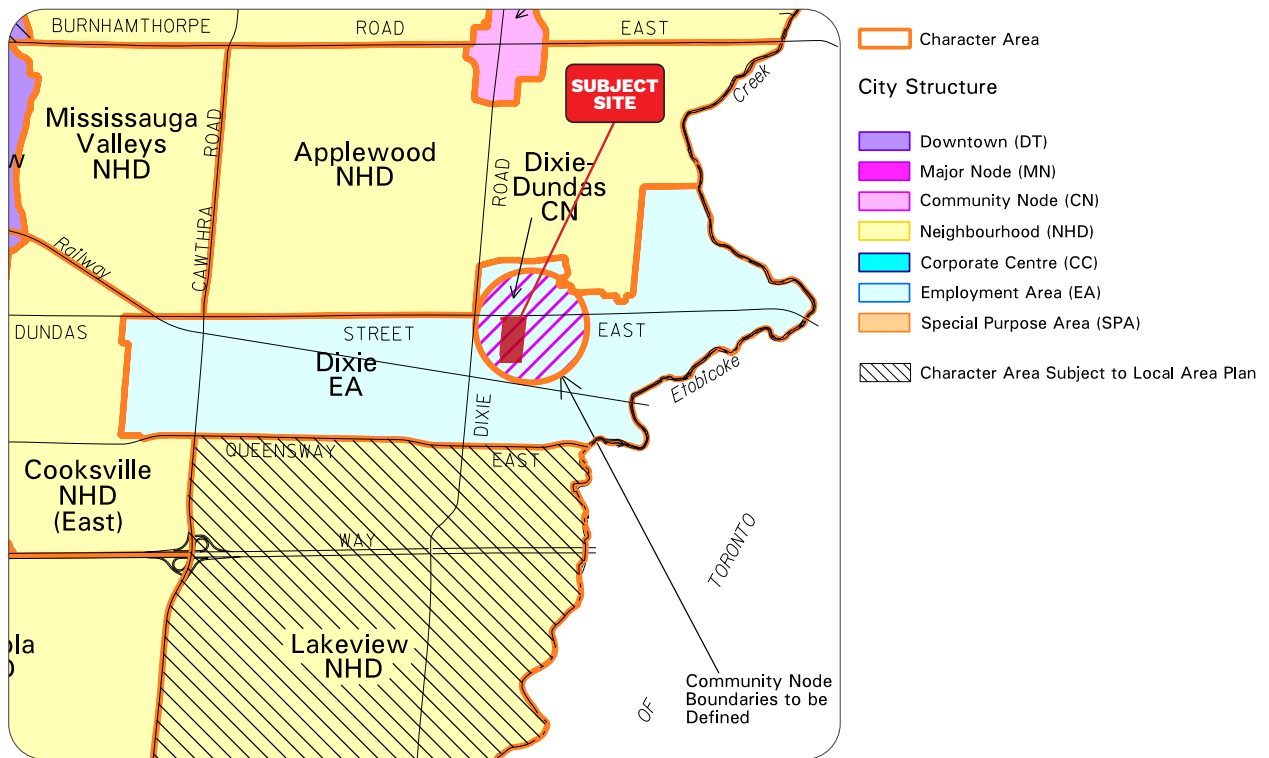
## Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter

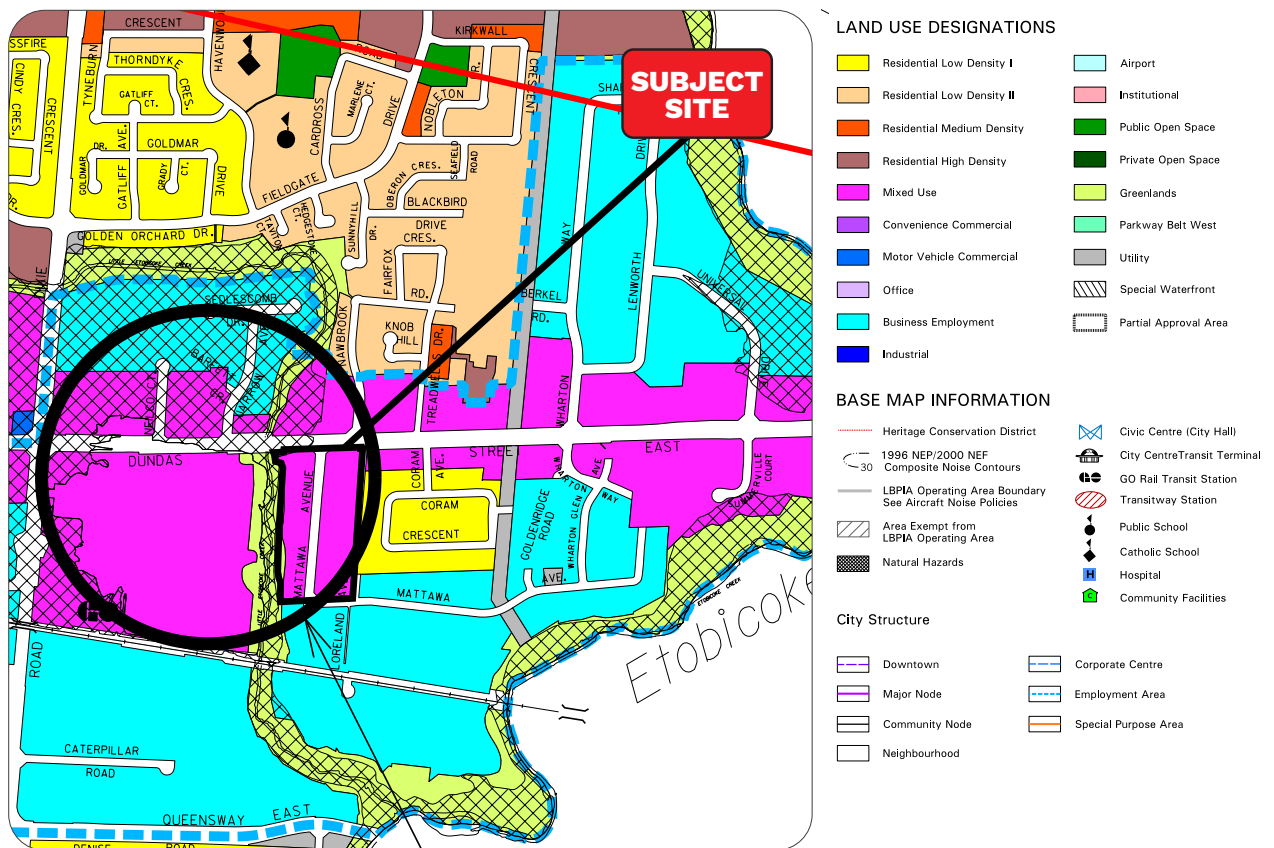
11, and the policies for *Community Nodes* are set out in Chapter 13. The subject site forms part of the *Dixie Employment Area* Character Area as shown on Schedule 9: Character Areas (see **Figure 31**) and is designated as *Mixed Use* on Schedule 10: Land Use Designations (see **Figure 32**).

Chapter 11 of the Mississauga Official Plan sets out the general land use policies for *Mixed Use* designation. Within the *Mixed Use* designation, Policy 11.2.6.1 speaks to the function of *Mixed Use* areas as providing a variety of retail, service and other uses to support the surrounding residents and businesses. Policy 11.2.6.2 goes on to state that that development on *Mixed Use* sites, when including residential uses, will be required to contain a mixture of permitted uses. In addition, 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 (Policy 11.2.6.3). Policy 11.2.6.6 specifies that where 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.





**Figure 31 - City of Mississauga Official Plan – Schedule 9 Character Areas**



**Figure 32 - City of Mississauga Official Plan – Schedule 10 Land Use Designations**

## Employment Areas Policies

The Mississauga Official Plan policies for Employment Area Character Areas identifies the modification to the General Land Use designations in Chapter 11. The Subject Site forms part of the *Dixie Employment Area* as shown on Map 17-1 City Structure – Employment Areas. Policy 17.1.3 states that residential designations will not be permitted, with the exception of residential designations in the *Dixie Employment Area* in existence at the time the Mississauga Official Plan came into effect. Policy 17.1.4.4 states that *Mixed Use* designations are only permitted for lands designated *Mixed Use* in the Mississauga Official Plan.

Policy 17.4.5.2 identifies 1650 Dundas Street East as Exempt Site 2. Policy 17.4.5.2.2 states that residential uses are permitted on the second floor of the existing building located at the southeast corner of Dundas Street East and Mattawa Avenue, provided that they are live/work units and limited to a maximum of 42 units and 6,140 square metres.

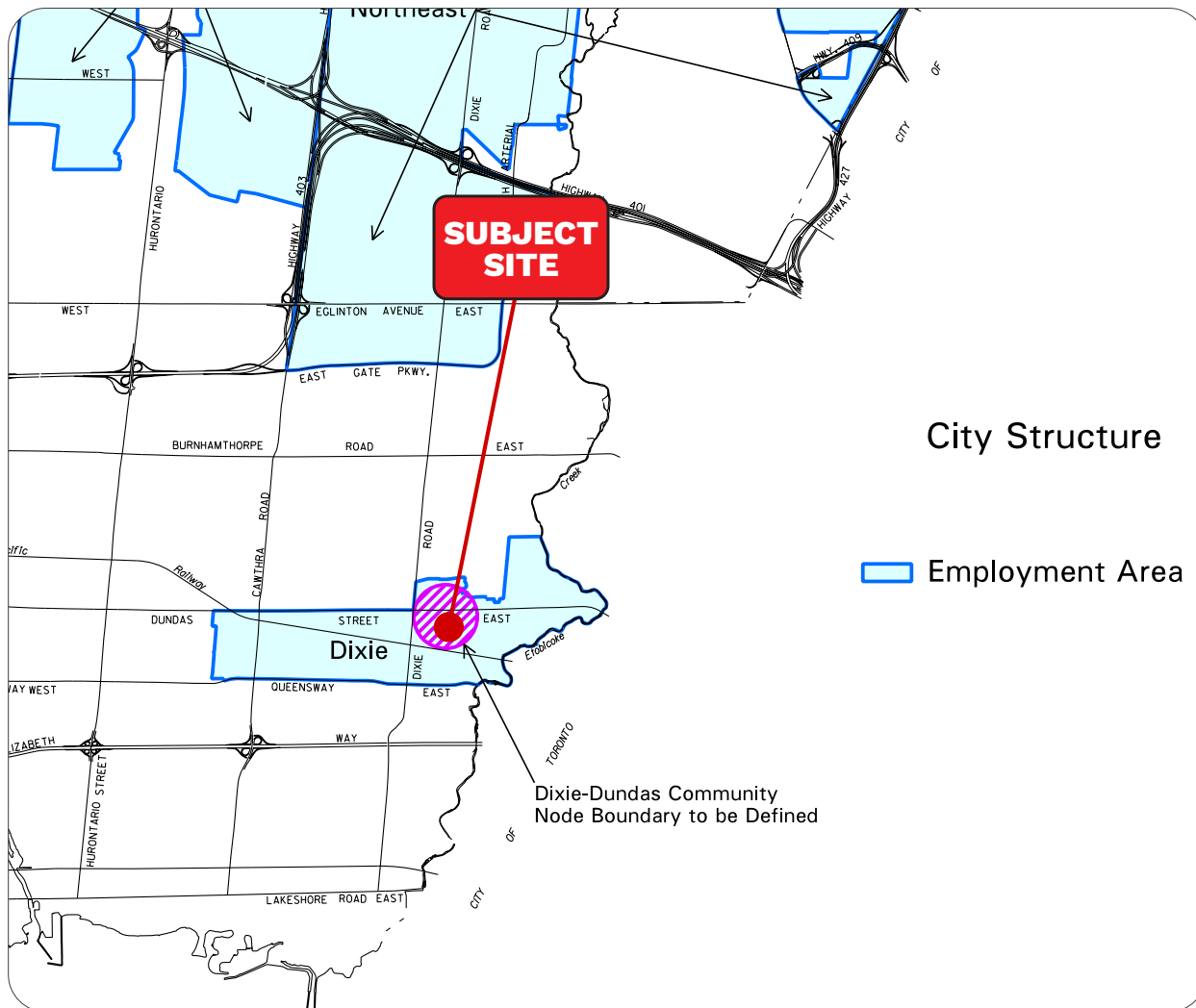


Figure 33 - City of Mississauga Official Plan – Map 17-1 Employment Areas

## Implementation Policies

Chapter 19 of the Official Plan established how the policies of the Plan are to be implemented and translated into programs. Section 19.8 of the Official Plan deals with Bonus Zoning and Policy 19.8.3 of the Official Plan outlines the criteria for reviewing a proposed increase in height and/or density. This policy states that in all cases, the increase in height and/or density will be based on a site-specific review. In reviewing the proposed increase in height and/or density, City Council will ensure that:

- a. the proposed development is compatible with the scale and character of the surrounding area and has minimal impact on neighbouring uses;
- b. there are adequate engineering services and community services;
- c. the transportation system can accommodate the increase in density;
- d. the site is suitable in terms of size and shape, to accommodate the necessary onsite functions, parking, landscaping, and recreational facilities; and
- e. a special study is required from the applicant that establishes a reasonable relationship between the benefit to the owner of the value of the density increase that may be permitted and the value of the facility, service, or matter to the public.

The proposed development requires an amendment to permit an increase in height and density. Section 5 of this report outlines how the proposed development meets the above noted criteria. As it relates to criterion (e), community benefits will be discussed and determined through consultation with the community and City staff and officials through the development approvals process.



## 4.7 Mississauga Zoning By-law 0225-2007

The Subject Site is zoned General Commercial 3 (C3-66 & C3-2) under the Mississauga Zoning By-law 0225-2007 (See **Figure 34**). The commercial zoning regulation permits a range of uses such as retail, restaurants, personal service establishments, Office, recreation establishments, among others. It is important to note that the current permissions on the site do not permit any residential uses as of right, however there is flexibility within the eastern portion of the site based on the site-specific exception discussed further below.

### Exceptions

Exception C3-2 pertains to the eastern half of the Subject Site and prescribes the site with specific zoning standards and additional permitted / not permitted uses. Notably, the site specific permissions allowed for live-work units to be located on the second floor of a building in accordance with the following: a maximum combined gross floor area for non-residential and gross floor area for live/work units is 24,030 square metres.

Exception C3-66 pertains to the western half of the Subject Site and implemented additional permitted and non-permitted uses. The exception allows uses from the Employment Zone category E2 to be permitted on the site excluding uses that emit noxious fumes. Non-permitted uses included asbestos manufacturing, cement manufacturing and other potential toxic manufacturing processes.

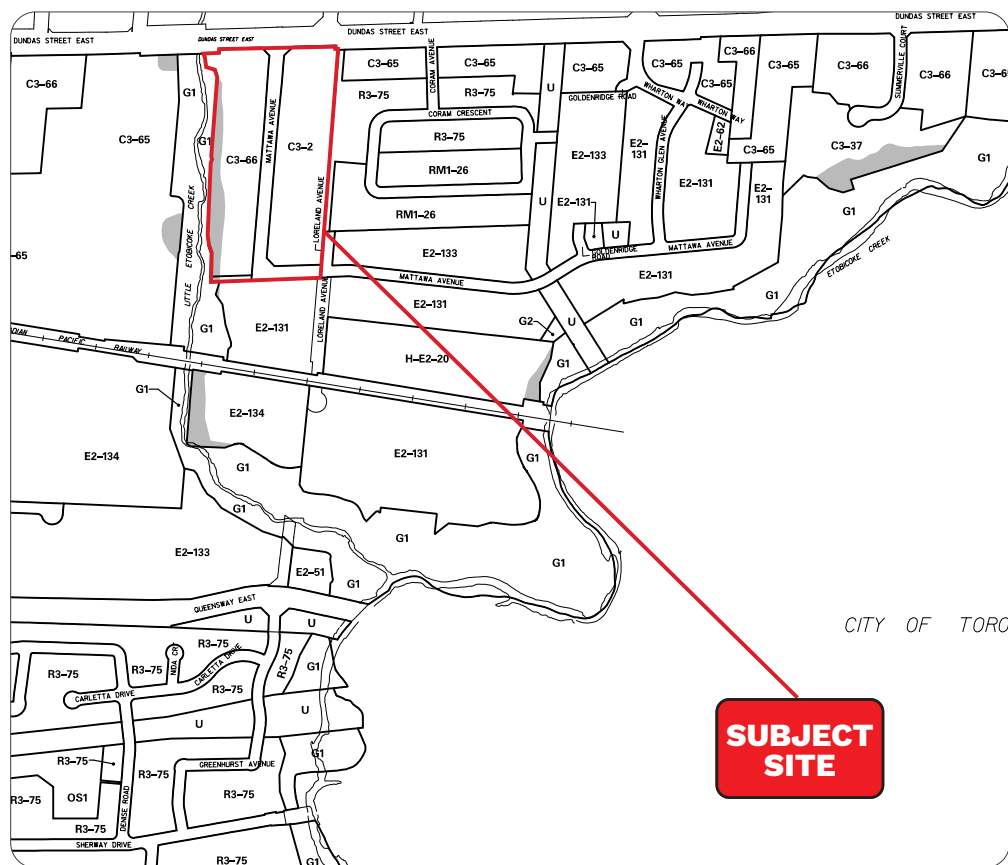


Figure 34 - Mississauga Zoning By-law 0225-2007

## 4.8 Urban Design Guidelines

### Green Development Standards

On July 7, 2010, City Council adopted the Green Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the *Stage One Green Development Standards* that applicants are to consider when preparing site plan and rezoning applications prior to development approval. Further to the Stage One Standard requirements, the City also requests that applicants pursue LEED-NC credits required to achieve Silver certification. This Green Development Strategy is outlined in the City's October 2012 Green Development Standards: Going Green in Mississauga document.

Section 2.0 of the GDS recommends indicates that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development as well as other Low Impact Development ("LID") techniques.

Section 3.0 of the GDS the LID techniques that can be employed to retain stormwater on site including bio-retention, rainwater harvesting, the use of permeable pavements, grass and dry swales, as well as the installation of green roofs.

Section 4.0 recommends the use of soft landscape materials including new trees and native vegetations to promote biodiversity, improve air quality, reduce the urban heat island effect, and increase the aesthetic value within the overall area. Furthermore, Section 4.0 provides recommended soil volume per tree in different conditions and suggests that a minimum 50% of all proposed plantings to be native species, where feasible.

Section 5.0 is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks. In addition, Section 5.0 recommends:

- Connecting building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles.
- Locating all air-exhaust systems and air intake grates away from pedestrian routes and amenity areas.
- Providing shade trees along pedestrian pathways and in amenity spaces to take advantage of summer shade
- Locating 50 percent of occupant bicycle parking in a secure weather-protected area contained within the development site.

Section 6.0 addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. In the instance that there are exhaust/ventilation grates at ground level, the GDS suggests a porosity of less than 2.0 centimetres by 2.0 centimetres. The GDS also discourages up-lighting and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

Section 7.0 indicates the City's request for new development applications to achieve LEED silver certification, which is achieved by scoring 50 to 59 credits of a possible 100 base credits, six innovative design and four regional priority points. With four possible levels of certification (certified, silver, gold and platinum), the City of Mississauga considers LEED certification flexible enough to accommodate a wide range of green building strategies that best fit the context of a particular site and/or project.

## Back-to-Back and Stacked Townhouse Guidelines

City of Mississauga published the Back-to-Back and Stacked Townhouse Guidelines ("Townhouse Guidelines") in May 2018 due to the increased popularity of back-to-back townhouses and stacked townhouses throughout the GTA. The purpose of the Townhouse Guidelines is to ensure new townhouse developments will be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties. To that end, the urban design objectives which provide the framework for the guidelines include:

- ensuring compatibility with the existing and planned context;
- designing to meet the needs of people of all ages, abilities and incomes;
- balancing functional design and aesthetics with long-term sustainability;
- protecting and enhancing natural features;
- connecting streets and providing pedestrian linkages; and
- providing high-quality private and common amenity areas.

The Townhouse Guidelines consider back-to-back and stacked building types typically as follows:

- three to four storeys in height;
- comprised of units that are stacked vertically and/or horizontally with access from grade;
- front onto a public street, condominium road, pedestrian mews or open space; and
- include surface and/or underground parking.

The Townhouse Guidelines offer a checklist of principles to be considered in the design of townhouse blocks, which are intended to ensure that new development is compatible with and respect the existing and/or planned context through appropriate building height, setbacks, separation distances, block length, unit width, and building elevations, among other considerations.

## 4.9 Dundas Connects Master Plan Study

The Dundas Connects Master Plan was initiated in 2016 to plan for a projected increase of 52,000 people and 9,600 jobs along the Dundas Street Corridor in Mississauga over the next 35 to 40 years. The completed master plan was endorsed as the recommended plan for the Dundas Corridor by City of Mississauga Council on June 20, 2018. It is important to note that this Master Plan does not form an Amendment to the Mississauga Official Plan.

At a high level, the plan establishes a vision and recommends a land use, built form and transportation framework for lands within the study area. The vision for the Dundas Street corridor includes a walkable, bikeable and transit supportive mixed-use corridor with a vibrant pedestrian realm, grade-related retail and intensification that is contextually appropriate. The plan recommends that the corridor be serviced by bus rapid transit and be developed with a mid-rise built form (5 to 12 storeys) with taller buildings (up to 25 storeys) at the Cooksville and Dixie Focus Areas.

The plan also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed use and transit oriented built forms. The plan proposes a bus rapid transit (BRT) line along Dundas Street in a dedicated right-of-way in a central median, and includes a BRT stop at the intersection of Dundas Street East and Dixie Road, approximately 575 metres west of the Subject Site.

One of the primary recommendations of the report is to encourage mixed-use transit supportive intensification across Dundas Street, stating that "new development will be dense enough to provide ridership for the future transit line, optimizing the use of this significant public investment". The report also recommends that lands within MTSAs (within a 500 metre radius from a BRT stop) "should be redeveloped to

permit uses that will achieve transit-supportive densities. Minimum density targets should be achieved as follows: 160 residents and jobs combined around major transit stations." Notably, the definition of a Major Transit Station Area as per the 2019 Growth Plan has been revised to state that an MTSA may include the area within a radius of up to 800 metres.

The report also recommends planning for a greater level of intensification in focus areas as they provide opportunities for introducing a mix of residential and employment uses in a range of building heights and types. While not all Focus Areas will grow to the same extent the report notes that some focus areas have numerous large sites or other conditions that can better enable growth, such as the intersection of one or more higher-order transit lines.

The plan identifies the following "opportunities" for the Dixie Focus Area:

- If flooding issues are addressed and SPA is modified, there is potential for intensification and redevelopment. It should be noted that the subject site does not fall within the designation of Natural Hazards as shown of **Figure 32**;
- Opportunity to plan for a mix of uses, services and community facilities and a level of intensification to transform the Focus Area into a *Community Node*
- Dixie GO Station is an opportunity to apply Mobility Hub principles
- Opportunity to encourage development around major transit stops
- Potential for creating new green open spaces in strategic location

Section 5.1.2.2, Dixie Focus Area, outlines a Focus Area Framework Plan for the subject site. In particular, the plan identifies that the frontages along Dundas Street East should incorporate a mixed use character, a future westbound road connection should be established, and a new open space should be located in the southwest corner. The remaining blocks are indicated as Potential Redevelopment and are shaded light blue. Overall, the proposed development incorporates these three recommendations outlined by the Dundas Connects Master Plan.

Furthermore, it is recommended that the City of Mississauga consider setting alternative standards for parking rates along the Dundas Street *Intensification Corridor* and within MTSA's. Reduced parking standards are aimed to incentivize transit-supportive redevelopment and encourage active transportation between transit stations and places of work, community facilities, residences, and other destinations.



## 4.10 Parks and Forestry Master Plan (2019)

The Parks and Forestry Master Plan guides the delivery of outdoor recreation facilities such as parks over a five-year period to the year 2023, with a longer-term outlook to the year 2038 in some cases. The Parks & Forestry Master Plan provides specific recommendations for addressing outdoor recreation facility needs across the City, which the plan divides into six Service Areas. The City of Mississauga's minimum target level is 1.2 ha/1000 residents, currently the City has achieved an overall per capita standard of approximately 2.36 ha/1000 residents.

The subject site falls within Service Area 5 which comprises the central-west part of the City and is the most populated service area. Based on Table 1 of the Parks & Forestry Master Plan, Service Area 5 has an estimated population of 198,000 persons and is forecasted to receive 19,000 new residents over 10-year planning outlook. Service Area 5 has a total of 271.04 hectares of existing parkland and a provision level of 1.37 ha/1000 residents and will require an additional 18.16 hectares of parkland is required to keep up with the future anticipated needs. In this regard, the proposed 1.03-hectare public park would accommodate approximately 18% of this total parkland requirement.

The Parks & Forestry Master Plan recommends that playgrounds be provided within 800 metres of residential areas or 400 metres in identified intensification zones and that they be in areas that are unimpeded by major pedestrian barriers. The Master Plan notes that due to the character of Service Area 5, with *intensification corridors*, downtown, and nodes, land scarcity is a challenge. Consequently, large recreational uses such as outdoor playing fields, aquatic facilities, and multi-use pads are harder to locate and in greater demand due to the allocation of density and population growth. Despite this challenge, the subject site is proposing to dedicate approximately 15% of its total net developable area towards parkland.

The proposed 1.03 hectare park will contribute to parkland needs and provide high-quality open space for current and future residents.



# Planning & Urban Design Analysis

## 5.1 Conversion of lands within Employment Areas

The development proposal is an employment land conversion proposal under Policy 2.2.5.10 of the 2019 Growth Plan. While the proposal requires the removal of the Subject Site from the *Dixie Employment Area* Character Area policies of the City of Mississauga Official Plan, it is our opinion that the proposal is differentiated from other employment conversion proposals owing to the unique nature of the proposal based on a number of key considerations.

The notion of "conversion" of an existing Employment Area to permit non-employment uses should be evaluated and understood based on the existing use of the Subject Site, which include non-employment uses (i.e. 68 rental apartment dwellings) in a mixed use form. The application, therefore, does not effectively remove an existing Employment Area, but simply intensifies an existing mixed-use site that is underutilized, with an appropriate and desirable mixed use proposal.

The proposed conversion of Employment Areas is an appropriate and desirable form of intensification within a Strategic Growth Area that is consistent with the Provincial Policy Statement and conforms with the 2019 Growth Plan and is in keeping with the Regional Official Plan and Mississauga Official Plan.

The conversion policies in the Regional Official Plan and Mississauga Official Plan were assessed for conformity against the employment policies in the 2006 Growth Plan and the population and employment targets for 2031. The 2019 Growth Plan and PPS 2020 added significant new policies for the conversion of Employment Areas outside of a Municipal Comprehensive Review, while also increasing the population and employment forecasts to 2051. The following sections provide our opinion on how the proposed development is consistent with the PPS 2020 and conforms to the 2019 Growth Plan. The Regional Official Plan and Mississauga Official Plan have not been brought into conformity with the 2019 Growth Plan, however, we have reviewed the Employment conversion policies included in the Regional

Official Plan and Mississauga Official Plan and in addition to our planning opinion, we also provide responses from other consultants to address the specified requirements and test of employment conversion. The reviewed reports and studies include the following:

- Traffic Impact Study prepared by LEA, dated October 2021;
- Functional Servicing and Stormwater Management Report prepared by Counterpoint, dated October 2021;
- Land use Compatibility & Mitigation Study prepared by RWDI, dated October 2021

### Provincial Policy Statement 2020 and 2019 Growth Plan Employment Conversion Policies

Policy 1.3.2.4 of the PPS 2020 (similar to Policy 2.2.5(9) of the Growth Plan 2019), addresses the

conversion of employment lands and states:

*"Planning authorities may permit conversion of lands within employment areas to nonemployment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion".*

Notwithstanding, Policy 1.3.2.4 of the PPS 2020, Policy 1.3.2.5 of the PPS 2020 similar to Policy 2.2.5(10) of the Growth Plan 2019, adds that lands within existing employment areas may be converted to a designation that permits non-employment uses subject to the following:

- a. there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b. the proposed uses would not adversely affect the overall viability of the employment area; and
- c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses."



In our opinion, there is an identified need for the conversion of the Subject Site to remove it from the *Dixie Employment Area* Character Area in order to further the vision of the Dixie-Dundas Community Node, and equally important, to better utilize the Subject Site in a transit-supportive manner that maximizes the number of potential transit users within walking distance of existing and planned higher order transit. This conversion will not adversely affect the overall viability of the neighbouring employment area (i.e. *Dixie Employment Area* Character Area), but conversely will contribute to the planned conversion of the *Dixie Employment Area* to better utilize the existing infrastructure and maximize planned public service facilities which are designed to accommodate the proposed development.

Policy 2.2.5 of the 2019 Growth Plan addresses employment lands and the promotion of economic development and competitiveness. In our opinion the proposed development promotes the economic development and competitiveness of the City of Mississauga by making more efficient use of an underutilized site that is connected to existing and planned infrastructure through the development of a mix-use community. This type of development is precisely what the Province envisions and is encouraging because it puts people within a close walking distance of transit, integrating communities, connecting to concentrations of work, reducing congestion and green house gas emissions while making the City more competitive overall.

The 2019 Growth Plan, specifically Policy 2.2.5.9 outlines the following conversion criteria for lands within an employment area:

- a. there is a need for the conversion;
- b. the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c. the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d. the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e. there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

In addition, the 2019 update to the Growth Plan added a significant new policy that makes it possible for property owners to file applications to convert Employment Areas prior to a municipal comprehensive review. Specifically, Policy 2.2.5(10) provides that notwithstanding policy 2.2.5 (9), until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an employment area identified as a provincially significant employment zone.

It is our opinion that the Subject Site, which is not located within a Provincially Significant Employment Zone, can be converted outside of a Municipal Comprehensive Review as per Policy 2.2.5.10, for the following reasons:

- There is a demonstrated need for the conversion of the subject lands as it is underutilized in it's current form;
- The conversion of the Subject Site to remove it from the *Dixie Employment Area* Character Area will improve the viability and attractiveness of the Dixie-Dundas Community Node;
- Advance the vision of Primary Major Transit Station Areas;
- The conversion of the *Dixie Employment Area* will facilitate a net gain of jobs; and,
- Provide much needed housing choice including purpose-built rental residential units in the area.



In 2017, the City of Mississauga's phase one municipal comprehensive review (endorsed by City Council), recommended conversion of the *Dixie Employment Area*, including the Subject Site, noting the lands have potential for conversion due to:

- The lands lack accessibility to major highways, making them poorly suited to modern industrial users or warehousing and logistics functions.
- The needs of contemporary major employment users are further hampered by an existing building stock largely consisting of older structures with lower floor to ceiling heights.
- The area achieves lower than average rental rates and has a higher than average vacancy rate. These three challenges combine to inhibit the potential of the *Dixie Employment Area* to become regenerated as a viable, modern business park.

The City's phase one municipal comprehensive review concluded that within the context of the City of Mississauga Official Plan, the City had a sufficient supply of employment lands to consider conversions for *Mixed Use* designated lands within employment areas that are proximate to MTSAs. Further, the City's MCR report noted that the Subject Site was a strategic conversion as the *Dixie Employment Area* offers access to regionally-connected higher order transit that has significant potential to attract higher density, mixed use development, particularly focused in the *Community Node* (where the Subject Site is located).

With regard to the Region's municipal comprehensive review to conform to the 2019 Growth Plan, on April 28 2022, Regional Council adopted Peel 2051, Regional of Peel Official Plan (RPOP), and is currently awaiting Provincial approval. The RPOP proposes Schedule E-4 – Employment Areas that does not identify the subject as an Employment Area and as a result removes it from the *Dixie Employment Area*. The proposed removal of the Subject Site from an Employment Area was originally identified in the

Region's 2020 Growth Management Focus Area Policy Directions Report, released in May 2020. According to the Report, the Region supported the City of Mississauga's request for conversion of the *Dixie Employment Area*, including the Subject Site, having satisfied the requirements of Policy 2.2.5.9 of the 2019 Growth Plan.

Until the RPOP receives Provincial approval, it remains our opinion that the Subject Site is not required for employment purposes over the long term under the current policy regime. The subject application meets the policy tests in the PPS and the Growth Plan for employment land conversion, to accommodate the proposed mixed-use development. In addition, conversion of the Dixie-Dundas Community Node will create additional employment opportunities through mixed-use development, far greater than could be achieved by the continuation of the predominately retail use in the area. In fact, it is our opinion that if the site was to remain as currently designated and zoned, its future mixed-use development would not be permitted, meaning the subject site would continue to function as an underutilized site with surface parking.

## 5.2 Intensification

The development proposal represents a significant opportunity to optimize 7.39 hectares of underutilized land located within the Dixie-Dundas Community Node that is planned to be served by higher-order transit services, including 15-minute GO RER service at the Dixie GO station and Bus Rapid Transit service along Dundas Street, and frequent transit service including a Priority Bus line on Dixie Road. The Subject Site is a desirable location for significant intensification and it is our opinion that the proposed interconnected, fine grain mixed-use community with a mix of retail, residential and community amenities optimises the site's development potential and return on investment in existing and planned transit infrastructure in the area.

The proposed mixed-use intensification on the Subject Site is appropriate and desirable and would contribute to the achievement of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan, all of which promote intensification on sites that are well served by municipal infrastructure, including higher-order public transit.

In this regard, Policy 2.2.1(2)(c) of the Growth Plan directs that growth will be focused in delineated built-up areas, *Strategic Growth Areas* and locations with existing and planned transit, with a priority on higher order transit where it exists or is planned. Given the Site's proximity to the Dixie GO Station on the Milton Line, and the planned Wharton Way BRT stop and Dixie BRT stop on the Dundas BRT, all within a 5-10 minute walk, the Subject Site would fall within the definition of a Major Transit Station Area in the Growth Plan. As well, the site is located along or adjacent to Dundas Street, a designated *Intensification Corridor*, with existing frequent transit. Accordingly, it is our opinion that the subject site is located within a Strategic Growth Area as defined in the Growth Plan.

*Strategic Growth Areas* are a focus for accommodating intensification and higher-density mixed uses in a more compact built form. *Major Transit Station Areas* are intended to include a mix of uses to support existing and planned transit service levels and to maximize the number of potential transit users that are within walking distance of the station, while Growth Plan encourages lands adjacent to or near to existing and planned frequent transit to be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

From a Regional Official Plan perspective, Peel 2051 as adopted, identifies the Subject Site within a Primary Major Transit Station Area as shown on Schedule E-5 – *Major Transit Station Areas*. Policy 5.6.19.18 provides that until such time as the local municipality has established Major Transit Station Area policies in accordance

with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure that proposed developments contribute to transit supportive densities that respect the scale of the surrounding community, support a compact built form that directs the highest intensity of development close to transit stations, provides multi-modal street patterns to promote transit ridership and active transportation, supports a high quality public realm that enhance the MTSA and prohibits uses that would adversely impact the ability to achieve minimum density targets.

In our opinion, the proposal represents an optimal opportunity for intensification in a Primary Major Transit Station Area. The proposed development will intensify the subject site with an appropriately scaled transit-supportive and pedestrian-oriented development. It will make efficient use of underutilized lands located within a planned Primary Major Transit Station Area as shown on Schedule E-5 and as defined in the 2019 Growth Plan, providing new residential, retail and community facilities within approximately 520 metres of the planned Wharton Way BRT stop, 610 metres of the Dixie BRT stop and 800 metres of the Dixie GO station. housing units, including rental units, within an area that has been identified as an appropriate location for intensification and infill development. Residential intensification of the subject site would assist in achieving provincial and municipal housing objectives and contribute towards density targets set out in the Growth Plan.

Optimizing the use of land and infrastructure is consistent with both good planning practice and overarching Provincial and municipal policy direction, subject to achieving appropriate built form relationships. The site's proximity to the existing Dixie GO Station and planned Dundas BRT will promotes public transit use by focusing residential and commercial retail uses in close proximity. Residential mixed-use intensification on the subject site would support transit ridership and allow future residents to take advantage of the shops, services, restaurants and other facilities within the area.

Infill development on the subject site is further supported by policies set out in the Regional Official Plan which seek to optimize intensification opportunities across the Region in a manner that contributes to the achievement of compact and efficient urban form, optimizes the use of existing infrastructure and services, revitalizes or enhances existing neighbourhoods and intensifies development on underutilized lands. The proposal directs development to the *Urban System* and will efficiently use existing services and infrastructure while encouraging a compact built form in accordance with the Region of Peel Official Plan.

In addition to the above, the proposal presents an opportunity to leverage the site's position within the emerging Dixie-Dundas Community Node, a designated *Intensification Area* under the Mississauga Official Plan. It is noted that the Mississauga Official Plan recognizes that the existing commercial base of the Dixie-Dundas Community Node is required to be redeveloped with a more pedestrian friendly approach. The proposed development would significantly increase pedestrian mobility through the use of mid-block connections, active frontages, and through the division of the site into finer grain development blocks.

At a City-level, the site is located along an *Intensification Corridor*, Dundas Street East, where higher densities are anticipated and desired. While the proposed height, massing and density will be addressed in detail in Section 5.5 of this report, it is our opinion that the level of intensification proposed is appropriate for the emerging context within the Dixie-Dundas Community Node due to the proximity of the Subject Site to existing and planned higher order public transit. As such, the proposed increase in height and density is desirable from an intensification perspective, both in policy and built form terms.

As recognized by the City of Mississauga Official Plan, the City has now reached the stage where virtually all of its greenfield land supply has been built out; accordingly, new growth will need to be accommodated through redevelopment and intensification within developed areas.

In accordance with the built form policies for development in *Intensification Areas* set out in Section 9.1 of the Mississauga Official Plan, and as discussed further in Section 5.4 below, the proposed development has been organized to respect the existing character of the area by consolidating the tallest building heights on the west half of the subject site on Block A and C, while transitioning downward using mid-rise buildings and townhouses to respect the existing character of lands to the east. In addition, to the more intensive uses established across the site, grade related retail has been provided along Dundas Street East to promote active frontages and a more pleasant pedestrian experience.

The redevelopment of the subject site supports an increase in population, combined with the reduction of parking rates and provision of bicycle parking and infrastructure, to promote increased ridership for the existing frequent transit service and higher order public transit in close proximity to the site, supporting the creation of an efficient, multi-modal transportation system that encourages greater utilization of public transit and active transportation modes.

From a zoning perspective, the existing zoning applying to the Subject Site has not been updated to be consistent with the Provincial Policy Statement's direction to "optimize" the use of land and public investment in infrastructure and public service facilities. In our opinion, the existing zoning does not make use of land and infrastructure in a way that is efficient or effective as possible.

Based on the foregoing, it is our opinion that optimization of density on the subject site would be in keeping with both good planning practice and overarching Provincial, Regional and City policy directions, subject to achieving appropriate built form relationships.

## 5.3 Land Use

The proposed development presents a significant city building opportunity to deliver on the City's planning objectives of establishing compact built form on lands designated *Mixed Use*, along *Intensification Corridors* and within a *Community Node*. The proposal will deliver a mix of uses at transit-supportive densities, including new high-rise residential uses with retail uses at-grade, adjacent to new open spaces and parkland within walking distance of existing and planned higher order transit.

The proposed high-rise residential towers, mid-rise buildings, residential townhouse blocks, and grade-related retail and community uses are consistent with the existing permissions of the *Mixed Use* designation of the Mississauga Official Plan. However, an Official Plan Amendment will be necessary to remove the lands from the *Dixie Employment Area* Character Area, which limits the *Mixed Use* permissions, beyond what is currently developed on the Subject Site. This is being done out of precaution as the lands have already been identified for removal from an Employment Area by the City of Mississauga phase one municipal comprehensive review (under the 2006 Growth Plan) and the Region's MCR (Peel 2051) to conform to the 2019 Growth Plan.

The Mississauga Official Plan does not establish policies for the Dixie-Dundas Community Node, deferring to the now outdated *Dixie Employment Area* Character Area policies. It is important to note that while the subject site is within a *Community Node*, not all *Community Nodes* will develop at the same intensity. Policy 14.1.1.3 indicates that proposals for heights different than those established in the Character Area policies will only be considered where it can be demonstrated 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

With regards to transition in heights, the proposal is adjacent to lands designated *Residential Low Density I* to the east along Coram Crescent. In order to appropriately transition to the existing *Residential Low Density I* lands, the proposed buildings on Block E, F, and G establish a consistent 3 to 4-storey building height adjacent to the east property boundary of the subject site. In particular, back-to-back and stacked townhomes front the east side of the proposed private laneway on Block F and G. The townhouse blocks are separated 9.72 to 10.2 metres from the east property boundary by a landscaped servicing easement that will provide visual screening of the proposed townhouse blocks from the adjacent *Residential Low Density I* lands. The proposal's highest densities are located on the west side of Mattawa Avenue which range in height from 15-storeys along Dundas Street East, up to a peak of 41 storeys. All of the building elements have been designed to fit within a 45 degree angular plane from the east property boundary to achieve an appropriate transition to the existing *Residential Low Density I* lands to the east.

With regard to enhancing the *Community Node*, the proposed development will provide 449 square metres of community uses within Block C and 10,358 square metres of parkland on Block B which runs adjacent to a Creekside trail adjacent to Little Etobicoke Creek. These open spaces, park and community spaces will contribute amenities and enhance the public realm within the Dixie-Dundas Community Node.

With regards to maintaining the urban hierarchy of the City Structure, it is our opinion, given the *Mixed Use* designation of the Subject Site, its location along an *Intensification Corridor* and within a Primary Major Transit Station Area, that the Subject Site has the potential to accommodate increased densities and growth that will reinforce the role of the Dixie-Dundas Community Node within the City Structure. The Dixie-Dundas Community Node has been conceptually identified in the Mississauga Official Plan since its adoption in 2010. The specific *Community Node* policies have been withheld since that time, awaiting the removal of the *Dixie Employment Area* Character



Area policies for the *Community Node* area. As a result, it is our opinion that the City Structure policies, particularly the *Community Node* policies are outdated and are not consistent with the intensification policy directions set out in the Provincial Policy Statement and the Growth Plan, as described in detail in section 5.2 above.

In contrast, the intensification policy direction for *Major Transit Station Areas* in the 2019 Growth Plan is markedly different than the urban hierarchy approach employed in the Mississauga Official Plan City Structure, particularly the height and density provisions for *Community Nodes*. The approach in the Growth Plan recognises transit as a first priority, which seeks the alignment of major transit investments with growth by directing growth to *Major Transit Station Areas*. The Growth Plan requires the optimization of provincial investments in higher order transit in a manner that maximises the size of *Major Transit Station Areas* and the number of potential transit users that are within walking distance of the station. The Dixie-Dundas Community Node, and specifically the Subject Site, with access to existing and planned higher order transit is an appropriate and desirable location for significant intensification.

Furthermore, given the increasing levels of intensification that have occurred throughout the City and in particular along Hurontario Street, which aligns with the major transit investment in the Hurontario LRT, the numeric height and density limits that were established for *Community Nodes* in 2010 are no longer up consistent with the emerging transit-supportive urban structure of the City. As such, the height and density policies for the Dixie-Dundas Community Node no longer have a reasonable relationship to the transit-supportive heights and densities emerging across the City, including locations that have similar access to existing and planned higher order transit.

In particular, the permitted height and densities in the Dixie-Dundas Community Nodes are outdated. They date back to 2010, prior to the current PPS and the Growth Plan, with their increased emphasis on transit-supportive intensification. The permitted height and densities are not transit-supportive and do not fully achieve the intensification objectives for

the area. In our opinion, the existing Official Plan policy and zoning are not consistent with the Provincial Policy Statement and does not conform with the Growth Plan. Accordingly, an amendment to the existing Official Plan and zoning provisions to increase the permitted height and density on the subject site is appropriate. In accordance with a design-based approach, consistent with the intensification policy direction for *Major Transit Station Areas*, we have analysed the appropriate height, massing and built form impacts of the proposed development in Section 5.5 and 5.6 of this report and, on that basis, have concluded that the development proposal would fit harmoniously with its planned context.

With respect for consistency with the policies of the Mississauga Official Plan, Section 5.5 has regard to *Intensification Areas* and provides that future growth within the City will be primarily directed to *Intensification Areas*. Policy 5.5.1 notes that areas such as *Community Nodes*, *Intensification Corridors*, and MTSA's will be the focus of intensification. Furthermore, the Official Plan states that *Intensification Areas* are to be developed as attractive mixed use areas with densities that are sufficiently high to support frequent transit service and a variety of services and amenities.

The proposed total gross floor area of 223,257 square metres is a mix of 220,302 square metres of residential uses, 2,506 square metres of retail uses, and 449 square metres of community facilities. In our opinion, the resulting density of 4.02 FSI represents a sufficiently high intensification to support the existing and planned higher order transit accessible to the site. The proposed mix of uses will result in a high-quality development that is well designed and highly articulated. The development has been designed to promote active street frontages with appropriate scale in terms of podium height, setbacks and stepbacks, while also making significant improvements to the streetscape along Dundas Street East and Mattawa Avenue. The proposed grade-related residential and non-residential uses will result in improved frontages and pedestrian experience along Dundas Street East and Mattawa Avenue. Further, the development provides for the future extension of Blundell Road across Little Etobicoke Creek, which will result in improved accessibility and

connectivity within the Dixie-Dundas Community Node, particularly reducing the walking distance from the Subject Site to the Dixie GO station from in half (from a 10 minute to 5 minute walk).

The proposed Official Plan Amendment seeks to remove the subject site from the *Dixie Employment Area* Character Area on schedules 1, 1b, 9, and 10 of the Official Plan. The proposed Official Plan Amendment also recommends that the Exempt Site 2 (17.4.5.2) overlay be deleted from the eastern portion of the site. Lastly, the amendment proposes to redesignate the Block B lands from *Mixed Use* to Public Open Space. The park has been substantially sized at 1.03 hectares to meet the recreational needs of existing and future residents and is centrally located within the plan to provide convenient access from the future buildings.

The existing *Dixie Employment Area* Character Area policies are not consistent with the PPS and does not conform to the Growth Plan. Furthermore, the Employment Area policies are not consistent with the objectives outlined in Official Plan policies 5.5.7-5.5.9 that require optimizing land use within *Intensification Areas* through development with densities to support existing and planned higher order transit. Accordingly, it is our opinion, the proposed Official Plan Amendment is warranted in this instance, as set out in Section 5.1 above.

## 5.4 Site Organization

The proposed development is organized with appropriately scaled development blocks that transition to adjacent *Residential Low Density I* uses to the east through the distribution of open spaces, building typologies and massing. A key organizing element of the proposal is the revised functional road network that consists of a reimagined Mattawa Avenue which will continue to bisect the subject site, and provide multiple private road and laneway connections. The proposed development blocks will facilitate the creation of a fine-grained grid road network that is complimented by mid-block connections and open spaces, resulting in a more permeable site that provides connections into the broader Dixie-Dundas Community Node.

In order to maintain an enhanced streetscape along Mattawa Avenue, all servicing, loading and parking locations have been internalized to the development blocks, with the exception of two minor drop off and lay-by areas associated with Block B and C. Vehicle accesses for the eastern Blocks have also been situated off private roads and laneways where feasible, to minimize disruption along Mattawa Avenue for pedestrians. A 1.03-hectare public park is proposed at the southwest corner of the site providing passive and active recreation opportunities for residents.

In terms of built form, buildings generally transition from the tallest heights in the west, to lower heights in the east to accommodate an appropriate transition to the *Residential Low Density I* areas to the east of the subject site. A defined height ridge is also provided along the west side of the Mattawa Avenue, establishing an increase in height as taller buildings move south away from Dundas Street East, culminating with the tallest height (41-storeys) closest to the Dixie GO Station. In summary, the follow principles have been implemented to establish an efficient site layout:

- The buildings have been sited, massed and organized to provide an appropriate transition towards the *Residential Low Density I* areas the east;
- In particular, the tallest heights have been direct towards the west portion of the site, away from low-rise areas and well setback from Dundas Street East;
- The towers have been oriented at offset angles to allow for increased natural light across and through the subject site, while providing visual interest and a distinct character for the site;
- The organization of development blocks will facilitate a fine grain road network as envisioned in the Dundas Connects Master Plan;
- A future east-west right-of-way extension (Blundell Road) has been considered which is consistent with the directives of the Dundas Connects Master Plan (A formal design and development of a bridge crossing is not included within the scope of this application);

- The Draft Plan of Subdivision will establish an unencumbered 1.03-hectare public park at the southwest corner of the subject site, directly adjacent to the Little Etobicoke Creek;
- A new dedicated community space has been located in the podium of Building C1, immediately adjacent to the public park allowing for convenient connections to open spaces;
- Retail uses at grade have been established along Dundas Street East to animate the frontages of Blocks A and E, as well as retail spaces on Block C to increase activity adjacent to the public park; and
- Three-storey grade related townhomes are situated on the eastern extent of the subject site to minimize built form impacts on nearby residential uses and to establish neighbourhood activity and character;

With regard for the proposed public parkland dedication, the unencumbered dedication of Block B for the purposes of the park is suitable in size and scale to service the needs of the proposed development. The proposed size of the park, 10,358 square metres (1.03 hectares), will be able to accommodate both active and passive recreation uses including a soccer field, basketball court and tennis court, among other uses such as seating areas and children's playgrounds. The alternative rate of parkland dedication in Mississauga equates to 1.0 hectare per 300 units. The proposal in its current form would therefore be required to provide a total of 9.8 hectares of parkland, which exceeds the total gross area of the subject site of 7.39 hectares. The alternative parkland dedication rate is therefore untenable on the subject site for the proposed development.

In our opinion, the proposed parkland dedication of 15% of the net developable area of the subject site is appropriate in terms of scale and proportion.. The proposed parkland dedication is sufficient to accommodate a neighbourhood park, which is reflected through the OS1 designation (Open Space – Community Park) in the proposed Zoning By-law Amendment.

The proposed design concept establishes a comprehensive vision for the subject site that is consistent with current provincial and regional planning policy directives. A proposed phasing plan and conceptual site plan has been prepared to demonstrate how a complete build out of the subject site could take place, and how the proposal would fit into this future scenario. The site design, organization and layout allows for the efficient use of land in a *Community Node* that is intended to accommodate population growth through intensification and which has access to frequent and higher order transit services , including both existing and future transit network improvements that will promote increased transit ridership from the proposed development. The location, configuration of the development blocks and road network provides a strong foundation to support the proposed development and is conducive to a transit-oriented community.

## 5.5 Height, Massing and Density

As noted in Section 5.3 of this report, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for tall, mid-rise and low-rise buildings given its proximity to the existing higher order transit (Dixie GO station), frequent transit services (MiWay Bus Transit) and planned higher order transit (Dundas BRT). Furthermore, the proposal provides for an appropriate built form transition utilizing a 45-degree angular plane when measured from *Residential Low Density I* areas to the immediate east of the subject site.

In our opinion, the height, massing, and density of the proposal is appropriate and compatible with the surrounding built form based on a number of contextual and urban design considerations, including but not limited to:

- The location of the subject site within an identified Primary Major Transit Station Area as identified in Peel 2051 RPOP and as defined by the Growth Plan;
- The substantial size of the subject site (7.39 hectares);

- The proximity of the subject site to the Dixie GO station, existing MiWay Transit and the future Dundas BRT; and
- The substantial separation distances of the proposed tall buildings to the existing *Residential Low Density I* areas.
- The future mixed use context of the Dixie-Dundas Community Node;

As noted in Section 2.0, the subject site is a large land assembly within the Dixie-Dundas Community Node that is currently occupied by low-rise mixed use buildings surrounded by expansive surface parking lots. The site is considered underutilized within the context of a planned Primary Major Transit Station Area and is suitable to support intensification with a mix of uses in a variety of built forms.

From a site design perspective, the tallest buildings are proposed adjacent to the Little Etobicoke Creek, at a substantial distance of approximately 129 metres from the *Residential Low Density I* areas to the east. In addition, the proposal provides a service easement with landscape buffer between the three-storey townhouses on Block F to the rear yards of the properties designated *Residential Low Density I* to the east. These properties are characterized as deep lots with rear yards ranging from 30 to 40 metres, which contributes to the overall transition and separation distance to the proposed development on the site.

With respect to height, the Mississauga Official Plan establishes a height limit of 4 storeys for lands within *Community Nodes*, however, additional height can be accommodated subject to the achievement of certain criteria as outlined in Policy 14.1.1.3. Furthermore, it is our opinion that the *Community Node* Policies are outdated and is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan. As discussed in Section 5.3 above, Policy 14.1.1.3 indicates that proposals for heights different than those established in the Character Area policies will only be considered where it can be demonstrated 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.

In this regard, it is our opinion that the proposed heights are appropriate for the Dixie-Dundas Community Node given the current PPS and the Growth Plan's increased emphasis on transit-supportive intensification, the stepping down of heights from west to east, and the optimization of transit infrastructure. As stated in Policy 5.5.1 of the Mississauga Official Plan, areas such as *Community Nodes*, *Intensification Corridors*, and MTSA's will be the focus of intensification which are to be developed as attractive mixed use areas with densities that are transit supportive.

When compared to the emergence of the Hurontario LRT (HLRT) corridor, the subject site and broader Dixie-Dundas Community Node offer a similar connection between higher order transit services as Cooksville GO Station and Lakeshore GO station. Despite this similar transit context, height and density permissions in the Dixie-Dundas Community Node has not been updated to provide for transit-supportive intensification.

Moreover, the proposed heights have been determined through appropriate built form considerations and the optimization of transit available in the Dixie-Dundas Community Node. It is acknowledged that the current land use typology of the Dixie-Dundas Community Node is predominately commercial-retail characterized with low-rise buildings, warehouses and light industrial uses surrounded by large areas of surface parking. As such the proposed building heights will not negatively impact the existing uses in the Dixie-Dundas Community Node. Further, the heights of the proposed buildings will not negatively impact the *Residential Low Density I* areas to the east have been adequately separated and transitioned therefrom. Finally, the Little Etobicoke Creek will allow for the proposed towers of 29, 35 and 41 storeys to be separated from any future development of the Dixie-Dundas Community Node to the west.



In summary, the proposal is comprised of five tall buildings which range in height from 18-storeys (57.2 metres) to 41-storeys (132.5 metres). An additional five Mid-rise buildings are also proposed along Dundas Street East and along Mattawa Avenue on Blocks F and G. The Mid-rise buildings range in height from 12-storeys (38.6 metres) to 15-storeys (47.9 metres). In terms of height, the proposed range of 12, 15, 18, 29, 35 and 41 storeys is appropriate given the context of the subject site as outlined in Section 5.2 and 5.3 and the foregoing commentary.

In terms of massing, the podiums of all buildings have been setback from their property lines abutting streets to accommodate an appropriate transition between the private and public realm. The setbacks will allow for enhanced public realm treatments and landscaping, specifically along Dundas Street East. Along Dundas Street East, Block A and Block E will establish setbacks of 5.0 metres to the north property line to facilitate retail uses at grade and to provide additional space for pedestrians and further contribute to the ultimate vision of Dundas Street as a complete street. Building A2 and E2 to the south the mid-rise buildings fronting Dundas Street East is setback from the property lines along Mattawa Avenue by 3.25 metres and 3.33 metres to provide additional landscaping for the primary pedestrian routes that bisect the site. Further south along Mattawa Avenue, Buildings F1 and F2 are setback 3.0 metres and Building C1 is setback 4.3 metres and 5.0 metres from the Future Blundell Road Extension. Finally, at the southeast corner of the site, Building G1 is setback 3.0 metres from the west property line along Mattawa Avenue and 7.3 metres to the south property line. All at-grade setbacks exceed 3.0 metres and will contribute positively to the overall public realm which includes the public rights-of-way of Mattawa Avenue and Dundas Street East.

To further articulate podiums and define massing, stepbacks have been incorporated into podiums along Dundas Street and Mattawa Avenue. Stepbacks throughout the proposal are generally 3.0 metres or greater and establish appropriate street wall proportions for users of the site. In addition, to stepbacks along street frontages, podiums have implemented a variety of stepbacks to break up massing and transition from the larger base buildings into more slender

tower floorplates. The provision of stepbacks has also allowed for outdoor terraces to be provided and support built form transitions towards the proposed townhouse blocks on the subject site and adjacent low-rise dwellings to the east.

With regard to the tower elements, the angled orientation of the western towers and podiums has resulted in a varied mass that uses stepbacks to create appropriate street wall conditions. The resulting street walls frame their respective right of ways with good proportion and maximize sunlight on the public realm and the new public park in accordance with the Official Plan's Built Form policies. Furthermore, the proposed tall buildings will establish separation distances of 30.0 metres or more for tower elements.

The Dixie-Dundas Community Node is an evolving mixed use area that has not yet established a built form context. As such, the massing of the proposed development has been informed by policy directives that promote transit supportive communities through a variety of built forms such as townhouses, mid-rise buildings and taller buildings. In our opinion, the mix of building typologies, transition towards low-rise dwellings and appropriate setbacks and stepbacks, has resulted in a thoughtfully designed proposal that is both cognizant of current conditions and protects for future development in the immediate vicinity. Once an appropriate built form can be established, height and density can be determined.

In terms of density, it is our opinion that the proposed density of 4.02 FSI across the site is both appropriate and desirable. The proposal will optimize use of land and infrastructure, including the existing Dixie Go Station, MiWay Transit and support the future Dundas BRT. In addition, the density is appropriate given the proposal is located within a Primary MTSA and the evolving Dixie-Dundas Community Node, identified to accommodate significant growth to the planning horizon of 2051. Furthermore, the proposal will add new residential housing options, retail and dedicated community space and a 1.03-hectare public park, providing future residents and employees with access to amenities in an urban setting whilst remaining compatible with future development to the west in the Dixie-Dundas Community Node.

In our opinion, the proposed range of heights, building typologies and densities is appropriate for the site and compatible with the emerging land use and built form context suitable for the Dixie-Dundas Community Node. The substantial size, location and transit accessibility of the subject site makes it a prime candidate to accommodate denser and taller forms of development needed to create a sustainable major transit station area.

## 5.6 Built Form Impacts

In accordance with the City's built form policies, the proposed buildings will be located and organized to fit within the existing and planned context of the Dixie-Dundas Community Node and will appropriately frame the adjacent streets and new public park to promote a transit-oriented, safe complete community. As discussed below, it is our opinion that the proposed development would have acceptable built form impacts on adjacent properties, primarily the *Residential Low Density I* lands to the east and the *Natural Hazards* to the west along Little Etobicoke Creek.

As discussed in Section 5.5 above, the proposed buildings have been sited and organized to ensure built form impacts are minimized onto the adjacent *Residential Low Density I* lands to the east and to ensure an appropriate transition between buildings, streets and surrounding properties.

The proposed zoning for Blocks A and E is Commercial Mainstreet (C4), and for Block C, F and G, Residential Apartment (RA5). The C4 and RA5 zone establish the following minimum setbacks from residential zoned properties:

- C4 – a minimum of 4.5 metre rear yard setback abutting a Residential Zone
- C4 – a minimum of 4.5 metre interior side yard setback abutting a Residential Zone
- RA5 – a minimum 7.5 metre rear yard setback for portions less than 13.0 metres
- RA5 – a minimum of 10.0 metre rear yard setback for portions between 13.0 to 20.0 metres
- RA5 – a minimum of 12.5 metre rear yard setback for portions between 20.0 to 26.0 metres
- RA5 – a minimum of 15.0 metre rear yard setback for portions greater than 26.0 metres

In accordance with the RA5 zoning permissions and separation distances of buildings to the *Residential Low Density I* areas, the proposed townhouse blocks F-TH1 and F-TH2 are set back 9.72 metres from the east property line which includes a service easement to retain mature trees. Building F1 and F2 which both have proposed heights of 12-storeys (38.6 metres to top of slab) will be set back from the east lot line by 68.3 and 45.5 metres respectively. All buildings on Block F conform with applicable proposed zoning and greatly exceed the minimum setback requirements.

Building E3 to the north which has a total height of 4-storeys (13.8 Metres) is setback 19.1 metres from the east lot line which greatly exceeds the minimum side yard and rear yard setback as per the proposed C4 zone. Further, Building E2 which has a total height of 18-storeys (57.2 metres) will have a minimum setback of 39.2 metres from the east lot line. Notably, the *Residential Low Density I* areas that Block E is adjacent to are radial in nature which affords greater depths to benefit the overall separation distance of existing single-detached dwellings and the proposed taller buildings. All setbacks significantly exceed the provisions of the proposed C4 zone.

Finally, townhouse block G-TH1 is setback 10.2 metres from the east lot line, which similar to Block E, is adjacent to residential lots that allows for additional separation. The setback meets the intent of the proposed 7.5 metre rear yard setback for buildings less than 13.0 metres.

Building G1 and G2 which will pursue heights of 12- and 18-storeys (38.6 metres and 57.2 metres) are set back substantially by 71.8 metres and 38.9 metres. It is noted that Building G2 directly abuts industrial uses zoned E2-133 and is therefore not anticipated to impact the residential areas to the northeast.

Overall, the closest buildings to the east lot line consist of the townhouses on Block F and G with proposed heights of 10.5 metres and are set back 9.72 metres to 10.2 metres, greatly exceeding the minimum rear yard setback for the proposed RA5 zone.

In terms of setbacks from the *Natural Hazards Areas* to the west (Block D1), the proposal has established a 10.0-metre buffer (Block H1) in addition to existing setbacks at grade on Blocks A and C. Cumulatively, Building A1, A2 and A3 is setback from Block D1 by 16.0 metres, 12.9 metres and 17.2 metres, resulting in minimal impacts on the natural areas to the west. Building C1 is also setback a total of 18.7 metres from Block D1. The proposal has established sufficient separation distance from environmentally sensitive areas to facilitate the redevelopment of the subject site.

The podiums have been designed to frame the edges of streets with good proportion and provide appropriate street wall heights that are pedestrian in scale. In particular, the heights of Building A1 and E1 along Dundas Street East establish street wall heights of 4-storeys and 5-storeys. The setbacks provided to define the street walls are 3.0 metres which is consistent with the built form standards of step backs for Tall Buildings in Downtown Mississauga, and representative of the design directives outlined in the Dundas Connects Master Plan.

Furthermore, the mid-rise buildings A1 and E1 establish overall heights of 47.9 and 49.3 metres (not including mechanical penthouse) which is generally consistent with a 1:1 ratio of the Dundas Street East planned right-of-way of 42.0 metres. It is also acknowledged that a 5.0 metre setback is supported along the Dundas Street frontage which allows for a perceived increase in the right-of-way up to 47.0 metres; closer to the desired 1:1 ratio for a mid-rise building along a corridor.

The street walls of Building A2, A3 and C1 along Mattawa Avenue range from 2- to 8-storeys while the total podium heights range from 7- to 12-storeys. With regard for Building E2, the podium establishes a street wall height of 3-storeys along Mattawa Avenue and Private Road A which reflects the local scale of the new residential oriented road. Lastly, Building G2 at the southeast corner of the site includes a 3-storey street wall along Mattawa Avenue and 6-storey element along the south façade of the building.

As discussed in further detail in Section 5.7 below, the heights of the podiums have been designed in a way that relates to the width of the adjacent rights-of-way allowing for appropriate heights and street enclosure as directed by Policies 9.2.1.9 and 9.5.4.5 of the Official Plan. Similarly, mid-rise buildings F1 and G1 along Mattawa Avenue have been designed to appropriately frame their associated rights-of-way and utilize L-shaped building footprints that transition down from west to east.

## **Light, View, Privacy**

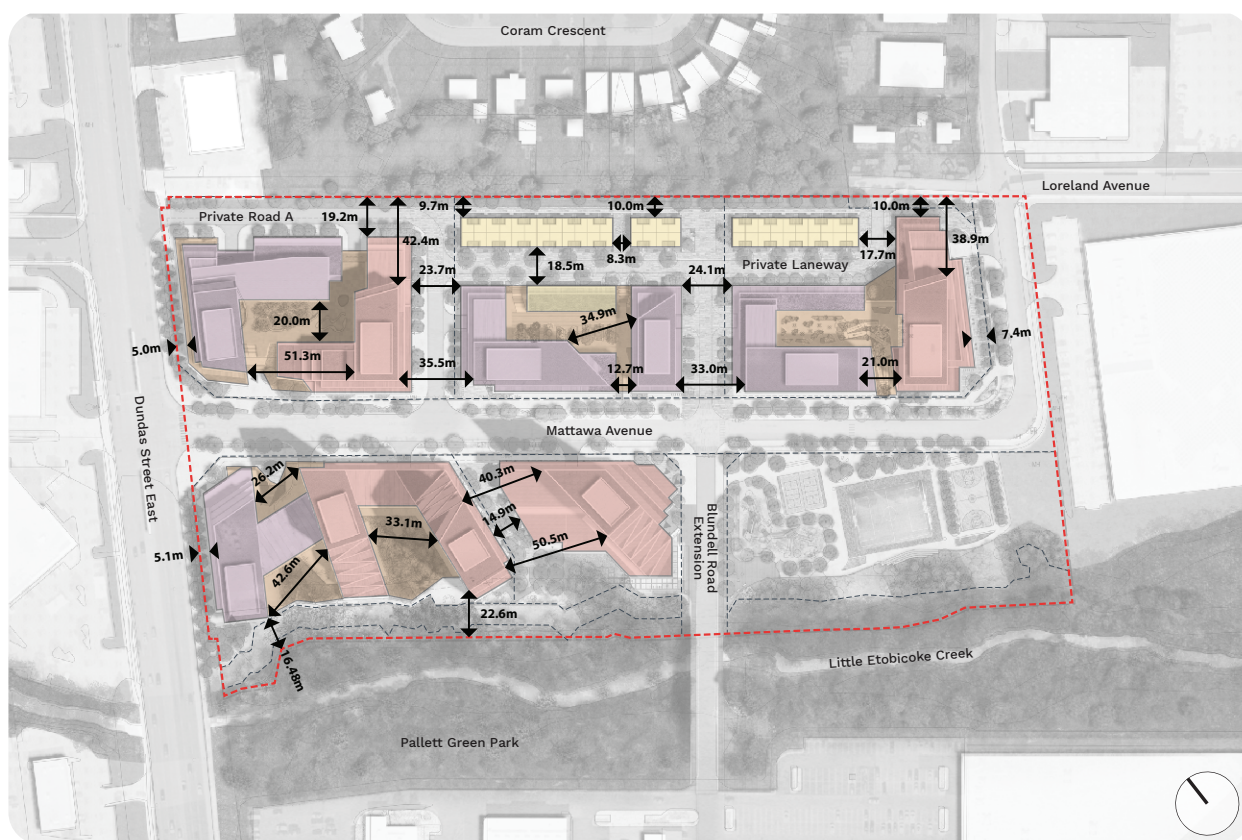
Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The proposed RA5 zoning requires a minimum separation distance of 15.0 metres between building elements greater than 26.0 metres in height. In this regard, the proposal generally meets the intent of the by-law by establishing separation distances greater than 12.0 metres in instances where buildings exceed 26.0 metres. Specifically, the separation distance between Building F1 and F2 along Mattawa Avenue is 12.7 metres in between the two 12-storey elements, however, the southeast facing windows on Building F1 are not oriented perpendicular to Building F2, resulting in an appropriate LVP condition.

Another instance occurs on between the podiums of Building A3, at 9 storeys (26.9 metres), and C1, at 13 storeys (39.5 metres). The podiums provide a separation of 14.85 metres which is generally consistent with the 15.0 metres provision. Lastly, a separation distance of 12.0 metres is provided between Building E2 and E3, an 8-storey mid-rise element (26.2 metres) and the 18-storey (57.2 metre) tower in the southeast portion of the block. This separation distance measurements represents the corner-to-corner condition where primary windows are not directly facing one another, and as such is deemed to be an acceptable LVP condition.

Although there are no design guidelines for the development of tall buildings outside of the Downtown Core in Mississauga, performance standards for tall buildings have been considered in this development. In particular, the Downtown Core Built Form Standards recommends a minimum 30.0-metre separation distance between tall buildings. In this regard, the tower element of Building A2 which is 29 storeys (94.1 metres) and Building A3 which is 41 storeys (132.5 metres) is separated by 33.1 metres. To the south, Building A3 is separated by 49.1 metres from Building C1, at 35 storeys (113.1 metres). The proposed towers on Blocks A and C have been designed with slender rectilinear floorplates and have been staggered atop their podiums to accommodate appropriate separation distances.

As demonstrated in **Figure 35**, the proposal achieves a minimum tower separation distance of 33.1 metres and up to 49.1 metres, exceeding the recommended minimum set out in the Downtown Core Built Form Standards.

With regard for Building E3 and G2, both of which are 18-storey buildings with heights of 57.2 metres, the adjacent mid-rise buildings do not require a 30.0-metre separation distance. However, appropriate separation has been provided for the 18-storey tower elements as follows. Building E3 is separated by 51.3 metres to Building E1 (15 storeys) to the north and 35.4 metres to Building F1 (12 storeys) to the south across Private Road A. Building G2 establishes a separation distance of 21.0 metres from Building G1 to the north along Mattawa Avenue (12 storeys).



#### LEGEND

	Subject Site		Elevated Courtyard Podium
	Development Block Boundary		Low-rise Forms
	Approximate Built Form Separation Distance		Mid-rise Forms
			High-rise Forms

**Figure 35** - Tower Separation and Setbacks



In our opinion, the proposed separation distances exceeding 30.0 metres for tower elements on Blocks A and C meets the intent of the design for tall buildings in Mississauga. Furthermore, the proposed interfaces between mid-rise buildings generally meets the minimum separation distance requirement of 15.0 metres for elements taller than 26.0 metres and results in appropriate LVP conditions as per the proposed RA5 zoning.

## Shadow Impacts

A Sun/Shadow Analysis was prepared by RWDI Inc. to provide a summary of the shadow impacts on adjacent properties. In order to assess shadow impacts, RWDI displayed the shadows impacts per the City of Mississauga requirements. The new shadows cast by the proposed buildings were predicted for every hour between 7:07 am EDT and 7:33 pm EDT on June 21, between 8:35 am EDT and 5:48 pm EDT on September 21, as well as for December 21 between 9:19 am EST and 5:15 pm EST.

With respect to shadow impact on nearby streets, there is incremental shadow impacts which move across Dundas Street East and its sidewalks on June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup>. Shadows from the proposed towers will be off the north side of Dundas Street East from 10:20 am and onwards in June, 12:12 pm in September and 1:17 pm in December.

With regard for shadows on the adjacent *Residential Low Density 1* Areas to the east, incremental shadow impacts are anticipated on June 21<sup>st</sup>. More specifically, shadowing will occur at rear of the most western residential properties beginning at 4:20 pm and continuing until 6:33 pm. It should be noted that the shadows do not touch the designated outdoor amenity area for the residential uses until 6:33 pm. During September, shadows begin to project into the rear yards at 3:12 pm, and similarly do not impact the outdoor amenity area of the dwellings until 4:12 pm. Shadows continue to move in a southeastern direction across the properties on Coram Crescent until 5:48 pm.

In December, shadows begin to minorly encroach on rear yards at 10:17 am, however, the shadows themselves do not cover any of the designated outdoor amenity area of the residential uses until 11:17 am - which represents a minor portion of amenity area at 1655 Coram Crescent. Additional shadowing occurs at 12:17 pm although this is still confined to the southwestern portions of the dwelling units along Coram Crescent. Finally, shadowing begins to move across rear yards to the north at 1695 and 1703 Coram Crescent during 1:17 pm which continues until 5:15 pm.

It is acknowledged that various 'Residential Private Outdoor Amenity Spaces' to the east of the proposed buildings were predicted to have shadow during three consecutive hourly test times on September 21<sup>st</sup> within the "no Impact Zone", thus not meeting the criteria established by the City of Mississauga. These addresses include: 1687, 1673, 1667, 1659, 1657 and 1655 Coram Crescent. However, it should be noted that these three consecutive test times do not constitute two hours since they consist of the final three test times of the day.

In addition, some exterior side walls and roofs of residential buildings with the potential to harvest solar energy were predicted to have shadow during three consecutive hourly test times on September 21<sup>st</sup> within the "no Impact Zone", also not meeting the criteria established by the City of Mississauga. These addresses include: 1673, 1657 and 1655 Coram Crescent. Again, it is the final three test times where this occurs, thus the duration of the impact is considered to be less than two hours.

With regard for 'Communal Outdoor Amenity', Coram Park, Etobicoke Valley Park, Pallet Green Park, Willow Creek Park), and the proposed onsite parks are predicted to have Sun Access Factors above 50% on June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and thus meet the criteria outlined by the City of Mississauga.

Based on this analysis, it is our opinion that the proposed development will create incremental and acceptable shadowing impacts on adjacent low-rise neighbourhoods and private amenity areas, and negligible impacts on adjacent public parks, in accordance with Policy 9.5.3.9 of the Mississauga Official Plan.

## Wind Impacts

A Pedestrian Level Wind Study was prepared by Theakston Environmental in accordance with the City of Mississauga Terms of Reference, dated October 2021. The purpose of the report was to predict and assess wind conditions associated with the proposed development. The study included a simulation of wind speeds for selected wind directions in a three-dimensional model, combined with meteorological data integration, to assess pedestrian comfort and safety within and surrounding the development site. Policy 9.2.1.16 and 9.5.3.9 of the Official Plan states that tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas, including wind.

The study found the site to be comfortable and generally suitable for standing, or better, under normal summer conditions; however, under high ambient wind conditions with winds emanating from specific directions, a few localized areas adjacent to building corners or in gaps between structures, may be windy from time to time. These windier conditions are still considered suitable for walking and the areas remain within safety criteria for their intended purpose. During the winter months, windier conditions are present, however, sidewalks and other activity areas will remain suitable for walking or better.

The following wind mitigation actions were incorporated into the design where necessary: stepped faces, irregular facades, canopies, balconies, overhangs, parapet walls, railings, screens, fencing and landscaping. Further mitigation is required at some building entrances and outdoor amenity spaces, and these will be assessed as the design development progresses.

In summary, the pedestrian wind safety criterion was successfully met at all locations for the existing, proposed and future configurations of the site.

## 5.7 Urban Design

The development proposal represents a high-quality addition to the Dixie-Dundas Community Node that is consistent with the City's Official Plan built form policies urban design guidelines.

The City's applicable urban design policies and guidelines share the objective of creating healthy,

liveable and vibrant mixed-use communities while protecting the stability and integrity of adjacent neighbourhoods and natural areas. In that respect, the proposal has been designed in a contextually sensitive manner, having a strong consideration for transition through spatial separation and diminishing building scale.

The design of the development proposal will establish a significant benchmark for the Dixie-Dundas Community Node. To that end, for an improved pedestrian experience, the proposed tall and mid-rise buildings with integrated podium elements have been designed with a high degree of articulation. The expression of the pedestrian-scaled podium elements provides architectural interest from within the public realm, framing the public streets with good proportion, while the towers make an appropriate contribution to the quality and character of the Mississauga skyline. The network of proposed open spaces add to the vitality of the area and contribute to a pattern of development that is consistent with what is planned for the Dixie-Dundas Community Node to the west of the subject site.

In accordance with the criteria for development in *Intensification Areas* as set out in Section 9.2.1 of the Official Plan, the development proposal will:

- make more efficient use of underutilized lands by establishing a transit-oriented community comprised of commercial, residential, community uses and new public parkland;
- consist of high-quality, distinctive architecture with a unique architectural expression and attractive landscaping that will define the character and create a sense of place within the Dixie-Dundas Community Node;
- provide a range of compact, attractive and transit-supportive building typologies that will establish pedestrian oriented streetscapes;

- incorporate building heights and forms that are representative of intensification objectives, locating tall buildings with a range of uses, including residential, commercial and community space, within a *Major Transit Station Area*;
- locate and mass buildings in a manner to achieve appropriate height and built form transition within the subject site and from adjacent properties by incorporating spatial separation, setbacks, stepbacks, and decreasing height and intensity of built form;
- integrate podiums that are massed to achieve a suitable pedestrian scale and achieve appropriate street enclosure in relation to the adjacent right-of-way widths of the abutting streets;
- minimize wind impacts and maximize sun exposure onto the street through considerations related to massing and stepping of built form;
- incorporate open space, streets, driveways, and pedestrian access points to break up the scale of development blocks;
- establish a fine-grained road network and mid-block connections to facilitate pedestrian and bicycle activity throughout the subject site;
- incorporate active uses at grade, such as residential lobby and amenity areas, retail uses, community space and grade-related residential units with entrances directed towards the sidewalk, to animate the public realm;
- provide a substantive public park for the use of current and future residents of the broader surrounding community;
- consolidate and locate parking, loading and service uses within the buildings and/or below grade, screened from public view; and
- provide for a new public park at the southwest corner of the site to serve the recreational needs of current and future residents.
- introduce architecturally distinct, attractive buildings made of high-quality materials, with a focus on sustainability through building orientation, structural systems and potential energy systems;
- integrate open space in the form of the new 1.03-hectare public park that will contribute to the recreational needs of the broader community and support and open space linkage to the adjacent natural area to the west;
- locate and site the new public park at the intersection of two public streets to address both street frontages, providing clear visibility, access and safety;
- provide common on-site amenities, including attractive elevated outdoor amenity courtyards, central to each development block;
- provide resident and visitor bike storage throughout the site at each proposed building;
- provide highly landscaped sidewalks zones that promote active transportation and foster social connections;
- respect the existing pattern of streets and blocks in the area and contribute to the creation of a fine-grain network of streets as envisioned by the Official Plan;
- provide an appropriate height, massing and density that will be compatible with the existing and emerging context of the Dixie-Dundas Community Node; not result in any unacceptable built form impacts; and provide appropriate transition to the adjacent low-rise residential area to the east, as discussed in Sections 5.5 and 5.6 above;
- provide appropriate building separation to mitigate potential issues related to the provision of sunlight, access to sky view and the maintenance of privacy between residential units;
- create a sense of enclosure along the street edges with streetwall heights that respond to the adjacent right-of-way widths;
- contribute to improved safety and overlook through strategically locating active uses at grade, such as residential lobby and amenity spaces, retail uses and community space, and treating such spaces with increased glazing grade-related indoor amenity;

In addition, the proposed development has been designed in accordance policies relating to public realm, site circulation, site organization and built form as set out in Sections 9.3, 9.4 and 9.5 of the Official Plan. The proposed development will:

- be pedestrian oriented and scaled to support transit use, accommodating a multimodal transit system including pedestrian paths and dedicated bicycle lanes;

- provide new lighting and increased landscaping to enhance the pedestrian experience throughout the subject site;
- utilize a variety of complementary building materials and application patterns to increase articulation and add visual interest to the building design;
- be phased in a strategic manner that supports a cohesive approach to the subject site with regard for the future development within the Dixie-Dundas Community Node and west of Little Etobicoke Creek with the integration of the future Blundell Road extension;
- locate principal building entrances towards the street and consolidate vehicular access points to enhance the safety of the public realm and minimize interaction between pedestrians and vehicles;
- comprise tall building forms that consist of three distinct elements: podium, middle and top;
- locate all parking at grade internally within podium elements or underground in shared parking facilities across adjacent development blocks (with the exception of a small number of strategically located lay-by parking in the vicinity of the public park); and
- integrate rooftop mechanical equipment into the building design to minimize its visual impact.

Bousfields has prepared an Urban Design Study that analyzes the proposal in the context of the Official Plan and the relevant Urban Design Guidelines. The Urban Design Study concludes that the urban design vision, strategy, form and pattern proposed for the subject site appropriately addresses and is supportive of City of Mississauga Official Plan urban design-related policies, among other relevant built form standards and guidelines. Please refer to the Urban Design Study submitted under separate cover for further details.

## Housing

A Housing Report for the proposed development was prepared by Bousfields Inc. The purpose of the report is to provide a planning rationale based on provincial, regional and municipal housing policies and objectives, and to provide an analysis with respect to how the proposed development addresses housing targets and reflects good planning.

In our opinion, the proposal is supportive of Provincial, Regional and City policies that encourage a range and mix of housing to accommodate people with diverse housing preferences and socio-economic characteristics and needs. Specifically, the proposal will:

- Add 3,027 new residential units to the existing housing stock;
- Provides new housing supply through intensification of underutilized lands within a Major Node;
- Direct housing growth to an area serviced by transit and municipal services;
- Contribute to the range and mix of housing options in Mississauga including purpose built rental and condominium units; and
- Provide affordable ownership units, with the total amount and type to be determined and confirmed at a later time in the development approvals process.

The proposal includes 3,027 new residential units including 37.2% as family suitable units (2-bedrooms and 3-bedrooms). The development proposal includes grade-related 2- to 3-bedroom townhouses integrated into the podiums of tall and midrise buildings and stacked and back-to-back townhouses, which would further broaden housing choices in the area for households including those with children. Table 10 outlines the general distribution of these units:

**Table 10 - Family Suitable Units**

Unit Type	Percentage of Total Units (%)
two-bedroom units	24.1
three-bedroom units	7.7%
two- and three-bedroom townhouses	5.4%
<b>Total</b>	<b>37.2 %</b>

It is our opinion that the mix of housing type and units proposed will meet the needs of a diversity of households.



## 5.8 Draft Plan of Subdivision

The purpose of the application for Plan of Subdivision Approval is to allow for subdivision of the Subject Site to facilitate the development of a vibrant, mixed-use community comprised of five tall buildings ranging in height between 18-41 storeys, five mid-rise buildings ranging in height between 12-15 storeys, three 3-storey townhouse blocks, a future public road dedication and parkland. The Plan will assist with the orderly development of the lands allowing for these

future conveyances of the public road, parkland and environmental lands. In addition, the application for Plan of Subdivision Approval will support the implementation of the OPA and ZBA Applications for the subject site in compliance with the Provincial and City planning policy direction described below.

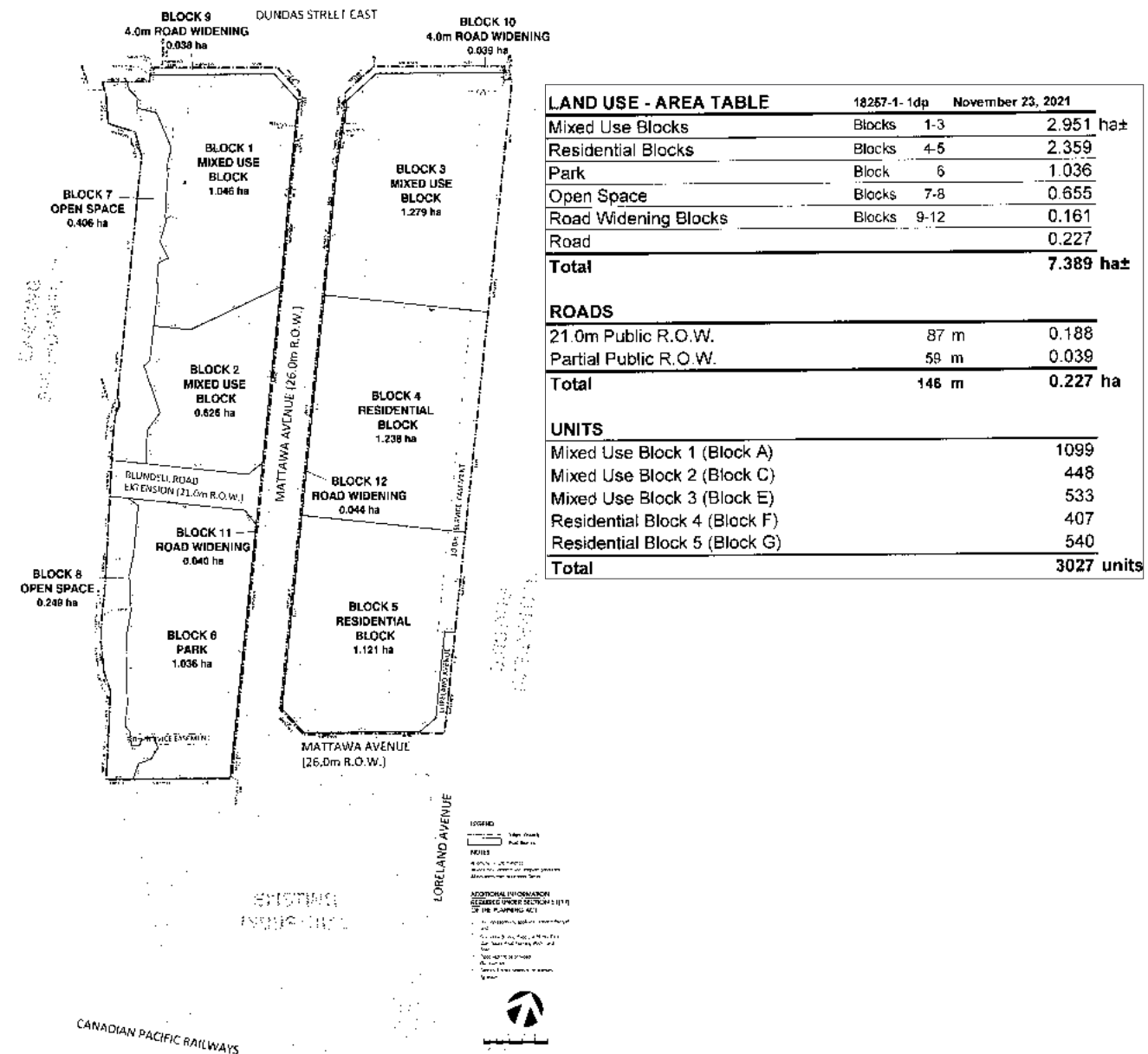


Figure 36 - Draft Plan of Subdivision

## Analysis

It is our opinion that the proposed Plan of Subdivision application meets the requirements for the subdivision of land set out in Section 51(24) of the *Planning Act*, as set out below.

**51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety and convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:**

*a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2:*

- The proposed redevelopment would contribute to the achievement of numerous provincial and municipal policies which support and promote the intensification of underutilized sites within built up urban areas, particularly in locations that are well-served by existing and planned municipal infrastructure, including higher order public transit. In this respect, the Subject Site is located within a 5-10 minute walk of the existing Dixie GO station and the planned Wharton Way BRT stop and Dixie BRT stop on the Dundas BRT corridor.

*b. whether the proposed subdivision is premature or in the public interest:*

- The proposed draft plan of subdivision is not premature and is in the public interest. The proposed subdivision will assist with the orderly development of the lands. The proposal is in the public interest as it will enable redevelopment and intensification of an underutilized site, well-served by municipal infrastructure, including public transit. In this regard, the proposal will contribute to the provision of a range of housing choices (including rental housing) and will help reduce automobile dependency given the site's proximity to higher-order transit.

*c. whether the plan conforms to the official plan and adjacent plans or subdivision, if any;*

- The proposed development is in keeping with the land use permissions set out in the applicable Dixie-Dundas Community Node, a designated *Intensification Area* under the Mississauga Official Plan. An Official Plan Amendment is being sought concurrently with the Plan of Subdivision application to convert Employment Lands to permit mixed-use development that would contribute to the achievement of numerous policy directions articulated in the Provincial Policy Statement (the "PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Regional Transportation Plan, the Region of Peel Official Plan, and the City of Mississauga Official Plan, all of which support mixed-use intensification in built-up areas. In particular, the proposed development provides new housing, retail and community uses within walking distance of existing frequent transit service and higher order transit as well as planned higher order transit.

*d. the suitability of the land for the purposes for which it is to be subdivided;*

- The land is suitable for its intended purposes, which will include apartment buildings, public and private roads and a public park. In our opinion, optimizing the use of land and infrastructure on the Subject Site would be consistent with both good planning practice and overarching Provincial and municipal policy direction.

*(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

- Not applicable. No affordable housing units are currently included in the proposed development.

*e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

- The proposal includes widenings to both Dundas Avenue and Mattawa Avenue. A future extension of Blundell Road across Little Etobicoke Creek to Mattawa Avenue and a widening of Loreland Avenue is also proposed. The proposed road network will maintain appropriate grades and elevations.

*f. the dimensions and shapes of the proposed lots;*

- The Subject Site is large and regular in shape. The proposed development blocks include 1.046 ha Mixed Use block (1), 0.626 ha Mixed Use block (2), 1.279 ha Mixed Use block (3) and 1.238 ha Residential block(4) and 1.121 ha Residential block (5). The proposed development blocks would not be out of character with the existing dimensions and shapes of blocks in the surrounding area and are of suitable size and dimensions for the proposed development.

*g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

- There are no known restrictions on the lands or adjoining land to prevent the erection of the proposed building. The lands are subject to a series of easements as in instrument No.s LT2074439, R0923748, R0924690, TT164248 and R0923755, R0923755 and By-law BL544E, Inst. 127769, and R0924691

*h. conservation of natural resources and flood control;*

- Blocks 7 and 8 will be conveyed as Open Space blocks, contributing to the conservation of surrounding natural areas. There is no floodplain on the subject site.

*i. the adequacy of utilities and municipal services;*

- Adequate municipal services and utilities are available, as confirmed through the Functional Servicing Report (dated November 2021) submitted as part of the OPA and ZBA Applications.

*j. the adequacy of school sites;*

- The Subject Site is within the Peel District School Board's school boundaries for Westacres Public School (K1-Gr.5), Allan A Martin Sr. Public School (Gr.6-Gr.8), Cawthra Park Secondary School (Gr.9-Gr.12) and French Immersion schools including Burnhamthorpe Public School (Gr.1-Gr.5), Tomkin Road Middle School (Gr. 6-Gr.8) and Applewood Heights Secondary School (Gr.9-Gr.12).

*k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

- A 1.036 ha Park block is proposed to be conveyed for public parkland. Further, 0.406 ha and 0.249 ha Open Space blocks are proposed to be conveyed for public purposes.

*l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

- The proposed subdivision provides for development block with a density of 6.46 times the overall site area, which will contribute to optimizing the site with new transit supportive development within a 5-10-minute walking distance of the existing Dixie GO station and the planned Wharton Way BRT stop and Dixie BRT stop on the Dundas BRT corridor.

*m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters*

- The interrelationship between the design of the proposed subdivision and site plan control matters will be addressed through the Site Plan Control approval process.

## 5.9 Land Use Compatibility Study

A Land Use Compatibility Study was prepared by RWDI Inc. to provide a summary with respect to air quality (dust, odour and emissions) and vibration for the proposed mixed-used development. The purpose of this study was to identify any existing or potential land use compatibility issues and evaluate options to achieve appropriate design, buffering or separation distances between the proposed sensitive land uses. The land uses within 1000 m of the subject land generally consist of residential, commercial, and employment/industrial uses. The majority of residential lands in the study area consist of single-detached two-storey dwellings. The following inventory of adjacent sites of interest was gathered through the report:

- Two (2) sites are within 300 m of the subject lands which are considered non-industrial but have an MECP ECA or EASR registration which consists of a commercial site (Walmart) and an office/marketing agency.
  - The WalMart has an EASR for a heating system but is not anticipated to impact the site due to its location 200 metres to the west across Little Etobicoke Creek.
  - The office / market agency (Kubik) is 30 m south of the subject lands and has no significant industrial operations, nor any significant rooftop stacks or emission sources. This is not anticipated to generate any negative impacts on the proposed development to the north.
- Six (6) facilities that are within the 300 m area surrounding the subject lands have been classified as Class I
- Six (6) facilities within a 1000 m radius of the proposed development were identified as Class II. For four of these facilities, the potential influence area of 300 m does not extend to the subject lands. As such these four industries are not discussed in further detail
  - Two (2) facilities identified as Class II whose potential influence area extends into the proposed development include Aya Kitchens and Baths Ltd. and Technical Adhesives Limited
- One facility is identified as Class III whose potential influence area (1000 m) touches on the subject lands. This facility is Tonolli Canada Ltd. which is a secondary lead smelting facility. The facility is located approximately 700 m west of the subject lands.

### Vibration

According to the Railway Association of Canada (RAC) guidance [4], the vibration area of influence is 75 metres from a railway corridor or rail yard. With a separation distance of 170 m, no adverse vibration impacts are anticipated at the subject lands.

### Conclusion

The Class I and II facilities identified in this study are expected to be compatible with the subject lands with respect to air quality. One Class III facility was identified within the potential influence area of 1000 m. It is recommended that further detailed study be completed on the air emissions from the Tonolli Canada Ltd. facility due to the potential for the emissions from the tall stacks to impact proposed elevated sensitive receptors at the proposed development.



## 5.10 Transportation

A Transportation Impact Study (TIS) and Parking Justification Study has been prepared by LEA Consulting ("LEA") to evaluate future impacts from the proposal on the road and transportation network and to ensure that the proposed site layout for access, parking and loading is adequate. The conclusions of these reports and analysis are as follows:

- The subject site is well-connected and serviced by existing transit networks including MiWay Transit, GO Transit, and the Toronto Transit Commission (TTC).
  - More specifically the site has access to an express bus transit stop at Dundas Street and Wharton Way (8 to 10-minute walk) and Dixie GO Station on the Milton GO Train Line (12-minute walking distance or 5-minute bike ride).
  - The Milton GO Train Line provides 15-minute rush hour service eastbound to Toronto in the AM and westbound to Milton in the PM and operates a 26-minute ride between Dixie GO Station and Union Station in downtown Toronto.
- The Kipling Transit Hub, offering connections to the TTC, is currently within an approximate 15-minute connecting bus ride, bike ride, or 10-15-minute drive of the subject site and offers significant regional transit connections.
- Transit accessibility is anticipated to improve over the next decade due to major investments in higher order transit and the overall transportation network including Bus Rapid Transit (BRT) service along Dundas Street between Hamilton and Toronto and improvements to GO Transit service intervals.
- The subject site has access to nearby cycling infrastructure including a multi-use trail along Dixie Road which connects further south, as well as signed bike routes and park trails offering connections to local destinations, such as nearby schools, parks and Dixie GO.
- The Dundas Connects Master Plan recommended cross section for Dundas Street is proposed to support an urban condition inclusive of a pedestrian and cycling-friendly public realm along Dundas Street as well as future Bus Rapid Transit.
- In terms of parking on the site, based on the prevailing By-Law, a total of 4,360 parking spaces are required for the subject site which would consist of 3,665 spaces for residential uses (1.25 spaces per unit) and a total of 695 spaces would also be required to accommodate the non-residential uses.
- Given the subject site's location, planning context, and future transportation context, it is recommended that a reduced parking supply from what would be required under the by-law be considered for this development.
- The proposed parking would include 2,447 parking spaces broken down as follows: 1,945 residential spaces, (0.66 spaces per unit) and 502 non-residential spaces.
- While the City of Mississauga Zoning By-law 0225-2007 does not require bicycle parking, bicycle parking requirements have been proposed as part of the City's Cycling Master Plan.
- A total of 417 short-term and 2,338 long-term bicycle parking spaces are proposed which significantly exceeds the total number of parking spaces that would be required for the site. An oversupply of bicycle spaces will support the proposed parking supply and TDM Plan.
- A total of 9 loading spaces are proposed for the subject site, thereby meeting the required number of loading spaces for the proposed uses on-site.

With regard for transportation demand management strategies (TDM) the following have been considered for the proposed development:

- It is recommended that Car Share Spaces be considered as the site design develops to increase the effective parking supply available to residents and support occasional vehicle travel without the need for ownership
- It is noted that parking will be provided unbundled from the lease of the rental units to support zero-car households and tie the cost of vehicle ownership to units requiring parking only

- A Shared Parking Arrangement between non-residential uses is recommended to ensure that parking is being provided appropriate to demand and to avoid an oversupply of parking.
- Communication Strategy to ensure future residents, visitors, and guests are aware of the subject site's location and the ease of transit to and from the site.

In summary, the Parking Justification Study and Transportation Impact Study concluded that the proposed mixed-use development warrants a significant parking reduction based on the site's existing and future transit context, as well as its municipal and provincial planning context. Furthermore, the proposal will encourage people to travel by either public transit, ridesharing, or active modes and can help to reduce emissions and improve air quality and health.

## 5.11 Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report dated October, 2021 has been prepared by Counterpoint Engineering to provide a site servicing strategy for the proposal that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design. The servicing strategy presented in the report is summarized as follows:

### Water Servicing

- With respect to water servicing, the proposed development is proposed to have multiple watermain connections into the existing 300mm diameter watermain in Mattawa Avenue. No mainline extensions are required to service the lands.

### Sanitary Servicing

- With regard for sanitary servicing, the existing 250mm sanitary sewer in Mattawa Avenue converge at the point where Mattawa turns 90 degrees, at the southern end of the property. The sewers then travel through private via an easement to the south-east and connects into the existing 1200mm diameter trunk sewer near the railway bridge overpass.

- It is understood that the Region is proposing a new 1200mm diameter trunk sewer in Mattawa Avenue, spanning from Dundas Street East to the existing trunk at the railway bridge overpass. The existing 250mm diameter local sewers in Mattawa Avenue will remain in place, however they will be connected into this new trunk sewer in Mattawa Avenue.
- All development blocks are proposed to be serviced by the existing 250mm diameter sanitary sewers in Mattawa Avenue. An extension of the sewer at the north-east part of Mattawa Avenue will be required to service Blocks A and E.
- Each development block will require a minimum of one storm connection to the existing sewers in Mattawa Avenue. Further consultation with City of Mississauga staff is required to determine the number of required connections to each block/tower in order to meet Ontario Building Code requirements.

### Water Balance

It is proposed that all rainfall events up to the 5mm storm will be retained on site for these blocks. This will be done through the use of green roofs/landscaping and rainwater harvesting. Harvested rainfall will be stored in underground garage cisterns and be used for irrigation purposes.

### Water Quality

Water Quality - Oil/grit separators will provide 50% treatment for roof, exposed parking areas and driveways. Landscaped areas will be conveyed directly to a rainwater cistern. A level of 80% or more TSS removal will be achieved for blocks based on 100% of the total runoff volume resulted from all storm events that occur in an average year.

### Water Quantity

The proposed 2 to 100-year storms will be controlled to allowable rates (using TRCA defined unit rates for the Little Etobicoke Creek watershed) with implementation of underground garage cisterns/storage facilities with Hydrovex units or orifice plates.

The Functional Servicing and Stormwater Management Report concludes that the existing and future improvement to municipal infrastructure for water distribution, sanitary sewers and storm sewers can adequately accommodate the proposal with no adverse impacts to the system.





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# Conclusion

UNITS 20-2

The proposed development provides numerous public benefits and represents a significant opportunity to redevelop underutilized lands within the evolving Dixie-Dundas Community Node. The proposal establishes a comprehensive vision for the subject site that is consistent with current provincial and regional planning policy directives, specifically regarding intensification surrounding *Major Transit Station Areas*. In particular, the subject site has been identified as Primary MTSA as per Primary MTSA as per Schedule E-5 in the adopted Peel 2051 Regional Official Plan to conform with the 2019 Growth Plan.

The site design, organization and built form allows for the efficient use of land in a *Community Node* that is intended to accommodate population growth through intensification which has access to numerous transportation options, including both existing and future network connections such as Dixie GO and the Dundas BRT. The proposed mix of uses including residential, retail, dedicated community space and new public parkland will provide future and existing residents valuable amenities for daily life. Furthermore, the ultimate build out of the proposal can contribute

significantly towards Mississauga's housing stock, including purpose built rentals and opportunities to explore affordable ownership scenarios. It is our opinion that the proposal represents good planning and appropriately intensifies the site with a variety of dense built forms that transitions and respects the existing context whilst planning for the future.



