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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

OFFICIAL PLAN AMENDMENT & ZONING  
BY-LAW AMENDMENT APPLICATION

PREPARED FOR

KJC Properties Inc.

805 Dundas Street East  
City of Mississauga  
Regional Municipality of Peel

November 2022  
GSAI File #1468 – 001

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**Planning Justification Report**  
**KJC Properties Inc.**  
**Official Plan Amendment & Zoning By-law Amendment**  
**805 Dundas Street East**  
**City of Mississauga**

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by KJC Properties Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 805 Dundas Street East, in Applewood, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the north side of Dundas Street East, west of Haines Road and are legally described as:

PT LT 10, CON 1 NDS TORONTO; City of Mississauga

The Site is currently improved with a local retail plaza comprised of three (3), 1-storey multi-tenant commercial structures, a detached commercial structure with accessory drive-through and surface parking areas. Access is provided via a driveway off of Dundas Street East, a driveway off of Haines Road and drive aisles internal to the Site.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA' or the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high density, mixed-use development that integrates with the surrounding Neighbourhood.

The proposed Amendments have been prepared to implement higher density, compact, mixed-use, transit-supportive development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact, mixed-use development in proximity to transit services. This Report also demonstrates that the in-effect local permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

For clarity, numerous Reports and Studies have been undertaken to identify policy changes for the Applewood community over the past ten years. This includes but is not limited to the Dundas Connects Master Plan (2018), the ongoing Dundas Corridor Policy Implementation initiative, the City of Mississauga Major Transit Station Area Study and the Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive and pedestrian-oriented development in Applewood.

These initiatives also envision the Subject Lands as an appropriate and desirable location for high density, compact, mixed-use, mid-rise development.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

## 1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Applewood Neighbourhood Character Area and are designated 'Mixed Use' by the in-effect MOP. The in-effect Applewood Neighbourhood Character Area policies reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to introduce a new Special Site Policy in the Applewood Neighbourhood Character Area in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2021).

## 1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently zones the Site as 'Neighbourhood Commercial (C2)'. The current zoning reflects current conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to the 'Mainstreet Commercial (C4)' category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from 'C2' to 'C4-XX';
- To permit townhouse dwellings in stand-alone structures;
- To permit site-specific building envelope standards;
- To permit site-specific parking standards; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2021).

## 2 / PROCESS & ENGAGEMENT

Notwithstanding Section 45(1)(3) of the *Planning Act* and in accordance with Section 45(1)(4) of the *Planning Act*, it is requested that at the time of rendering a decision on the application, City Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed. This is being requested to allow for the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control Approval ('SPA') application.

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment process. It is anticipated that the Application, in collaboration with the City, will host Community Meetings and the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on March 9, 2022 to present a preliminary concept for the Subject Lands and to determine submission requirements.

## 3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Applewood community.

### 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of Dundas Street East, west of Haines Road.

The Subject Lands has an area of approximately 1.27 hectares (3.14 acres), with a frontage of 122 metres on Dundas Street East and a frontage of 78 metres on Haines Road.

The Site is generally flat. It is currently improved with a local retail plaza comprised of two (1), 1-storey, multi-tenant commercial structures, a detached commercial structure with accessory drive-through and surface parking areas. Access is provided via a driveway off of Dundas Street East, a driveway off of Haines Road and drive aisles internal to the Site. There are existing public sidewalks along Dundas Street East and Haines Road.

### 3.2 / AREA CONTEXT

The Subject Lands are located within the Applewood community of the City. Surrounding land uses are as follows:

**NORTH** A 3-storey townhouse development is immediately north. A segment of the Applewood Neighbourhood is further north. This segment is predominantly comprised of low-rise residential dwellings and parks.

**SOUTH** Dundas Street East is immediately south. Further south is a mixed use area comprised of various commercial structures that front onto Dundas Street East and the Canadian Pacific Rail Corridor. An established Employment Area is south of the Rail Corridor.

**WEST** Cedar Creek Lane is immediately west. Further west is the St. Johns Dixie Cemetery, two (2) institutional structures and Cawthra Road. The Mississauga Valleys community continues west of Cawthra Road and is comprised of a local retail plaza, low-rise (4 storey) apartment structures,, a tall (19-storey) apartment structure and low-rise dwellings.



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**FIGURE 1**  
**SITE CONTEXT PLAN**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



Scale: N.T.S.  
November 7, 2022

**EAST**

Haines Road is immediately east. Further east is a vacant lot and a continuation of the diverse Applewood community. Specifically, this area includes a selection of local retail plazas along Dundas Street, Hawkins Glen Park, low-rise residential dwellings and Tomken Road. We note that these low-rise residential dwellings are inconsistent with the policy permissions of the Mississauga Official Plan.

### 3.3 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within a comfortable walking distance of the Subject Lands, including Hawkins Glen Park, Cherry Hill Park, Cedarbrae Park and Applewood Heights Park. The Site is also located within a 500 metre radius of extensive retail areas along the Dundas Street corridor. This retail area includes a diversity of uses which support the day-to-day needs of residents.

### 3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

#### LOCAL PUBLIC TRANSIT

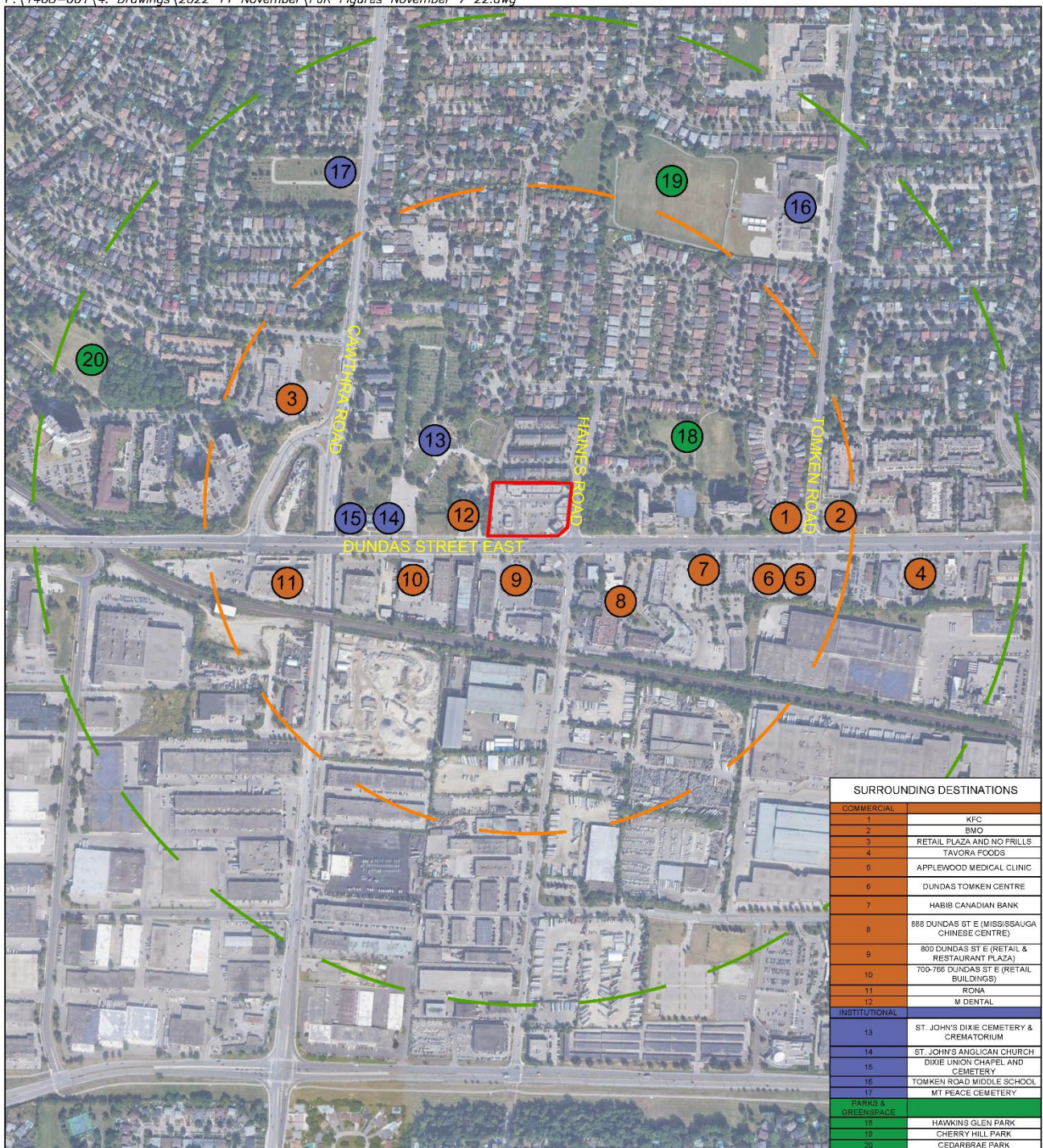
The Subject Lands are serviced by an existing bus route (Route 1) operated by Mississauga Transit ('MiWay'). Route 1 (Dundas) has an existing bus stop in front of the Subject Lands, at the intersection of Dundas Street East and Haines Road. Route 1 has a service frequency of approximately 12 minutes and operates between Kipling Station and Laird Road.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands are directly in front of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the Dundas BRT network will provide connectivity across Mississauga and beyond.



P:\1468-001\4. Drawings\2022 11 November\PJR Figures November 7 22.dwg



SURROUNDING DESTINATIONS	
<b>COMMERCIAL</b>	
1	KFC
2	BMO
3	RETAIL PLAZA AND NO FRILLS
4	TAVORA FOODS
5	APPLEWOOD MEDICAL CLINIC
6	DUNDAS TOMKEN CENTRE
7	HABIB CANADIAN BANK
8	888 DUNDAS ST E (MISSISSAUGA CHINESE CENTRE)
9	800 DUNDAS ST E (RETAIL & RESTAURANT PLAZA)
10	700-756 DUNDAS ST E (RETAIL BUILDINGS)
11	RONA
12	M DENTAL
<b>INSTITUTIONAL</b>	
13	ST. JOHN'S DIXIE CEMETERY & CREMATORIUM
14	ST. JOHN'S ANGLICAN CHURCH
15	DIXIE UNION CHAPEL AND CEMETERY
16	TOMKEN ROAD MIDDLE SCHOOL
17	MT PEACE CEMETERY
<b>PARKS &amp; GREENSPACE</b>	
18	HAWKINS GLEN PARK
19	CHERRY HILL PARK
20	CEDARBRAE PARK

**FIGURE 2**  
**SURROUNDING DESTINATIONS**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

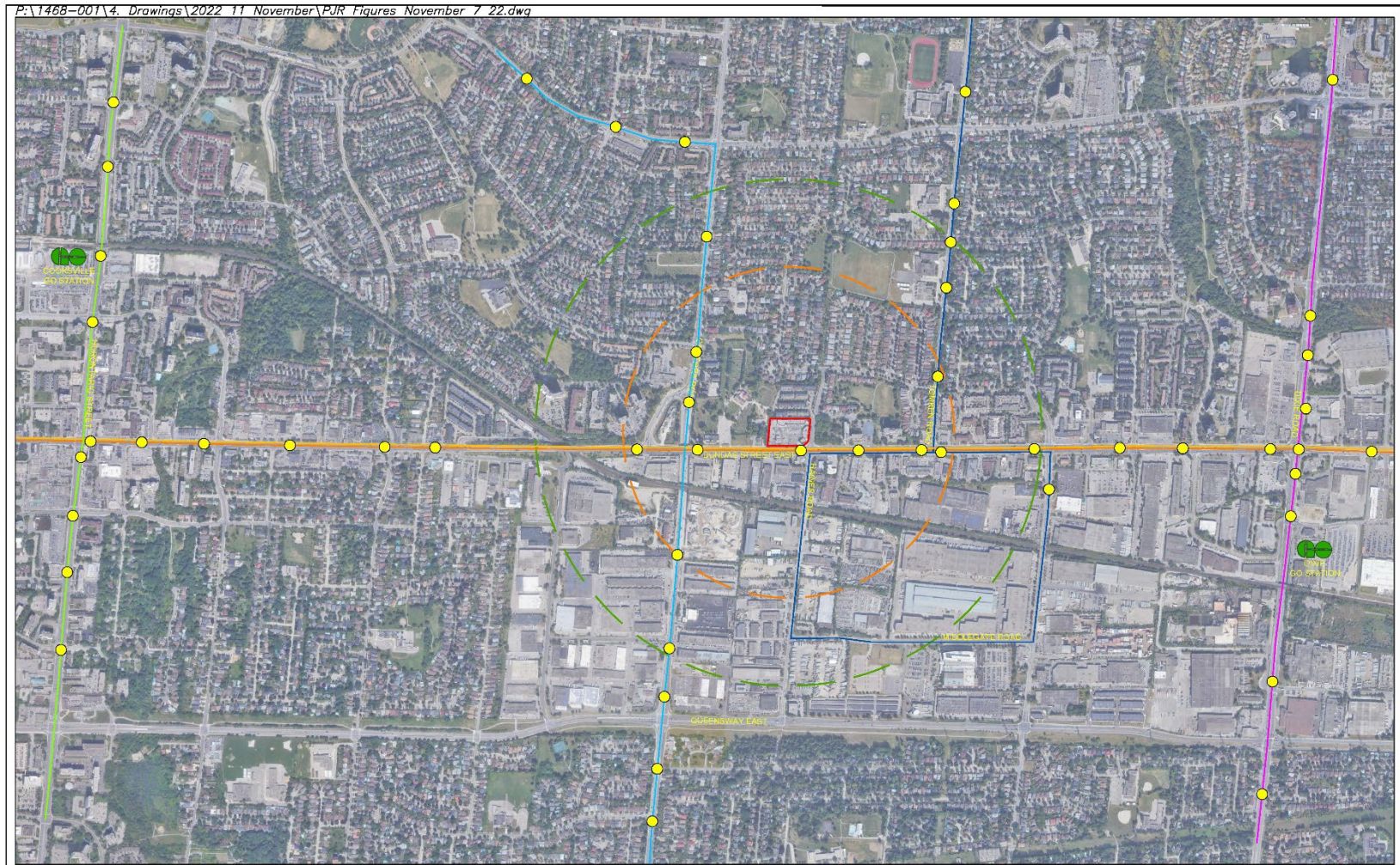
**LEGEND**

- Subject Lands
- 500m Buffer
- 800m Buffer



Scale: N.T.S.  
November 7, 2022





**FIGURE 3**  
**TRANSIT CONTEXT**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands
- 500m Buffer
- 800m Buffer
- Route 1/1C (Dundas/Dundas-Collegeway)
- Route 2 (Hurontario)
- Route 5 (Dixie)
- Route 8 (Cawthra)
- Route 51 (Tomken)
- Bus Stops
- GO Station
- Express Route 101/101A (Dundas)



Scale: N.T.S.  
November 7, 2022

## REGIONAL PUBLIC TRANSIT

The Dixie GO Station, located approximately 2 kilometres east of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday. We note that the Milton GO Transit Line does not currently operate during the off peak periods, Monday to Friday or on weekends and holidays.

In addition to the Dixie GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('HuLRT') network. This network, which is approximately 2.4 kilometres west of the Subject Lands, will provide frequent service and provide connectivity between Port Credit GO Station and Downtown Brampton, including connections at the intersection of Dundas Street East and Hurontario Street. Overall, the HuLRT network will provide a multitude of inter-regional connections. The network is presently under construction, with completion expected in Fall 2024.

Based on the above, the Subject Lands are connected by existing regional transit networks. This will be further enhanced by the planned regional transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

## ROAD NETWORK

Dundas Street East is classified as an 'Arterial Road' with an ultimate Right-of-Way ('ROW') width of 42 metres by the in-effect Mississauga Official Plan, while Haines Road is classified as a 'Minor Collector'. The Subject Lands are surrounded by and have frontage on both Dundas Street East and Haines Road. The current approximate widths of both are 26.6 metres and 14.3 metres, respectively.

Additionally, Dundas Street East is identified as an 'Intensification Corridor' and 'Higher Order Transit Corridor' by the in-effect MOP. These classifications recognize that Dundas Street East is to incorporate upcoming transit connections, including the planned Dundas BRT network.

### 3.5 / SURROUNDING DEVELOPMENTS

Ward 3 has several active development applications that are supporting reinvestment and revitalization of Applewood community and its surrounding areas, **Table 1** below summarizes active development applications in the surrounding area.

*Table 1 \ Surrounding Developments*

<i>ADDRESS</i>	<i>APPLICANT OR OWNER</i>	<i>CITY FILE NO.</i>	<i>NO. OF UNITS</i>	<i>DENSITY</i>	<i>HEIGHT</i>	<i>NOTES</i>
1840, 1850 Bloor Street	1840 to 1850 Bloor East Limited	OZ 20-003 W3	433	1.69 FSI	18-storeys	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development contemplates grade-related non-residential uses
1750 Bloor Street, 3315 Fieldgate Drive	Timbercreek (TC Core GP Inc.)	OZ 17/014 W3	258	1.74 FSI	17-storeys	ZBA application is under review. The proposed development contemplates a residential apartment structure, linked to a one-storey amenity structure
1315 Silver Spear Road	IMH 1315 Silver Spear Limited	OZ 18/005 W3	159	2.25 FSI	8-storeys	ZBA application in under review. The proposed development contemplates a terraced built form



## 4 / PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

### 4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Mississauga and the Applewood neighbourhood context.



*View of the proposed Building 'A'  
(image courtesy of Kirkor Architects)*

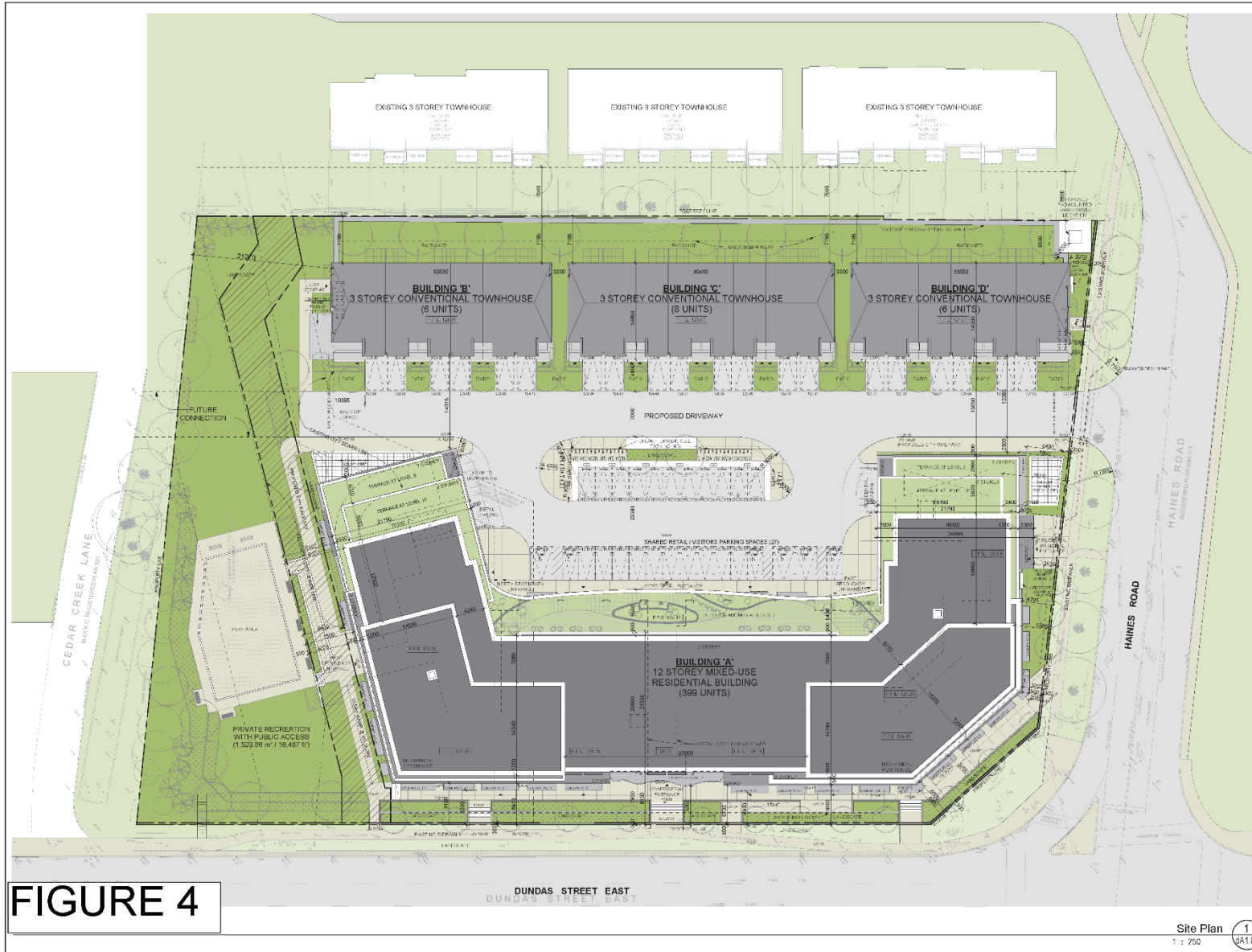
The proposed development contemplates four (4) structures (Buildings 'A', 'B', 'C', and 'D') of varying heights, organized around a central landscaped courtyard and public realm enhancements (see **Figure 4**). Overall, the proposed development is to have a total gross floor area ('GFA') of 36,647.01 square metres (394,465 square feet), resulting in a density of 2.88 Floor Space Index ('FSI'). Of this, approximately 32,905.77 square metres (354,195 square feet) is residential GFA, while 1,969.31 square metres (21,197 square feet) is non-residential GFA.

Building 'A' is proposed in the southern quadrant of the Site and is a 12-storey structure. The proposed structure, which features stepbacks along the Dundas Street East frontage, incorporates a terraced built form. This is achieved through variations along the Dundas Street East frontage (see image on the right) and stepbacks above the ground, 7<sup>th</sup> and 9<sup>th</sup> levels at the rear.

A mixture of grade-related, non-residential uses are to be provided and positioned to frame the street edge and to open onto and address the public realm. Direct pedestrian connections are to be provided to individual non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. A residential lobby, indoor amenity areas, shared servicing area and residential units are also to be provided. A rooftop outdoor amenity area is to be provided above the 1<sup>st</sup> level at the rear.

Buildings 'B', 'C' and 'D' are proposed in the northern quadrant of the Site and are three 3-storey townhouse blocks. More specifically, Building 'B' is to provide 6, 3-storey, street-oriented townhouse dwellings, Building 'C' is to provide for 8, 3-storey, street-oriented townhouse dwellings and Building 'D' is to provide 6, 3-storey, street-oriented townhouse dwellings. Each dwelling is to have an integrated private garage.





Oct 25, 2022

All drawings are intended to be used in accordance with the conditions of this contract. The architect retains all rights in copyright and shall own the drawings for the project. The drawings are the property of the architect and shall not be used for any other project without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect.

**KIRKOR**  
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400  
Toronto, ON M3J 0H1

No.	Revised	Date

Project Executive: Oct 3, 2022

Project Manager: [Name]

Client: KJC PROPERTIES INC.

805 Dundas Street East, Mississauga, ON

Project No: [Number]

**Site Plan**

Scale: 1 : 750

Author: G.H.

Reviewer: G.H.

Project No: 21115

Date: Oct 25, 2022

**dA1.03**

Furthermore, each dwelling is to have a 7.2 metre rear yard setback, which mimics the rear yard treatment of the adjacent development. Additionally, a 3.0 metre separation is to be provided between the unattached sides of Buildings 'B', 'C' and 'D'.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central, landscaped outdoor courtyard, landscaped open spaces and rooftop outdoor amenity areas. Overall, the proposed development includes 2,592.63 square metres (27,907 square feet) of amenity areas. Of this, 703.24 square metres (7,570 square feet) is dedicated to indoor amenity areas, approximately 359.53 square metres (3,870 square feet) is to be dedicated to an outdoor amenity area and 1,529.86 square metres (16,467 square feet) is attributed to a Privately Owned, Publicly Accessible Space ('POPS') along the western property line. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided.

A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 419 residential dwelling units of varying size and configurations are to be provided. A mixture of studio, one-bedroom, two-bedroom, three-bedroom and four-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

514 shared parking spaces are to be provided via a combination of a surface parking area and a 2-level below-grade parking structure. Secure bicycle parking spaces are also to be provided at-grade and within the below-grade parking structure. Integrated, shared loading spaces are to be provided within Building 'A'. These loading spaces are accessible from the proposed private road. Access is to be provided via a new private road network

The private road network is to be connected to Haines Road. A pedestrian drop-off area, access to the townhouse dwellings, access to shared loading spaces and access to the below-grade parking structure are to extend from the private road network.

The proposed development has been designed to integrate with the surrounding Applewood community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the Dundas Connects Master Plan. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** on the next page.

**Table 2 / Summary of Proposed Development Statistics**

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	1.27 hectares (3.14 acres)
Proposed Gross Floor Area (GFA)	36,647.01 square metres (394,465 square feet)
<i>Building 'A'</i>	31,015.59 square metres (333,849 square feet)
<i>Building 'B'</i>	1,198.21 square metres (12,897 square feet)
<i>Building 'C'</i>	1,463.07 square metres (15,748 square feet)
<i>Building 'D'</i>	1,198.21 square metres (12,897 square feet)
<i>Overall Residential GFA</i>	32,905.77 square metres (354,195 square feet)
<i>Overall Non-Residential GFA</i>	1,969.31 square metres (21,197 square feet)
Proposed Density	2.88 FSI
Proposed Building Heights	
Building 'A'	12 storeys
Building 'B'	3 storeys
Building 'C'	3 storeys
Building 'D'	3 storeys

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Proposed Residential Dwelling Units	419
<i>No. of Studio Units</i>	13
<i>No. of One-Bedroom Units</i>	279
<i>No. of Two-Bedroom Units</i>	88
<i>No. of Three-Bedroom Units</i>	37
<i>No. of Four-Bedroom Units</i>	2
Proposed Parking Spaces	514
Proposed Bicycle Parking Spaces	461
Proposed Loading Spaces	2
Proposed Amenity Area	2,579.3 square metres (27,763 square feet)
<i>Proposed Indoor Amenity Area</i>	703.24 square metres (7,570 square feet)
<i>Proposed Outdoor Amenity Area</i>	359.53 square metres (3,870 square feet)
<i>Proposed POPS</i>	1,529.86 square metres (16,467 square feet)

## 4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each are summarized in this Section of the Report.

### *4.2.1 / Arborist Report*

An Arborist Report ('Report') has been prepared by Strybos Barren King and is provided under separate cover in support of this proposal. The Report, dated November 8, 2022, was undertaken to inventory each tree on the Subject Lands and assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and specie of each tree located both on and within six (6) metres of the Subject Lands. It was determined that there are forty-eight (48) trees situated on the Subject Lands or within six (6) metres and within the City of Mississauga Right-of-Way. Based on an assessment of the proposed development, a total of 17 trees are recommended for removal while the balance of the trees are to be preserved. Finally, the Report recommends that twenty-eight (28) replacement tree plantings be provided.

### *4.2.2 / Functional Servicing & Stormwater Management Report*

A Functional Servicing and Stormwater Management ('FS – SWM') Report has been prepared by Husson and is provided under separate cover in support of this proposal. The FS – SWM Report, dated November 2022, was undertaken to analyze and assess the existing servicing infrastructure and capacities in order to identify a proposed servicing scheme for the proposed development.

Overall, the FS – SWM Report found that municipal services (water and wastewater) are available and capable of accommodating the proposed development.

Section 4 of the Report identifies that an underground storage tank is recommended to accommodate on-site storage. The FS – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

### *4.2.3 / Housing Report*

A Housing Report ('Report') has been prepared by GSAI and is provided under separate cover in support of this proposal. The Report, dated November 2022, was undertaken to analyze and assess how the proposed development complies with Provincial, Regional and local housing policy frameworks. Overall, the Report found that the proposed development is consistent with and conforms to the in-effect Provincial, Regional and local housing-related policy framework.

#### *4.2.4 / Hydrogeological Investigation*

A Hydrogeological Investigation ('Investigation') has been prepared by Haddad Geotechnical Inc. and is provided under separate cover in support of this proposal. The Investigation, dated November 2, 2022, was undertaken to analyze and assess the subsurface groundwater conditions on the Subject Lands in order to determine the need for dewatering, assess groundwater quality and provide recommendations with respect to the design and construction of the proposed development.

A total of eight (8) boreholes and eight (8) monitoring wells were sampled at various locations. Based on an analysis of the Site's subsurface conditions, the following conclusions were made:

- Subsurface conditions on the Site were found to be varied, generally consisting of asphalt, granular materials, silty sand, silty sand till and bedrock;
- Groundwater levels fluctuated;
- Dewatering during construction will be required.

#### *4.2.5 / Noise Assessment*

A Transportation Traffic Noise Assessment ('Assessment') has been prepared by Gradient Wind and is provided under separate cover in support of this proposal. The Assessment, dated September 22, 2022, was undertaken to analyze and assess potential noise sources that may impact the proposed development and recommend mitigation measures.

Overall, the Study found that the proposed development is feasible with the integration of noise control measures. The unattenuated sound levels at the worse-case Points of Reception within the future residential structures were found to exceed the recommended objective sound level, therefore noise controls are required. In accordance with the Ministry of the Environment, Conservation and Parks ('MECP') procedures, the recommended noise control measures are as follows:

- Equip dwelling units in Buildings A and D with a central air conditioning system;
- A 1.1 metre exterior barrier is recommended along the edge of western private terraces at Level 8 and Level 10 of Building A;
- A 2.2 metre noise barrier is recommended in the western and eastern quadrants of the Site, in proximity to the proposed townhouse dwellings; and,
- Upgraded building components along the southeast façade of Building A, including glazed windows and exterior doors, is required.

In addition to the recommended noise controls, noise warning clauses required. These requested warning clauses are identified in Section 6 of the Assessment.



#### *4.2.6 / Pedestrian-Level Wind Study*

A Pedestrian-Level Wind Study ('Study') has been prepared by Gradient Wind and is provided under separate cover in support of this proposal. The Study dated, September 2, 2022, was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Study found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses seasonally and annually. As further discussed in Section 5 of the Study, the Level 2 rooftop outdoor amenity area will experience comfortable wind conditions without the need for wind mitigation measures. Furthermore, it was found that no areas of the proposed development would experience uncomfortable wind conditions. Therefore, wind mitigation measures are not required.

#### *4.2.7 / Phase Two Environmental Site Assessment*

A Phase 2 Environmental Site Assessment ('ESA') has been prepared by Haddad Geotechnical Inc. and is provided under separate cover in support of this proposal. The ESA, dated August 31, 2022, was undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Site as well as determine whether there are any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Based on aerial photographs, historical records, interviews and existing conditions, a total of seven (7) PCAs were identified as a result of the area's development history. The Subject Lands were found to have been used for various commercial purposes since the 1980s.

Given the combination of uses on the Subject Lands and in the immediate surrounding area, a total of six (6) APECs were identified.

Based on the presence of both PACs and APECs, a Record of Site Condition ('RSC') will be required.

#### *4.2.8 / Sun / Shadow Study*

A Sun / Shadow Study ('Study') has been prepared by Kirkor and is provided under separate cover in support of this proposal. The Study, dated September 26, 2022, was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the proposal meets the shadow criteria for all public spaces. Those spaces that do not meet the shadow impact criteria are located on-site. Effort has been made to improve the shadow impact by proposing terraced built forms, by orienting the proposed structures to frame the street edges in order to maximize direct sun exposure and incorporation of a central landscaped outdoor area.

#### *4.2.9 / Transportation Impact Study*

A Transportation Impact Study ('TIS' or 'Study') has been prepared by Crozier and is provided under separate cover in support of this proposal. The TIS, dated October 2022, was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed loading standard, assess the proposed on-site circulation and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development.

Overall, the Study found that under existing conditions, all intersections within the study area would have suitable capacity and would operate at an acceptable level of service. As a result of both the proposed development and future growth in background traffic, the Study found that no improvements are required.

The Study also provided a site circulation review. Overall, this review found that the proposed site circulation patterns were appropriate and desirable.

Finally, the Study also provided a parking supply analysis in support of the proposed shared parking standard. As outlined in Section 10 of the Study, it was determined that the proposed parking supply of 514 shared spaces to support the mixture of uses proposed is appropriate and sufficient to accommodate anticipated parking demand.

With regards to Transportation Demand Management ('TDM') measures, the following recommendations were made:

- Provide safe, comfortable and convenient pedestrian pathways;
- Provide infrastructure for pedestrians and cyclists;
- Consider on-site carshare vehicles and promotion of carshare use (subject to carshare provider agreement / willingness);
- Consider the provision of PRESTO cars to all new residents to encourage transit usage; and,
- Consider the provision of an information package to residents, including GO Transit schedules, MiWay Bus Route schedules as well as community and cycling maps.

## 5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

#### *1.0 / Building Strong Healthy Communities*

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

*'1.1.1. Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density development on lands that are currently underutilized given the current use as a low-rise commercial retail plaza and surface parking areas;
- by locating a mixture of residential and employment uses, including but not limited to a broad range of retail and service-oriented non-residential units, within the City of Mississauga, on a site designated for redevelopment and intensification by both

- the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing 419 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by local policies for Applewood and the Dundas Street corridor as a vibrant, compact, complete community;
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

### *1.1.3 Settlement Areas*

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

- '1.1.3.1. *Settlement areas shall be the focus of growth and development.'*

*'1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'*

*'1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'*

*'1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up areas and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'*

The Subject Lands are located within a Settlement Area and a designated growth area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report') prepared by Husson, the proposal can be accommodated by municipal infrastructure networks, subject to upgrades.

### ***1.5 Public Spaces, Recreation, Parks, Trails & Open Space***

*'1.5.1 Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'*



The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, an outdoor courtyard feature, landscaped open spaces and a sidewalk zone along the Site's frontages.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated in the accompanying on the accompanying Conceptual Landscape Plan, the landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's frontages. This will enable direct pedestrian connections to non-residential units from the public sidewalk, street furniture and other public realm enhancements to be provided. It will also facilitate connections with the wide sidewalk zones and multi-use trails planned to be provided along the Dundas Street corridor. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors and community members.

#### *1.6.6. Sewage, Water & Stormwater*

*'1.6.6.1. Planning for sewage and water services shall:*

*a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

- 1. municipal sewage services and municipal water services.'*

*'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'*

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems, subject to upgrades.

*'1.6.6.7. Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated in the accompanying FS-SWM Report and the accompanying Low Impact Development ('LID') Features Letter, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

#### **1.6.7. Transportation Systems**

*'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'*

*'1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'*

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the planned Dundas BRT network is directly in front of the Subject Lands, and MiWay operates a number of existing bus routes in the surrounding area. There is an existing bus stop for MiWay Route 1 (Dundas) directly in front of the Site. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Dundas Street corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, the provision of various local employment opportunities, the use of active transportation, including bike lanes planned along Dundas Street and enable residents and visitors alike to walk to destinations.

### **1.7. Long-Term Economic Prosperity**

*'1.7.1. Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Applewood as a complete, community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will also facilitate housing choice and a high-quality built form that is compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

### **1.8. Energy Conservation, Air Quality & Climate Change**

*'1.8.1. Planning authorities shall 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:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where it exists or is to be development, or designing these to facilitate the establishment of transit in the future;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are well-served by existing transit services, planned transit services and active transportation networks. Furthermore, the proposal will facilitate a compact, mixed-use development, at an appropriate location along the Dundas corridor, at a transit-supportive density. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and energy conservation objectives. As demonstrated in the accompanying LID Features Letter, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts. As further described in the accompanying Transportation Impact Study ('TIS'), the proposed development will support reduced congestion.

#### ***4.0 / Implementation & Interpretation***

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

*'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.*

*Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

*In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'*

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, high-

density, compact, mixed-use, transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

#### *SUMMARY / CONFORMITY STATEMENT*

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

## 5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

#### *Section 2 / Where and How to Grow*

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

*'2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;:*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'*

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Applewood as a complete community.

*'2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.'*



The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mix of residential, retail / service and employment uses, located in proximity to local transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for 419 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style and townhouse-style dwelling units will further support the range and mix of housing options available in the Applewood community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Dundas Street East and Haines Road. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces. This will be further enhanced by the provision of a play area and Privately Owned, Publicly Accessible Space ('POPS') along the western property line.

#### **2.2.4. Transit Corridors & Station Areas**

A Place to Grow identifies a series of strategic growth areas, including Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, A Place to Grow defines an MTSA as follows:

*'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'*

As demonstrated in **Figure 5** on the next page, the Subject Lands are identified as being located within the Cawthra MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

**'2.2.4.1.** *The priority transit corridors shown in Schedule 5 will be identified in official plans. 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.'*

**'2.2.4.3.** *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.'*

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**FIGURE 5**  
**CAWTHRA MAJOR TRANSIT STATION AREA**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands
- Cawthra Protected Major Transit Station Area



Scale: N.T.S.  
November 7, 2022



*'2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

*'2.2.4.10. 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.'*

In accordance with Schedule 5 of A Place to Grow, Dundas Street is identified as a priority transit corridor. Furthermore, the planned Dundas BRT network and the surrounding bus routes operated by MiWay are considered to be frequent transit services as defined by A Place to Grow. Given this, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density.

Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Cawthra MTSA minimum density target of 160 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence immediately adjacent to the planned Dundas BRT network and its location within an MTSA.

Overall, the proposed development supports the Provincial policy objectives for development in MTSA's by providing for a compact, high-density, transit-supportive development that includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

### *2.2.5. Employment*

*'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'*

*'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'*

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities and will facilitate existing retail and service use tenants to remain. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Applewood as a complete community.

#### *SUMMARY / CONFORMITY STATEMENT*

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential and employment uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

### **5.3 / REGION OF PEEL OFFICIAL PLAN, 2022**

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

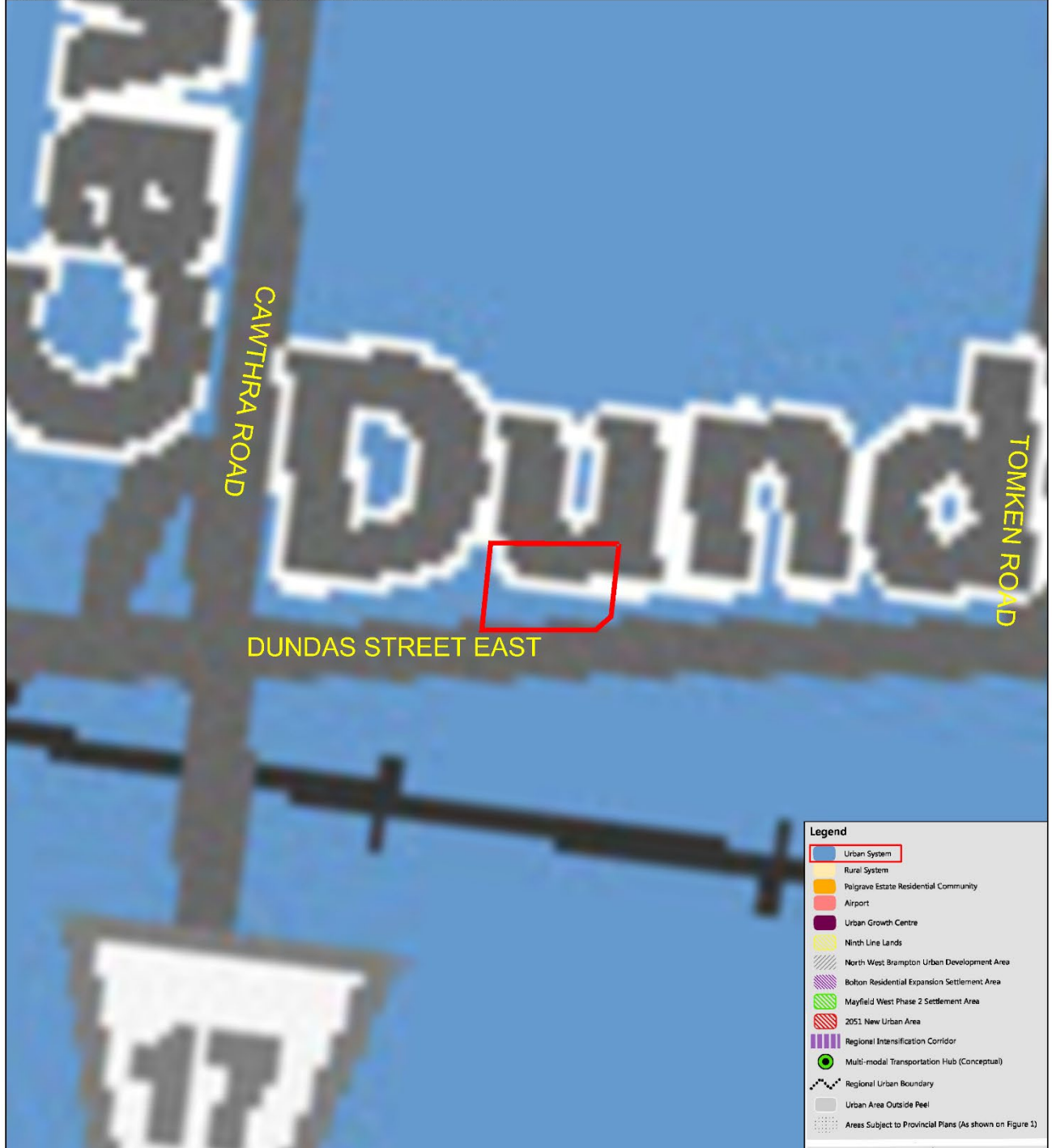
Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within a Strategic Growth Area (Schedule E-2), within a Major Transit Station Area (Schedule E-5) and along a Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.



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**FIGURE 6**  
**REGION OF PEEL OFFICIAL PLAN,**  
**SCHEDULE E-1, REGIONAL STRUCTURE**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



Scale: N.T.S.  
November 7, 2022

#### **5.4 Growth Management**

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region’s Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.'*
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'*
- '5.4.18.1 To achieve efficient and compact built forms.'*
- '5.4.18.2 To optimize the use of existing infrastructure and services.'*
- '5.4.18.4 To intensify development on underutilized lands.'*
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'*
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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.'*
- '5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*
- '5.4.18.10. Facilitate and promote intensification.'*
- '5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region’s Delineated Built-Up Area, within a Strategic Growth Area, within a Major Transit Station Area and along a Bus Rapid Transit (‘BRT’) Corridor.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, mixed-use, transit-supportive development in close proximity to

transit services. This will contribute to the creation of Applewood as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

### 5.6 The Urban System

As demonstrated in **Figure 6**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'
- '5.6.3 To 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.'
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'

It is the policy of Regional Council to:

- '5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'
- '5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'
- '5.6.12. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture of studio, 1-, 2-, 3- and 4-bedroom dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

### **5.6.17. Strategic Growth Areas**

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout, the Subject Lands are located within the Cawthra Major Transit Station Area ('MTSA') and as such, are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

*'5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*

*'5.6.17.2. To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'*

*'5.6.17.5. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

*'5.6.17.7. Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.'*

*'5.6.17.11. Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.'*

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

### **5.6.19. Major Transit Station Areas**

In accordance with Schedule E-5 and as demonstrated in **Figure 5**, the Subject Lands are identified as being located within the Cawthra MTSA – which is a Primary MTSA. As such, the following apply.

It is Regional objectives to:

*'5.6.19.2. Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.'*



*'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.'*

It is the policy of Regional Council to:

*'5.6.19.7. Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan'*

*'5.6.19.8. Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed in Table 5. ....'*

In accordance with Schedule E-5 of the ROP, the Subject Lands are located within the Cawthra MTSA which is a Primary MTSA. As such, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted objectives and policies for Major Transit Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density. This includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

Furthermore, the proposed development will assist in the achievement of the Cawthra MTSA minimum density target of 160 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence immediately adjacent to the planned Dundas BRT network and its location within an MTSA.

#### *5.10 Transportation System in Peel*

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along the BRT Corridor – which is a Rapid Transit Corridor. As such, the following apply.

*'5.10.13. Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'*

*'5.10.16. Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*

As stated above, the Subject Lands are located along Dundas Street East – a recognized 'BRT Corridor' and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development

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potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Applewood community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

### *SUMMARY / CONFORMITY STATEMENT*

The Peel Regional Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Applewood community as outlined by the Growth Management and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (October 2021) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including the Downtown. The Subject Lands are located within the Neighbourhood component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Applewood Neighbourhood Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Dundas Street – an identified Intensification Corridor.

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Peel 2051+ initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives such as the Dundas Corridor Policy Implementation and more.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Amendments serve to better implement Provincial and Regional policy.

### *5/ Direct Growth*

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located along an Intensification Corridor. As such, the following policies apply.

*'5.1.4. Most of Mississauga's future growth will be directed to Intensification Areas.'*

*'5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'*

As a Site located along an identified Intensification Corridor, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential and non-residential uses to meet

the needs of residents. This will contribute to the creation of Applewood as a complete community where residents are able to live, work, play and shop within the community or even the same building.

### *5.3.5. Neighbourhoods*

As demonstrated on Schedule 1, the City is comprised of various Neighbourhoods, each with its own identity. As a Site located with the Neighbourhood component of the City Structure, the following policies apply.

*'5.3.5.2. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.'*

*'5.3.5.3. Where higher density uses are proposed, they should be located on sites ....along Corridors or in conjunction with exiting apartment sites or commercial centres.'*

*'5.3.5.4. Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.'*

*'5.3.5.5. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan..'*

*'5.3.5.6. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale..'*

As a Site located along an Intensification Corridor and in accordance with Schedule 10, Land Use Designations (see Figure 6) on lands designated 'Mixed Use', the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. We note that the non-residential uses contemplated will facilitate existing commercial tenants on the Site currently to be accommodated. Furthermore, the built form contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to and compatible with the surrounding area. The proposal will enable a seamless integration with the surrounding community and provides for appropriate transition in terms of land use, built form, density and scale.

#### **5.4 Corridors**

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors and Schedule 2, Intensification Areas, Dundas Street is identified as an Intensification Corridor. The following policies apply.

*'5.4.4. Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood..'*

*'5.4.5. Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.'*

*'5.4.7. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.'*

*'5.4.8. Corridors will be subject to a minimum building height of two storeys ....'*

*'5.4.11. Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas.'*

In accordance with Schedule 2, Intensification Areas, the Subject Lands are located along the Dundas Street Intensification Corridor.

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along the Dundas Street Intensification Corridor and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that the structure along Dundas opens onto and addresses the public realm. The proposal also contemplates a pedestrian-oriented built form through the provision of a terraced built form and townhouse built forms along the rear property line. Overall, the proposed structures conform to the 2-storey minimum building height requirement.



The Site's appropriate location for high density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Dundas Connects Master Plan. As further described in Section 5.5 of this Report, the Dundas Connects Master Plan identifies the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, mid-rise development to occur.

For the reasons outlined above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

### 5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following apply.

- '5.5.1. *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.'*
- '5.5.4. *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'*
- '5.5.5. *Development will promote the qualities of complete communities.'*

'5.5.7. *A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'*

'5.5.8. *Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.'*

'5.5.9. *Intensification Areas will be planned to maximize the use of existing and planned infrastructure.'*

The proposal supports the above-noted policy objectives by introducing a range and mixture of residential and non-residential uses in order to meet the daily needs of residents. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

The proposed development will support the above-noted policy objectives and will support the creation of Applewood as a complete, walkable community. As described throughout this Report, there is inconsistent policy direction in relation to the Site. More specifically, the Site is recognized as having development potential given its locational attributes, yet the form of development was limited by the Applewood Neighbourhood Character Area policies. We note that the recently adopted Official Plan Amendment 141 seeks to modify these policy inconsistencies as further discussed in Section 5.5 below.

The proposed development and corresponding Amendments are appropriate and in our opinion, serve to further implement the envisioned policy directions of the MOP, as amended by Official Plan Amendment 141, to direct growth to appropriate locations and to facilitate compact, mixed-use development in close proximity to existing and planned higher order transit services where development can and should be concentrated. The proposed development and corresponding Amendments will facilitate development with heights (up to 12 storeys) that are appropriate for the location, while still respecting the City Structure hierarchy.

### *7/ Complete Communities*

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

- '7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'*
- '7.1.6. Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

### *7.6. Distinct Identities*

In terms of community character, the following apply.

- '7.6.1.2. Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'*
- '7.6.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*
- '7.6.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'*

The Subject Lands are located within the established Applewood community. The proposed development has been planned and designed to provide for a high-quality, refined built form that integrates with and is complimentary to the established and evolving character of the Applewood community. Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community.

*9/ Build a Desirable Urban Form*

Chapter 9 of the MOP establishes the City’s built form policy framework. It is understood that the City’s built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

*'9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.'*

*'9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.'*

*'9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*

*'9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

*'9.1.15 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.'*

The proposed development has been planned and designed to further implement the City’s urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the Applewood community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development (“LID”) Features Letter.

**9.2.1. Intensification Areas**

In terms of urban form considerations within Intensification Areas, the following policies apply.

*'9.2.1.1 Development will create distinctive places and locales.'*

*'9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*

*'9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.'*

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates consolidated access points and shared parking and servicing areas in efforts to provide an optimal site design.

- '9.2.1.9. *Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.'*
- '9.2.1.10. *Appropriate height and built form transitions will be required between sites and their surrounding areas.'*
- '9.2.1.17. *Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*
- '9.2.1.19. *The public realm and the development interface with the public realm will be held to the highest design standards.'*
- '9.2.1.21. *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'*
- '9.2.1.22. *Development will be designed to support and incorporate pedestrian and cycling connections.'*
- '9.2.1.23. *Active uses will be required on principal streets with direct access to the public sidewalk.'*
- '9.2.1.24. *Development will face the street.'*
- '9.2.1.25. *Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'*
- '9.2.1.26. *For non-residential uses, at grade windows will be required facing major streets and must be transparent.'*
- '9.2.1.27. *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.'*
- '9.2.1.28. *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.'*
- '9.2.1.29. *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'*
- '9.2.1.30. *Development will provide open space... appropriate to the size, location and type of the development.'*
- '9.2.1.31. *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.'*
- '9.2.1.32. *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.'*
- '9.2.1.33. *Open spaces will be designed to promote social interaction.'*



The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of four (4) structures, including a mid-rise building that is of an appropriate scale in relation to the Dundas Street right-of-way width. Overall, each structure is appropriately situated on the Subject Lands such that development frames the street and is pedestrian-scaled. As demonstrated on the accompanying Conceptual Site Plan, the structure nearest Dundas Street is to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm.

A series of landscape and public realm enhancements are to be provided. This includes a large, central landscaped courtyard, landscaped open spaces, rooftop outdoor amenity areas and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social interaction and enjoyment of the outdoors. Based on the above, it is our opinion that the proposal complies with the City's urban form policy objectives.

### **9.3. Public Realm**

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

#### **'9.3.1.4. Development will be designed to:**

- c) *accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) *achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) *meet universal design principles;*
- f) *address new development and open spaces;*
- g) *be pedestrian oriented and scaled and support transit use;*
- h) *be attractive, safe and walkable.'*

#### **'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'**

#### **'9.3.5.5. Private open space and / or amenity areas will be required for all development.'**

#### **'9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'**

#### **'9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'**

*'9.4.1.3. Development will support transit and active transportation by:*

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*
- f) providing pedestrian safety and comfort; and*
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built form. Furthermore, the proposal complies the City's public realm policy objectives through the provision of built forms that frame the street edge, provide direct pedestrian connections to the public realm, provide cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development. Furthermore, the development has been planned and organized around landscaped open spaces and rooftop outdoor amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

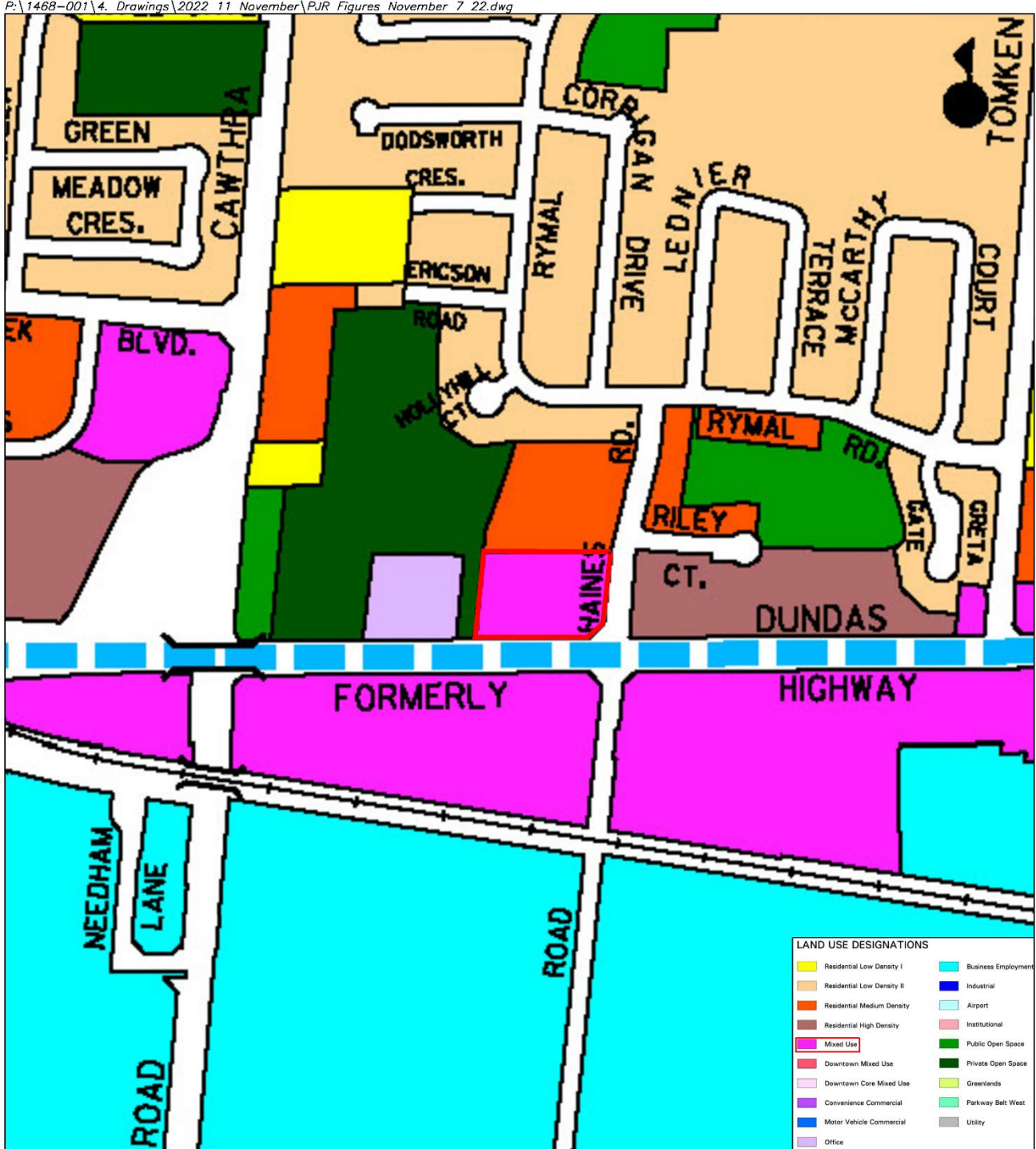
### *11 / Land Use Designations*

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated on **Figure 7**, the Subject Lands are designated 'Mixed Use'. In our opinion, the 'Mixed Use' designation is the most appropriate and will facilitate the proposal. The following policies apply.

*'11.2.6.1. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:*

- a) commercial parking facility;*
- b) financial institution;*
- c) funeral establishment;*
- d) makerspaces;*
- e) motor vehicle rental;*
- f) motor vehicle sales;*
- g) overnight accommodation;*
- h) personal service establishment;*
- i) post-secondary educational facility;*
- j) residential, in conjunction with other permitted uses;*
- k) restaurant;*

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**FIGURE 7**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 10 - LAND USE DESIGNATIONS**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

Subject Lands



Scale: N.T.S.  
November 7, 2022

- l) retail store; and
- m) secondary office.'

*'11.2.6.2. The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development of Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.'*

*'11.2.6.4. Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.'*

The proposed development will provide for a mixture of high-quality, grade-related non-residential, residential uses that will meet the needs of current and future residents. This will support the achievement of Applewood as a complete community where residents are able to live, work, play and shop within the community or even within the same building. Overall, the proposal represents an appropriate and desirable compact, mixed-use, transit-supportive and pedestrian-oriented development that advances the City's development and Mixed Use policy objectives. In our opinion, the proposed development conforms to the above-noted Mixed Use policy objectives.

## *16 / Neighbourhoods*

Chapter 16 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Neighbourhoods components of the City Structure. As stated, the Subject Lands are located within the Neighbourhoods component of the City Structure and are located within the Applewood Neighbourhood Character Area. The following policies apply.

*'16.1.1.1. For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.'*

*'16.1.1.2. Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:*

- a) an appropriate transition in heights that respects the surrounding context will be achieved;*
- b) the development proposal enhances the existing or planned development;*
- c) the City Structure hierarchy is maintained; and*
- d) the development proposal is consistent with the policies of this Plan.'*



As further discussed in Section 5.6 of this Report, the Mississauga Official Plan was recently updated via Official Plan Amendment 141 ('MOPA 141'). Overall, MOPA 141 modified policy permissions for lands along the Dundas Street corridor to permit mid-rise, mixed-use development. It is our opinion that the proposed development conforms to the above-noted policy objectives through the provision of high-quality built form that will facilitate an appropriate transition to be provided.

As stated throughout this Report, the City of Mississauga is currently completing the Dundas Corridor Implementation Policy initiative. The initiative is being undertaken to fully implement the policy recommendations contained in the Dundas Connects Master Plan. This initiative has culminated in MOPA 141 to refine the policy permissions for lands along the Dundas Street corridor. In accordance with MOPA 141, adopted by City Council, the Subject Lands are identified as an appropriate and desirable location for mixed use, mid-rise (up to 12 storeys) development to occur.

Based on this, it is our opinion that the proposed development, as contemplated, and corresponding Official Plan Amendment is appropriate, respects the City Structure hierarchy and conforms to the evolving policy context for the Dundas Street corridor. The corresponding Amendments request that the maximum height permission of 12 storeys as outlined in the Dundas Connects Master Plan and MOPA 141 be formalized.

### *16.2. Applewood*

Section 16.2 of the MOP contains the policy framework for the Applewood Neighbourhood Character Area. The following apply to redevelopment of the Site.

### *16.2.2. Urban Design Policies*

#### *Dundas Street East*

*'16.2.2.2. Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment....'*

*'16.2.2.3. In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. ...'*

The proposed development conforms to the above-noted policy objectives by providing for a high-quality, refined built form that frames the street edge. Streetscaping enhancements are to be provided in order to facilitate wide sidewalk zones and accommodate high pedestrian activity, particularly along the Dundas Street corridor. Furthermore, a broad range and mix of grade-related non-residential uses are to be provided along the Site's Dundas Street frontages. Additionally, direct pedestrian connections from these grade-related units to the public sidewalk will be provided. Overall, the proposal contemplates a built form that will support the creation of Dundas Street as an urban corridor with a mix of uses and high pedestrian activity. The proposed built form, scale and massing are appropriate for the Subject Land and will facilitate pedestrian-oriented development to occur.

## 5.5 / DUNDAS CONNECTS MASTER PLAN, 2018

### *SUMMARY / CONFORMITY STATEMENT*

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Applewood as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Applewood community. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Mixed Use' lands within the Applewood Neighbourhood Character Area of the Mississauga Official Plan.

The Dundas Connects Master Plan ('Dundas Connects') was adopted by City Council in May 2018. Dundas Connects, while not currently an operative part of the MOP, is intended to provide detailed policy objectives in an effort to guide new development occurring along the Dundas Street corridor and further implement the land use, urban design and transportation policies of the MOP. More specifically, Dundas Connects provides detailed design and policy directions to facilitate the re-urbanization of Dundas through the implementation of compact, mixed-use, pedestrian-oriented and transit-supportive built forms.

In efforts to facilitate redevelopment in appropriate locations and at appropriate densities, Dundas Connects identifies a series of policy directions, organized by seven (7) Focus Areas. As demonstrated in **Figure 8** on the next page, the Subject Lands are located within the Cawthra Focus Area. As such, the following policy directions apply and have informed the proposed development:

- Compact, mixed-use, pedestrian-oriented and transit-supportive development is to be concentrated along the Dundas Street corridor;
- Uses that promote active frontages (such as restaurants and retail stores) are to be provided at-grade;
  - Grade-related non-residential uses are to open onto and address the public realm;
- Continuous streetwall conditions are encouraged;

P:\1468-001\4. Drawings\2022 11 November\PJR Figures November 7 22.dwg



**FIGURE 8**  
**DUNDAS CONNECTS MASTER PLAN**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

Subject Lands



Scale: N.T.S.  
November 7, 2022

## 5.6 / DUNDAS CORRIDOR POLICY IMPLEMENTATION INITIATIVE, 2022

- Terraced built forms are encouraged in order to provide for appropriate transitions to the surrounding context;
- The Subject Lands are identified as an appropriate and desirable location for high density, mid-rise (3.0 FSI, 12 storey) development to occur;
- Wide sidewalk zones, particularly along Dundas Street, are encouraged;
- 4.0 metre floor-to-floor heights on the ground level are encouraged to facilitate retail and commercial tenant needs;
- Landscape and public realm enhancements are encouraged; and,
- Below-grade parking is encouraged.

Based on the above, the Subject Lands are identified as an appropriate and desirable location for compact, mixed-use, high density, pedestrian-oriented and transit-supportive development to occur. Overall, the proposed development has been planned and designed to further implement the development vision presented in the Dundas Connects Master Plan for the Applewood community. As such, the proposal and corresponding Amendments represent an opportunity for the policy directions highlighted above to be implemented.

In our opinion, redevelopment of the Subject Lands as contemplated is appropriate and desirable. It will facilitate a compact, mixed-use, pedestrian-oriented and transit-supportive development to be provided in an appropriate location to take advantage of the Site's locational attributes which includes being surrounded by the planned Dundas BRT network and various bus routes as well as being within walking distance of services and facilities to meet daily needs.

As stated above, the City of Mississauga has recently completed the Dundas Corridor Policy Implementation Initiative ('Initiative'). The Initiative culminated in City-initiated Official Plan Amendments ('OPAs') that modified the policy permissions for lands along the Dundas Street corridor, including the Subject Lands. We note that these OPAs were informed by City-initiated Major Transit Station Area ('MTSA') OPAs. When considered collectively, the Dundas Corridor OPAs and MTSA OPAs will further implement the land use, transportation and urban design policy directions provided by the Dundas Connects Master Plan ('Dundas Connects').

In accordance with the above-noted OPAs adopted by City Council on August 10, 2022, the Subject Lands are identified as being located within the Cawthra Major Transit Station Area, as retaining their 'Mixed Use' designation and as have permissible building heights of 3 to 12 storeys.

In our opinion, the proposed development complies with the evolving Dundas Corridor policy framework given building heights of between 3 and 12 storeys are contemplated, the 'Mixed Use' designation is to be retained and a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development is to be provided. Furthermore, the proposal will facilitate an appropriate and desirable mixture of non-residential and residential uses on the same lot, contributing to the creation of Applewood as a vibrant, complete community.



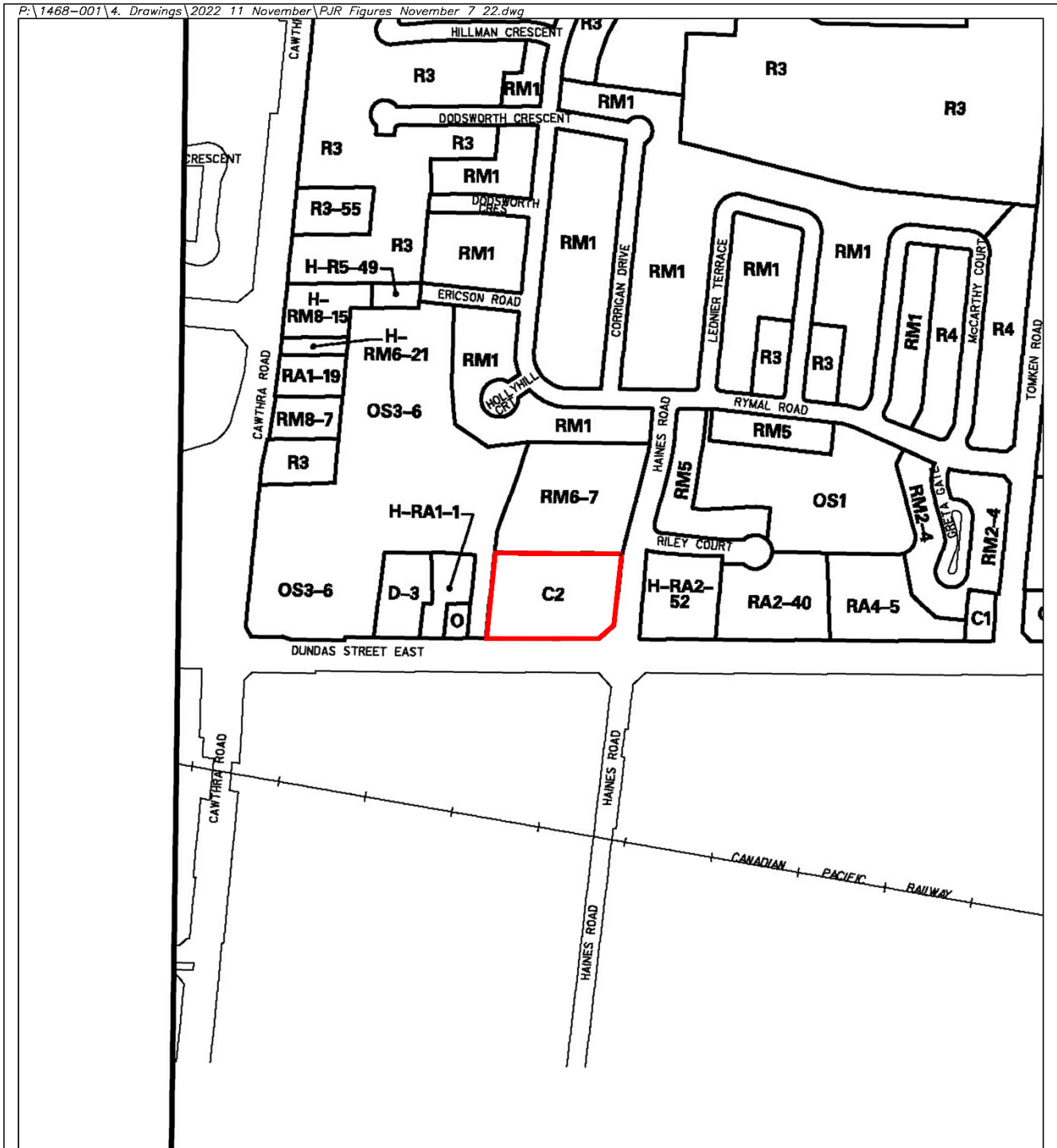
## 5.7 / ZONING

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Neighbourhood Commercial (C2)' (see **Figure 9**). The current zoning permits current conditions, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Mainstreet Commercial (C4)' with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix I** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed C4 Zone:

- To permit townhouse dwellings in stand-alone structures;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard; and,
- To permit a site-specific landscaping standard..


**Table 3** on page 54 summarizes the proposed site-specific exceptions to the C4 Zone and the rationale for these exceptions.



**FIGURE 9**  
**CITY OF MISSISSAUGA**  
**ZONING BY-LAW 0225-0007**

805 DUNDAS STREET EAST,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



Scale: N.T.S.  
November 7, 2022

*Table 3 / Summary of Requested C4 Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>	<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Use Permissions</i>	To implement the desired range of complimentary uses that are appropriate for a mixed-use development		
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Applewood community		
<i>Modified Parking Standard</i>	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design	<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built form and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of rooftop outdoor amenity areas and a large, central outdoor feature. As demonstrated on the accompanying Conceptual Landscape Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable

## 6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the Applewood community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Region of Peel Official Plan;
6. The proposal conforms to the policy directions of the in-effect Mississauga Official Plan;
7. The proposal can be adequately serviced by existing municipal services;
8. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
9. The proposal is in keeping with the character and planned context of Applewood Neighbourhood, it provides an opportunity for intensification within the City's Built-Up Area, within a Major Transit Station Area and along a Corridor where intensification is to be directed. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Dundas Connects Master Plan and Mississauga Official Plan Amendment 141.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Stephanie Matveeva, MCIP, RPP  
Associate



KJC Properties Inc.  
805 Dundas Street East, City of Mississauga  
**PLANNING JUSTIFICATION REPORT**

*APPENDIX I / Draft Official Plan Amendment*



Amendment No. XXX  
to  
Mississauga Official Plan

The following text and Map 'A' attached hereto constitute Amendment No. XXX

## PURPOSE

The purpose of this Amendment is to amend the Applewood Neighbourhood Character Area to include the Subject Lands as a Special Site.

## LOCATION

The lands affected by this Amendment are located on the north side of Dundas Street East, west of Haines Road. The land is municipally addressed as 805 Dundas Street East. The Subject Lands are located within the Applewood Neighbourhood Character Area, as identified in the Mississauga Official Plan.

## BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located along an Intensification Corridor where transit-oriented development is encouraged and are identified as being located within the Cawthra Protected Major Transit Station Area (PMTSA) where compact, mixed-use growth is to be encouraged.

As per the in-effect Applewood Neighbourhood Character Area policies, a maximum building height of three storeys is permitted and a density is not specified. The City requires that a Special Site policy be added to the MOP for the proposed building height: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Mixed Use'. Permitted uses on the Subject Lands include commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office.

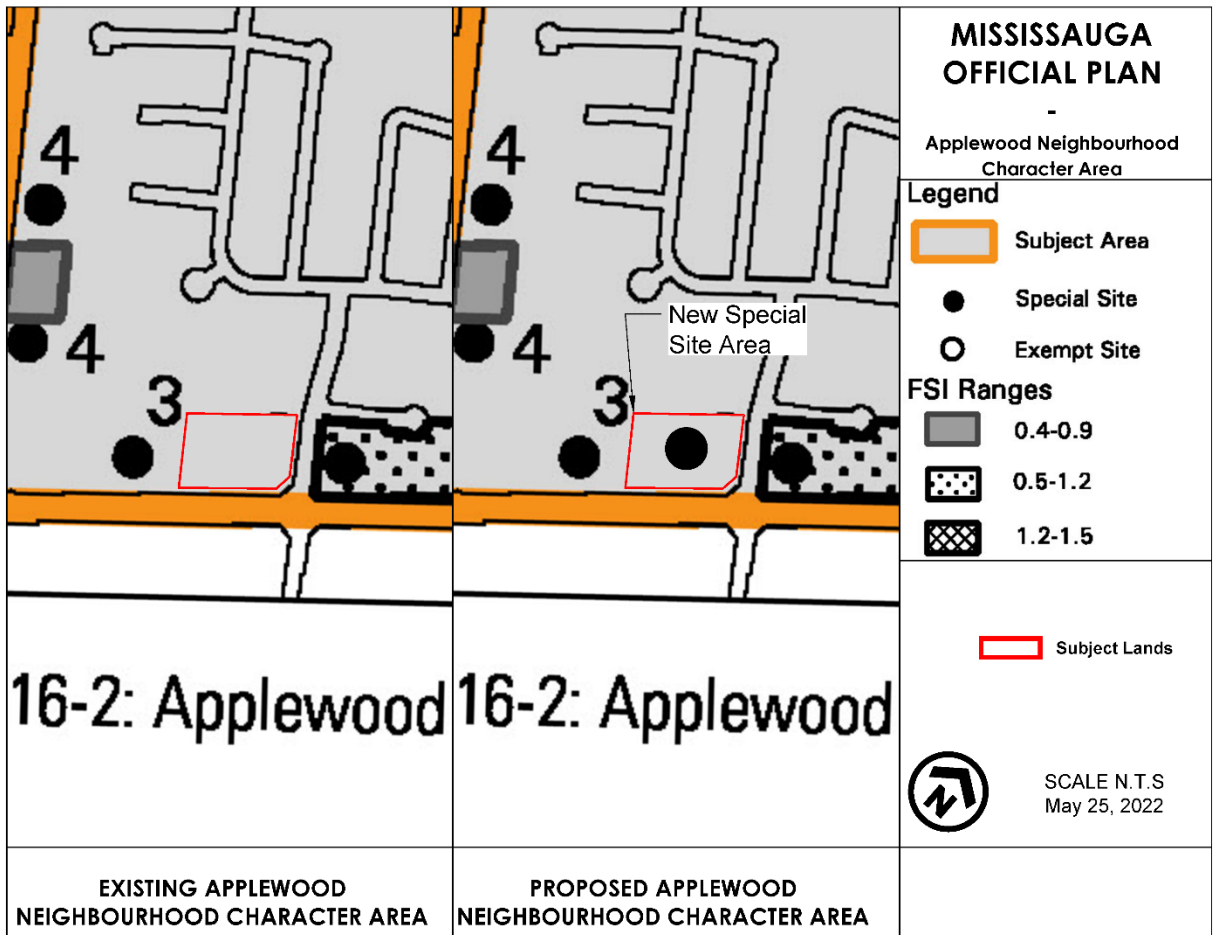
The Official Plan Amendment is required to revise the Applewood Neighbourhood Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a range of accessory uses on the lands and a maximum building height of 12 storeys. Overall, the proposed Official Plan Amendment is to further implement City Council's direction as outlined in the draft Major Transit Station Area Official

Plan Amendment, dated May 2022 and the draft Dundas Corridor Policy Implementation Official Plan Amendment, dated July 2022. Collectively, these draft City-initiated Official Plan Amendments identify the Subject Lands as an appropriate and desirable location for compact, mixed-use, transit-supportive development to occur with building heights of 3 – 12 storeys. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2021) and the Mississauga Official Plan (2021) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are to be located within a Protected Major Transit Station Area and within a comfortable 5-minute walking distance of higher order transit stops – including the planned Dundas Bus Rapid Transit Station at Dundas Street East and Cawthra Road as well as the planned Dundas Bus Rapid Transit Station at Dundas Street East and Tomken Road. Furthermore, the Subject Lands is located along an Intensification Corridor. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, mixed-use, high density development to occur. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 3 and 12 storeys is a transit-supportive development on lands that are well-served by existing and future transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Applewood as a complete, walkable community.
5. The proposed development will improve and contribute to the Dundas Street streetscape by providing an animated podium situated close to the streetline, with a mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Section 16.2, Applewood Neighbourhood Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X to Map 16-2, Applewood Neighbourhood Character Area, in accordance with the Special Site Policies.



- Section 16.2.4, Special Site Policies Applewood Neighbourhood Character Area, of the Mississauga Official Plan is hereby amended by adding the following:

16.2.4..XX      The lands identified as Special Site X are located on the north side of Dundas Street East, west of Haines Road.

12.4.3.XX      Notwithstanding the policies of this Plan, an apartment building with a maximum height of 12 storeys will be permitted.

12.4.3.XX Notwithstanding the policies of this Plan, townhouse dwellings with a maximum height of 3 storeys will be permitted.

#### **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated October 21, 2021.

#### **INTREPRETATION**

The provisions of the Mississauga Official Plan, as amended from time to time, regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Mississauga Official Plan.



A By-law to Adopt Mississauga Official Plan Amendment No. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 1990, c.P. 13, as amended (*Planning Act*), Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ('Region' or 'Regional') an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1 – 2000 which exempted all Local Municipal Official Plan Amendments adopted by local Council in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a change to the Applewood Neighbourhood Character Area and to add a Special Site Policy within the Applewood Neighbourhood Character Area;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 20XX.

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Mayor

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Clerk



KJC Properties Inc.  
805 Dundas Street East, City of Mississauga  
**PLANNING JUSTIFICATION REPORT**

*APPENDIX II / Draft Zoning By-law Table*

**805 Dundas Street East**

City File: DARC 22 – 88

Type of Application: Official Plan Amendment &amp; Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

*Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.*

BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.9.14.6	Temporary Outdoor Patio	Minimum distance from accessible parking spaces to edge of temporary outdoor patio – 1.0 m	Delete provision – a temporary outdoor patio or patios shall be permitted along the Dundas Street East frontage
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [30 m ROW – 15.0 m + required yard / setback]	Delete provision
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 metres from all exterior edges of a building or structure	Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
		or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	
3.1.1.4.5	Accessible Parking Space Size	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <ul style="list-style-type: none"> <li>(1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m;</li> <li>(2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m.</li> <li>(3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</li> </ul>	Provision met
3.1.1.5	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.2.1, 3.1.2.2	Required Number of Parking Spaces	<p>For Condominium Apartment – Precinct 3: 1.0 resident spaces per dwelling unit; 0.20 visitor spaces per unit</p> <p>For Condominium Townhouse – Precinct 3: 2.0 resident spaces per dwelling unit; 0.25 visitor spaces per unit</p> <p>For Non-Residential Use – Precinct 3: Financial Institution – 4.0 spaces per 100 square metres GFA; Office – 2.0 spaces per 100 square metres GFA; Medical Office – 3.8 spaces per 100 square metres GFA; Personal Service Establishment – 4.0 spaces per 100 square metres GFA; Retail Store – 4.0 spaces per 100 square metres GFA; Restaurant – 3.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 3.0 spaces per 100 square metres GFA; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA</p>	Delete provision – a shared, co-mingling parking standard is to be provided, in accordance with the revised parking standards of By-law 0117-2022

BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
3.1.2.3	Mixed Use Development Shared Parking	<p>A shared parking formula may be used for the calculation of required parking for a mixed use development. ...</p> <p>Shared parking is to be calculated in compliance with Table 3.1.2.3. – Mixed Use Development Shared Parking Formular. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users</p>	Provision met
3.1.3	Required Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m2 – no loading spaces are required	Provision met
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	Provision met
6.2.1	C4 Permitted Uses	<p>Retail Store less than or equal to 600 m2 GFA – non-residential</p> <p>Retail Store greater than 600 m2 GFA – non-residential</p> <p>Restaurant (NOTE: a Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law)</p> <p>Take-Out Restaurant (NOTE: a Take-Out Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law)</p> <p>Veterinary Clinic</p> <p>Animal Care Establishment</p> <p>Funeral Establishment ((NOTE: a Funeral Establishment Use requires conformity to Minimum Separation Distances, Section 2.1.2.2.2 of the By-law)</p>	<p>Delete provision - permit dwelling units in stand-alone residential buildings. The following uses are to be also to be permitted as site-specific accessory uses to a mixed-use structure:</p> <ul style="list-style-type: none"> <li>• Daycare;</li> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> </ul>



BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
		Personal Service Establishment Commercial School Financial Institution Repair Establishment Beverage / Food Preparation Establishment Medical Office Office Overnight Accommodation Recreational Establishment Entertainment Establishment Private Club University / College Parking Lot Apartment Dwelling Unit located above the first storey of a commercial building	<ul style="list-style-type: none"> <li>• Office;</li> <li>• Personal Service Establishment;</li> <li>• Retail Store;</li> <li>• Recreational Establishment;</li> <li>• Restaurant;</li> <li>• Take-Out Restaurant;</li> <li>• Temporary Outdoor Patio;</li> <li>• Veterinary Clinic</li> </ul>
6.2.1	C4 – Zone Regulations	<b><i>Minimum Front Yard</i></b>	
6.2.1	C4 – Zone Regulations	Minimum front yard – 0.0 m	Provision met
6.2.1	C4 – Zone Regulations	Maximum front yard – 3.0 m	Delete provision
6.2.1	C4 – Zone Regulations	<b><i>Minimum Exterior Side Yard</i></b>	
6.2.1	C4 – Zone Regulations	Minimum exterior side yard – 0.0 m	Provision met
6.2.1	C4 – Zone Regulations	Maximum exterior side yard – 3.0 m	Delete provision
6.2.1	C4 – Zone Regulations	<b><i>Minimum Interior Side Yard</i></b>	
6.2.1	C4 – Zone Regulations	Lot abutting a Residential Zone – 4.5 m	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
6.2.1	C4 – Zone Regulations	Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 3.0 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting a C4 Zone – 0.0 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting a C1 to C3, or C5 Zone – 1.5 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting any other Zone – 4.5 m	Not Applicable
6.2.1	C4 – Zone Regulations	<i>Minimum Rear Yard</i>	
6.2.1	C4 – Zone Regulations	Lot abutting a Residential Zone – 4.5 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 3.0 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting a C4 Zone – 0.0 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting a C1 to C3, or C5 Zone – 1.5 m	Not Applicable
6.2.1	C4 – Zone Regulations	Lot abutting any other Zone – 4.5 m	Provision met
6.2.1	C4 – Zone Regulations	Maximum Height (Flat Roof) – 12.5 m and 3 storeys	Delete provision – permit building heights in accordance with Schedule 'B'
6.2.1	C4 – Zone Regulations	<i>Minimum Landscaped Buffer</i>	
6.2.1	C4 – Zone Regulations	Minimum depth of landscaped buffer measured from a lot line that is a street line – 0.0 m	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (C4 ZONE)	REQUESTED (C4-XX)
6.2.1	C4 – Zone Regulations	Minimum depth of landscaped buffer measured from a lot line where the lot line abuts an Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone, or any combination of zones thereof – 3.0 m	Not Applicable
6.2.1	C4 – Zone Regulations	Minimum depth of a landscaped buffer measured from the lot line of a Commercial Zone that abuts another Commercial Zone – 0.0 m where abutting a C4 zone	Not Applicable
6.2.1	C4 – Zone Regulations	Minimum depth of a landscaped buffer measured from any other lot line – 4.5 m	Delete provision – a 1.5 metre landscape buffer width is requested
6.2.1	C4 – Zone Regulations	Parking and loading spaces shall not be located between a streetwall and a lot line that is a street line	Provision met
6.2.1	C4 – Zone Regulations	Maximum length of a building streetwall on the first storey that may be used for accessing residential uses located above the first storey – 25%	Delete provision – no maximum length of a building streetwall is requested
6.2.1	C4 – Zone Regulations	Maximum length of a building streetwall that may be set back beyond the maximum front and maximum exterior side yard – 30%	Delete provision - no maximum length of a building streetwall is requested
6.2.1	C4 – Zone Regulations	The main front entrance for commercial uses located on the first storey shall be located in the streetwall on the first storey	Provision met

