



# MISSISSAUGA

## NOTICE OF PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

<b>DATE OF NOTICE</b>	April 25, 2024	
<b>OPA NUMBER</b>	OPA 169 (By-law 0057-2024)	
<b>ZONING BY-LAW NUMBER</b>	0058-2024	
<b>DATE PASSED BY COUNCIL</b>	April 17, 2024	
<b>LAST DATE TO FILE APPEAL</b>	<b>May 15, 2024</b>	
<b>FILE NUMBER</b>	OZ 23-1	Ward #3
<b>APPLICANT</b>	Glen Schnarr & Associates Inc.	
<b>PROPERTY LOCATION</b>	Northwest corner of Dundas Street East and Haines Road. The subject lands are located in the Applewood Neighbourhood Character Area, as identified in Mississauga Official Plan	

**TAKE NOTICE** that on April 17, 2024 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 169 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

**THE PURPOSE AND EFFECT** of the Official Plan Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density.

The purpose of the Zoning By-law is to permit a 12 storey apartment building containing 399 dwelling units with non-residential uses at grade and 20 three storey townhouses. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C2" (Neighbourhood Commercial) to "H-RA3-20" (Apartments - Exception with a Holding Provision). A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

**The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 169 is in full force and effect.**

**The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of Council is final if a Notice of Appeal is not received on or before the last date of appeal noted above.**

**IF YOU WISH TO APPEAL** to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at <https://olt.gov.on.ca/>. An appeal may be filed in person, by email: [city.clerk@mississauga.ca](mailto:city.clerk@mississauga.ca), by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, 2<sup>nd</sup> Floor, Mississauga, Ontario L5B 3C1 no later than **May 15, 2024**. **An appeal received by email will be accepted once the appeal fees are received.**

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$319.30 per application, payable to the City of Mississauga.

**MORE INFORMATION:** A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at [www.mississauga.ca/portal/cityhall/publicnotices](http://www.mississauga.ca/portal/cityhall/publicnotices) or from Andrea Dear of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 8615.

Sacha Smith,  
Manager/Deputy Clerk  
Secretariat and Access & Privacy  
300 City Centre Drive, Mississauga ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0058-2024

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law which includes a holding provision;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.4.20	Exception: RA3-20	Map # 20	By-law:
In a RA3-20 zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA3 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Additional Permitted Uses</b>			
4.15.4.20.1	(1) <b>Townhouse</b> (2) <b>Restaurant</b> (3) <b>Take-out Restaurant</b> (4) <b>Seasonal Outdoor Patio</b> (5) <b>Veterinary Clinic</b> (6) <b>Recreational Establishment</b> (7) <b>Education and Training Facility</b>		
<b>Regulations</b>			
4.15.4.20.2	The provisions contained in Table 2.1.14.1 and Subsection 2.1.30 of this By-law shall not apply		
4.15.4.20.3	The non-residential <b>uses</b> contained in Sentence 4.15.4.20.1 of this Exception shall not be permitted above the <b>first storey</b>		
4.15.4.20.4	The non-residential <b>uses</b> contained in Sentence 4.15.4.20.1 of this Exception shall only be located within a <b>building, structure</b> or part thereof, used for an <b>apartment</b>		
4.15.4.20.5	Maximum <b>floor space index - apartment zone</b>		3.0
4.15.4.20.6	Minimum number of resident <b>parking spaces</b> per condominium apartment <b>dwelling unit</b>		0.9
4.15.4.20.7	Minimum number of combined visitor and non-residential <b>parking spaces</b> per condominium apartment <b>dwelling unit</b>		0.2
4.15.4.20.8	Minimum <b>aisle</b> width		6.8 m

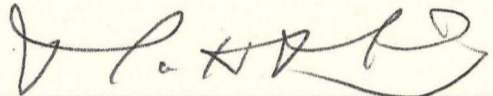



4.15.4.20	Exception: RA3-20	Map # 20	By-law:
4.15.4.20.9	Minimum <b>amenity area</b> to be provided in one contiguous area within a <b>building</b>		702 m <sup>2</sup>
4.15.4.20.10	Minimum <b>amenity area</b> to be provided in one contiguous area on a second floor rooftop		359 m <sup>2</sup>
4.15.4.20.11	All site development plans shall comply with Schedule RA3-20 of this Exception		
<b>Holding Provisions</b>			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA3-20 by further amendment to Map 20 of Schedule B contained in Part 13 of this By-law, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> <li>(1) delivery of an executed Development Agreement, including approval of the realigned municipal storm sewer and easement on-site, in a form and on terms satisfactory to the City of Mississauga ("City");</li> <li>(2) receipt of an updated Functional Servicing and Stormwater Management Report to the satisfaction of the City's Transportation and Works Department;</li> <li>(3) provision for a daylight triangle at the intersection of Dundas Street East and Haines Road, to the satisfaction of the City's Transportation and Works Department;</li> <li>(4) provision for a road allowance widening towards the ultimate 42.0 m right-of-way of Dundas Street East, as identified in Mississauga Official Plan;</li> <li>(5) receipt of satisfactory environmental studies and all supporting documentation for the lands to be dedicated to the City, to the satisfaction of the City's Transportation and Works Department;</li> <li>(6) receipt of a Record of Site Condition (RSC) and supporting documentation for all lands to be dedicated to the City to the satisfaction of the City's Transportation and Works Department;</li> <li>(7) provision of a public vehicular and pedestrian access easement through the subject site to facilitate a future connection between Haines Road and Cedar Creek Lane, to the satisfaction of the City's Transportation and Works Department;</li> <li>(8) receipt of revised architectural drawings to the satisfaction of the City's Planning and Building Department;</li> <li>(9) receipt of a revised Sun/Shadow Study to the satisfaction of the City's Planning and Building Department.</li> </ol>			

2. Map Number 20 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C2" to "H-RA3-20", the zoning of Part of Lot 10, Concession 1, North of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA3-20" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA3-20" zoning indicated thereon.
  
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 169 is in full force and effect.

ENACTED and PASSED this 17<sup>th</sup> day of April, 2024.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
MEM
Michal E. Minkowski
Date: April 4, 2024
File: OZ/OPA 23-1 W3

  
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**ACTING** MAYOR

  
 \_\_\_\_\_  
 CLERK









**APPENDIX "A" TO BY-LAW NUMBER 0058-2024**

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 12 storey apartment building containing 399 dwelling units with non-residential uses at grade and 20 three storey townhouses.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C2" (Neighbourhood Commercial) to "H-RA3-20" (Apartments - Exception with a Holding Provision).

"C2" permits a variety of commercial and retail uses.

Upon removal of the "H" provision, the "RA3-20" zone will permit a 12 storey apartment building containing 399 dwelling units with non-residential uses at grade and 20 three storey townhouses with a maximum floor space index of 3.0.

Location of Lands Affected

Northwest corner of Dundas Street East and Haines Road, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Andrea Dear of the City Planning and Building Department at 905-615-3200 ext. 8615.

<http://teamsites.mississauga.ca/sites/18/Bylaws/OZ-OPA 23-1 W3.by-law.ad.jmcc.docx>





THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0057-2024

A by-law to Adopt Mississauga Official Plan Amendment No. 169

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 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 councils 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. 169, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a land use designation change from Mixed Use to Residential High Density 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. 169 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 17<sup>th</sup> day of April, 2024.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
MEM
Michal E. Minkowski
Date: April 4, 2024
File: OZ/OPA 23-1 W3

\_\_\_\_\_  
MAYOR

**ACTING**

\_\_\_\_\_  
CLERK



**Amendment No. 169**

**to**

**Mississauga Official Plan**

By-law No. 0057-2024

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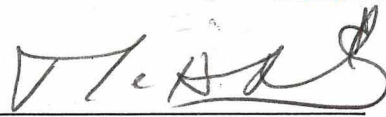
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ENACTED and PASSED this 17<sup>th</sup> day of April, 2024.

Signed   
**ACTING** MAYOR

Signed   
CLERK



**Amendment No. 169**  
**to**  
**Mississauga Official Plan**

The following text and Map "A" attached constitute Amendment No. 169.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated January 3, 2024, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density.

## **LOCATION**

The lands affected by this Amendment are located on the northwest corner of Dundas Street East and Haines Road. The subject lands are located in the Applewood Neighbourhood Character Area, as identified in Mississauga Official Plan.

## **BASIS**

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

The subject lands are designated Mixed Use which permits a variety of uses including residential and commercial.

An Official Plan Amendment is required to change the land use designation of the subject lands from Mixed Use to Residential High Density since the proposal is primarily for residential uses with non-residential uses at grade only.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal represents the intensification of an underutilized parcel and has been designed to be compatible with and sensitive to the surrounding area.
2. Dundas Street East is designated as an Intensification Corridor and a Higher Order Transit Corridor in Mississauga Official Plan (MOP) and higher density uses are to be directed to Corridors in Neighbourhoods.
3. The proposal increases the variety of housing options in the Applewood Neighbourhood and brings density to the future Bus Rapid Transit route while being consistent with the goals and objectives of the Dundas Connects Master Plan.



## **DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High Density, as shown on Map "A" of this Amendment.

## **IMPLEMENTATION**

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

The lands will be rezoned to implement this Amendment.

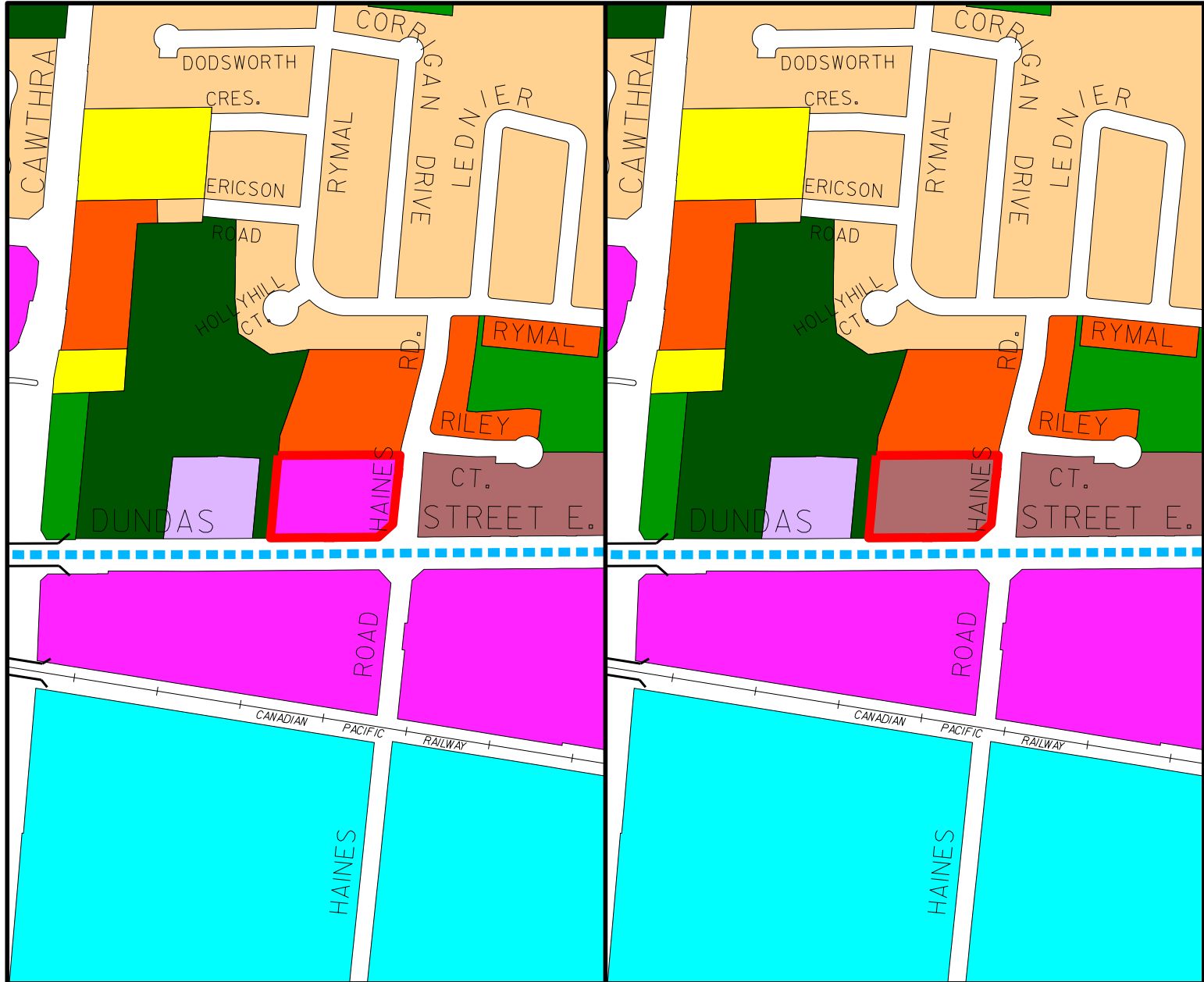
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 27, 2023.

## **INTERPRETATION**

The provisions of 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 Mississauga Official Plan.





EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

- ### LAND USE DESIGNATIONS
- Residential Low Density I
  - Residential Low Density II
  - Residential Medium Density
  - Residential High Density
  - Mixed Use
  - Downtown Mixed Use
  - Downtown Core Mixed Use
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Office
  - Business Employment
  - Industrial
  - Airport
  - Institutional
  - Public Open Space
  - Private Open Space
  - Greenlands
  - Parkway Belt West
  - Utility

- ### BASE MAP INFORMATION
- Heritage Conservation District
  - 1996 NEP/2000 NEF Composite Noise Contours
  - LBPIA Operating Area Boundary See Aircraft Noise Policies
  - Area Exempt from LBPIA Operating Area
  - Natural Hazards
  - Civic Centre (City Hall)
  - City Centre Transit Terminal
  - GO Rail Transit Station
  - Public School
  - Catholic School
  - Hospital
  - Community Facilities

- ### City Structure
- Downtown
  - Major Node
  - Community Node
  - Neighbourhood
  - Corporate Centre
  - Employment Area
  - Special Purpose Area

AREA OF AMENDMENT

FROM: MIXED USE

TO: RESIDENTIAL HIGH DENSITY



**MAP 'A'**  
 Part of Schedule 10  
 Land Use Designations  
 of Mississauga Official Plan



**APPENDIX I**  
**PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on June 26, 2023 in connection with this proposed Amendment.

Two members of the public made depositions. Comments from the public were generally directed towards the height of the apartment dwelling, increased traffic and the access from Haines Road, and the loss of the current retail and commercial space. These concerns were addressed at the meeting and in the Planning and Building Department report dated January 3, 2024 attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



<p>Date: January 3, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 23-1 W3</p>
	<p>Meeting date: January 22, 2024</p>

## Subject

### **RECOMMENDATION REPORT (WARD 3)**

**Official Plan Amendment and Rezoning applications to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses**

**799, 801, 803 and 805 Dundas Street East**

**Owner: KJC Properties Inc.**

**File: OZ/OPA 23-1 W3**

**Pre-Bill 109**

## Recommendation

1. That City Council considers the changes to the applications since the public meeting to be minor and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That City Council amend Mississauga Official Plan to the **Residential High Density** designation for 799, 801, 803 and 805 Dundas Street East, in accordance with the provisions contained in the staff report dated January 3, 2024 from the Commissioner of Planning and Building.
3. That City Council amend Zoning By-law 0225-2007 to **H-RA3- Exception** (Apartments - Exception) for 799, 801, 803 and 805 Dundas Street East, in accordance with the provisions contained in the staff report dated January 3, 2024 from the Commissioner of Planning and Building.
4. That City Council direct the applicant to satisfy all requirements of the City and any other external agency concerned with the development.



5. That the "H" holding provision is to be removed from the **RA3 - Exception** (Apartments - Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated January 3, 2024, from the Commissioner of Planning and Building have been satisfactorily addressed.
6. That City Council's approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Executive Summary

- Official plan amendment and rezoning applications have been submitted to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses at 799, 801, 803 and 805 Dundas Street East
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including:
  - Increased rear yard setbacks to the north
  - Grade changes to create a better interface along the Dundas Street East frontage
  - Other minor technical revisions
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

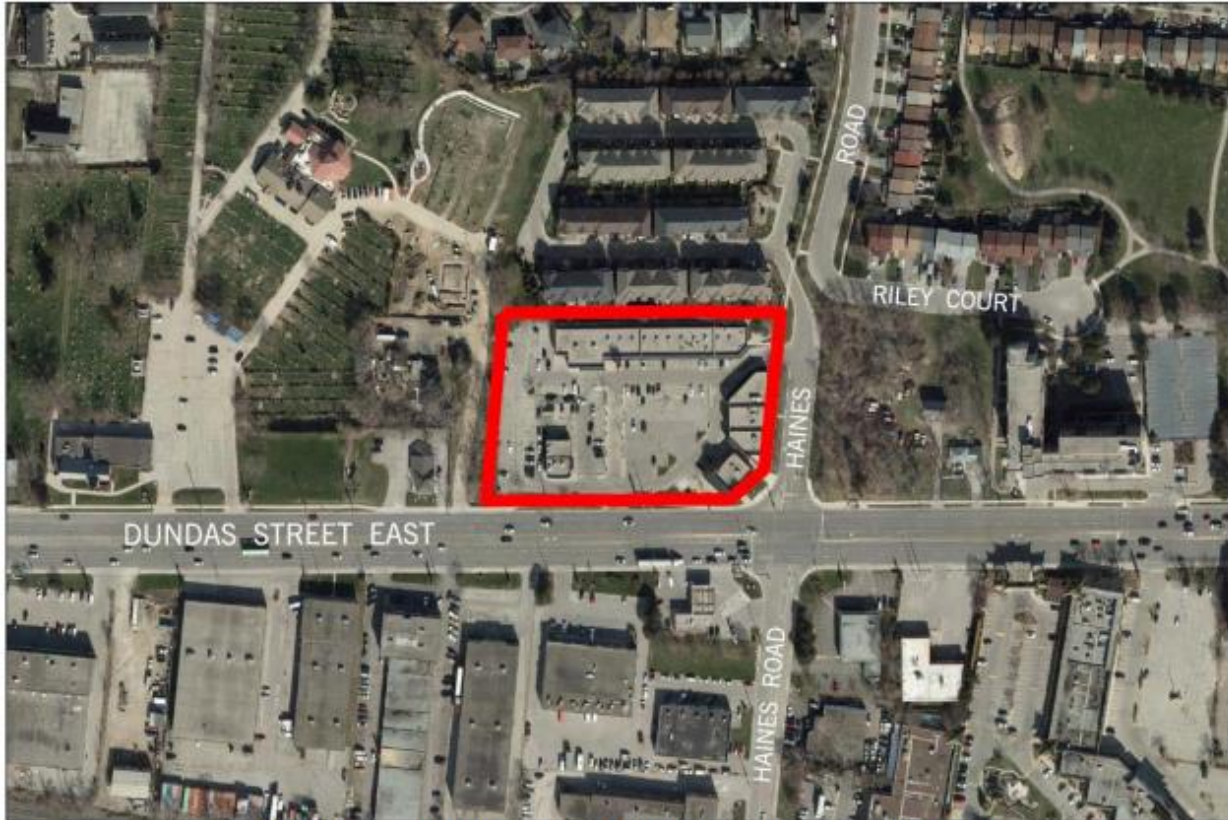
## Background

A public meeting was held by the Planning and Development Committee on June 26, 2023, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=b5ffb5a5-4588-4ef5-a5a7-c6620ed3fd7b&lang=English&Agenda=PostAgenda&Item=8&Tab=attachments>) was received for information. PDC-0048-2023 was then adopted by Council on June 28, 2023.

### RECOMMENDATION PDC-0048-2023

1. That the report dated June 2, 2023, from the Commissioner of Planning and Building regarding the applications by KJC Properties Inc., to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes, under File OZ/OPA 23-1 W3, 799, 801, 803 and 805 Dundas Street East, be received for information.

2. That two oral submissions be received.



Aerial image of 799, 801, 803 and 805 Dundas Street East

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Increased rear yard setbacks to the north
- Grade changes to create a better interface along the Dundas Street East frontage
- Other minor technical revisions

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on March 20, 2023. A community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 19, 2023 and 20 people attended the meeting and 11 written submissions were received. Supporting

studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on June 26, 2023. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

### PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to redesignate the lands to the **Residential High Density** designation. Further, a Zoning By-law Amendment is required to change the zone from **C2** to **H-RA3-Exception**.

The proposed official plan and zoning by-law amendments implement the policy vision established by the Dundas Connects Master Plan, which provides direction for growth and redevelopment along the Dundas Street Corridor that supports transit while providing opportunities to accommodate growth and increase housing opportunities.

The proposed development respects the existing neighbourhood in terms of scale and transition and is located on an intensification corridor with planned rapid bus transit, making it a good location for intensification.



## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## Financial Impact

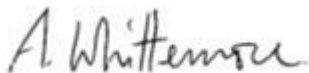
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

In summary, the proposed development adds to the choice of housing options in the area, is designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent commercial and residential uses. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Andrea Dear MCIP, RPP, Development Planner

City of Mississauga  
**Corporate Report**



<p>Date: June 2, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 23-1 W3</p>
	<p>Meeting date: June 26, 2023</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 3)**

**Official Plan Amendment and Rezoning applications to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes**

**799, 801, 803 and 805 Dundas Street East, northwest corner of Dundas Street East and Haines Road**

**Owner: KJC Properties Inc.**

**File: OZ/OPA 23-1 W3**

**Pre-Bill 109**

## Recommendation

That the report dated June 2, 2023, from the Commissioner of Planning and Building regarding the applications by KJC Properties Inc., to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes, under File OZ/OPA 23-1 W3, 799, 801, 803 and 805 Dundas Street East, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

## PROPOSAL

The official plan amendment and rezoning applications are required to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes, with underground parking. The applicant is proposing

to amend the official plan to add a special site to the existing **Mixed Use** designation that applies to the property to permit stand alone residential dwellings and a variety of commercial and retail uses on the ground floor, and to increase the maximum building height to 12 storeys. The zoning by-law will also need to be amended, with the applicant proposing to change the zoning from **C2** (Neighbourhood Commercial) to **C4 - Exception** (Main Street Commercial - Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the northwest corner of Dundas Street East and Haines Road within the Applewood Neighbourhood Character Area. The site is currently occupied by a local retail plaza comprised of two, one storey multi unit commercial buildings, a restaurant pad with an accessory drive-through and surface parking.



Aerial image of 799, 801, 803 and 805 Dundas Street East





Applicant's rendering of the proposed 12 storey apartment building

### **LAND USE POLICIES AND REGULATIONS**

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies, which

support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 7.

## **Financial Impact**

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, including details of the proposed mix of at-grade non-residential uses; appropriateness of the proposed zoning regulations; and, compatibility of the proposal with the surrounding context.

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Andrea Dear MCIP, RPP, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: KJC Properties Inc.**

**799, 801, 803 and 805 Dundas Street East**

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# 1. Proposed Development

The applicant proposes to develop the property with a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhomes, with underground parking. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: November 24, 2022 Deemed complete: March 3, 2023
Developer/ Owner:	KJC Properties Inc.
Applicant:	Glen Schnarr and Associates
Number of units:	
12 storey apartment	399 units
3 storey townhomes	20 units
Total	419 units
Unit Breakdown Apartment	Jr. One Bedroom: 13 One Bedroom: 279 Two Bedroom: 88 Three Bedroom: 19
Unit Breakdown Townhomes	Three Bedroom: 18 Four Bedroom: 2
Existing Gross Floor Area:	multi-tenant commercial buildings - 2,513 m <sup>2</sup> (27,054 ft <sup>2</sup> ) Tim Hortons - 227.6 m <sup>2</sup> (2,450 ft <sup>2</sup> )
Proposed Gross Floor Area:	
Residential	32,905.8 m <sup>2</sup> (354, 195 ft <sup>2</sup> )
Non-Residential	1,969.3 m <sup>2</sup> (21,197 ft <sup>2</sup> )
Total	36,647 m <sup>2</sup> (394,465 ft <sup>2</sup> )

Development Proposal		
Height:	12 storeys / 43.9 m (144 ft.) and 3 storeys / 9.3 m (30.5 ft.)	
Lot Coverage:	42.2%	
Floor Space Index:	2.88	
Landscaped Area:	39.7%	
Anticipated Population:	Apartment: 874 Townhomes: 61 Total: 935	
Parking (apartment): resident spaces	Required 0.1/unit = 399 spaces	Provided 0.95/unit = 379 spaces
combined visitor/non-residential spaces	0.20/unit = 80 spaces	0.20/unit = 80 spaces
Total	479 spaces	459 spaces
Parking (townhomes): resident spaces	Required 2.0/unit = 40 spaces	Provided 2.0/unit = 40 spaces
visitor spaces	0.25/unit = 5 spaces	0.2/unit = 4 spaces
Total	45 spaces	44 spaces
Green Initiatives:	<ul style="list-style-type: none"> <li>• Rainwater Harvesting</li> <li>• Green Roofs</li> <li>• Native Vegetation</li> <li>• Bird Friendly Lighting</li> <li>• Water Efficient fixtures</li> </ul>	



## Supporting Studies and Plans

The applicant has submitted the following information in support of the applications, which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification
- Draft Official Plan and Zoning By-law Amendments
- Concept Site Plans
- Site Survey
- Architectural Drawings (including Elevations)
- Sun/Shadow Study
- Pedestrian Level Wind Study
- Noise Assessment
- Housing Report
- Arborist Report
- Tree Inventory and Preservation Plan
- Functional Servicing Report

- Grading and Servicing Plans
- Stormwater Management Report
- Hydrogeological Investigation
- Phase I and Phase II Environmental Site Assessment
- Transportation Impact Study

## Application Status

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

A community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 19, 2023. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

### Concept Plan



### South Elevation

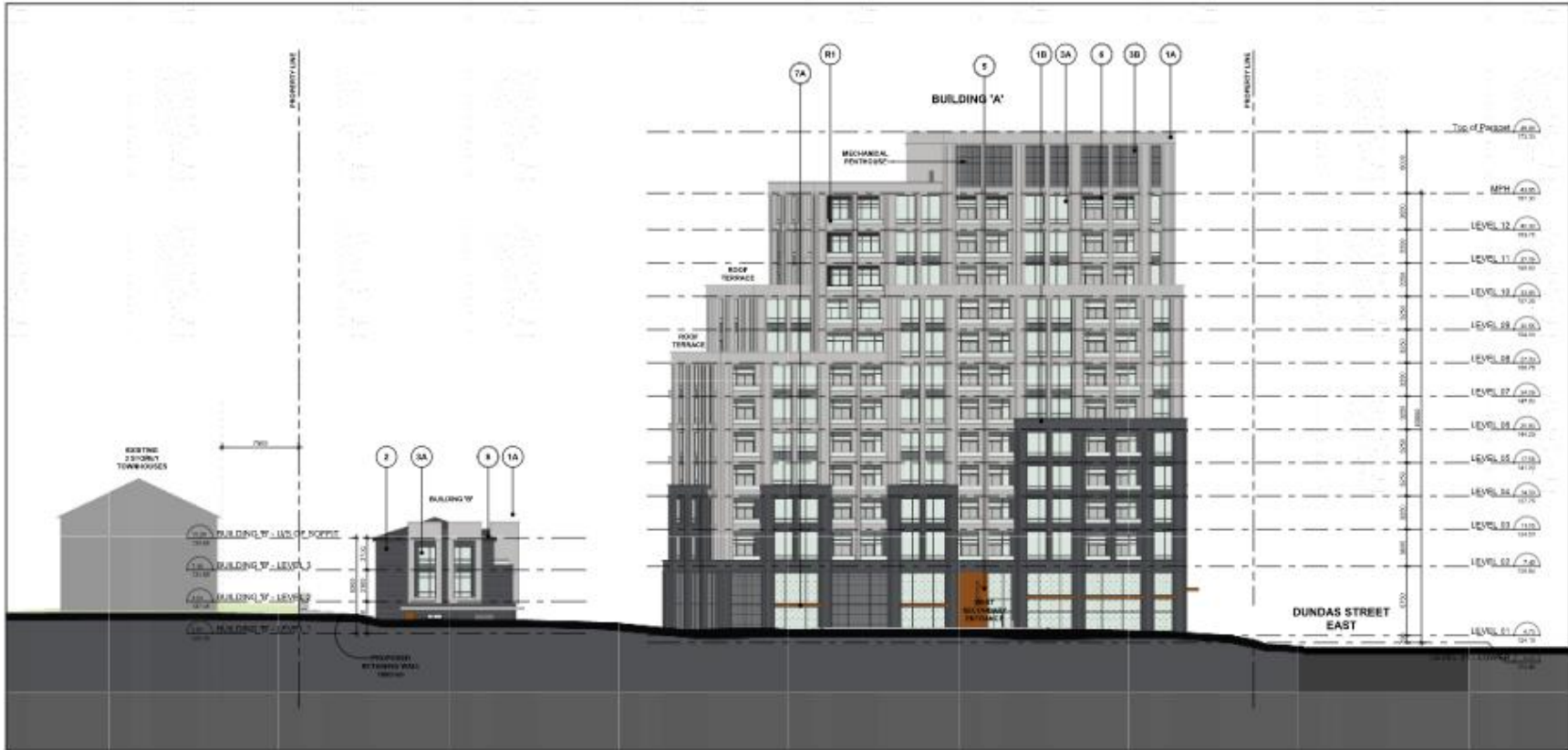


### East Elevation





### West Elevation



Applicant's Renderings



South West View - Along Dundas Street East 4  
NTS (A7.0)



South East View - Along Dundas Street East 3  
NTS (A7.0)



Private Terrace 2  
NTS (A7.0)



East View - Townhouse Front Overall 1  
NTS (A7.0)



East View - Primary Residential Entrance Along Haines Road

4  
MTS MAY 23



South View - Lower Retail Entrance Along Dundas Street East

2  
MTS MAY 23



North East View - Upper Retail Entrance at Parking

3  
MTS MAY 23



North West View - Upper Retail Entrance at Parking

1  
MTS MAY 23



## 2. Site Description

### Site Information

The property is located at the northwest corner of Dundas Street East and Haines Road, within the Applewood Neighbourhood Character Area. The site is currently occupied by a one storey commercial plaza consisting of two multi-tenant buildings and one stand-alone restaurant use with an accessory drive-through. The site contains a significant amount of surface parking and existing accesses to the site are located at the northeast corner from Haines Road and at the mid-point of the frontage on Dundas Street East. The site is slightly higher than the elevation of the Dundas Street East right-of-way.



Aerial of 799, 801, 803 and 805 Dundas Street East

Property Size and Use	
Frontage on Dundas Street E:	122 m (400 ft.)
Frontage on Haines Road:	78 m (226 ft.)
Depth:	78 m (226 ft.)
Gross Lot Area:	1.27 ha (3.14 ac.)
Existing Uses:	Variety of retail and service commercial uses including medical offices, pharmacy, personal service shops, a dry cleaners and restaurants.





Photo of the site looking west



Photo of the site looking east



Photo of the site from Haines Road



Photo of the site from the west

## Site History

- 1987-1988 – The existing commercial plaza and stand-alone restaurant were constructed
- 2001 - Addition of the drive-through to the existing stand-alone restaurant (Tim Horton's).
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C2** (Neighbourhood Commercial) which permits a variety of commercial and retail uses, including, but not limited to retail store, restaurant, medical office and pharmacy.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force, which designated the lands **Mixed Use** in the Applewood Neighbourhood Character Area.
- June 20, 2018 – Dundas Connects Master Plan (DCMP) was endorsed by Mississauga City Council as the recommended vision for the Dundas Corridor.
- August 10, 2022 – Mississauga Council adopts Official Plan Amendment (OPA) No. 141 which implements the recommendations of the 2018 Council adopted Dundas Connects Master Plan (DCMP) with policies pertaining to the Dundas Street corridor.
- August 10, 2022 – Mississauga Council adopts Official Plan Amendments No. 142 to 144, which add policies pertaining to Major Transit Station Areas, including those pertaining to

maximum building heights. Regional Council approval is required for these amendments to come into effect.

- February 23, 2023 - Region Council referred the City's Major Transit Station Area Official Plan Amendments back to regional staff to confer further with the City and Province.

## 3. Site Context

### Surrounding Land Uses

The subject property is located in the Applewood Neighbourhood Character Area and is surrounded by a mix of uses, including residential, retail and service commercial.

Immediately north of the property is a three storey townhouse development, beyond which are a mix of detached and semi-detached homes. To the west of the site is Cedar Creek Lane and St. John's Cemetery. To the south is Dundas Street East and on the south side of the street are a variety commercial buildings. Beyond Haines Road to the east are detached houses and some eight and 16 storey apartment buildings.

The surrounding land uses are:

North: Three storey townhomes

East: Haines Road and detached lots

South: Dundas Street East and retail and service commercial uses

West: Cedar Creek Lane and St. John's Cemetery

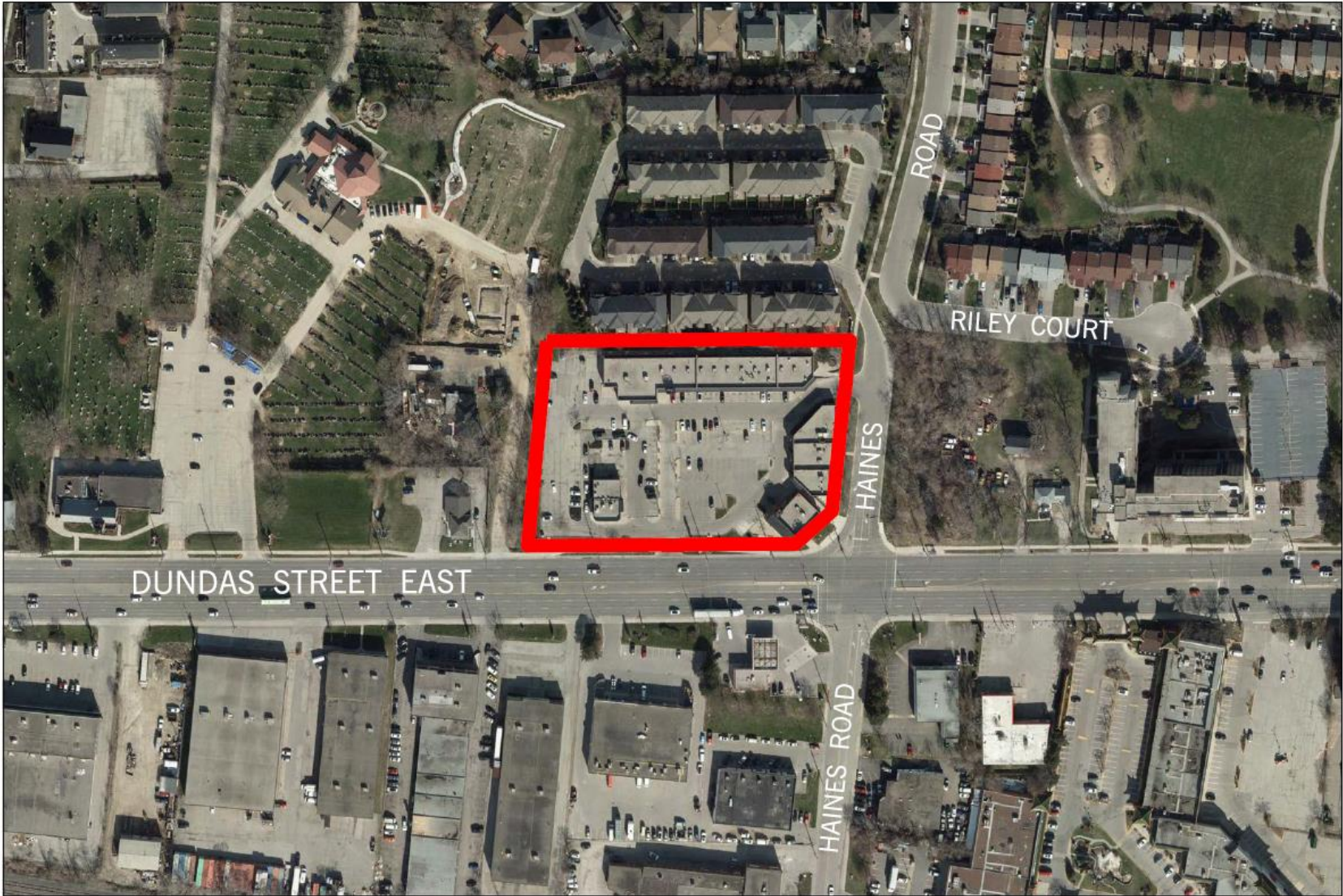
### Neighbourhood Context

The Applewood Neighbourhood Character Area is an area that evolved over the last 50 years from predominantly agricultural uses including a number of apple orchards to a mixed use neighbourhood with a variety of housing forms, schools, retail and service commercial uses and recreational facilities.

Dundas Street East is classified as an Arterial Road in MOP with an ultimate right-of-way width of 42 metres (137.8 ft.), while Haines Road is classified as a Minor Collector, which has a typical width of up to 26 metres (85.3 ft.). The subject lands have frontage on both Dundas Street East and Haines Road.

Additionally, Dundas Street East is identified as an Intensification Corridor and a Higher Order Transit Corridor by the in-effect MOP. These classifications recognize that Dundas Street East is to incorporate future transit connections, including the planned Dundas Bus Rapid Transit (BRT).





Aerial Photo of 799, 801, 803 and 805 Dundas Street East



## Demographics

Based on the 2016 census, the existing population of the Applewood Neighbourhood area is 36,655 with a median age of this area being 41 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 17% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 40,600 and 41,800 respectively. The average household size is 3 persons with 44% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,535 units (56%) owned and 5,855 units (44%) rented with a vacancy rate of approximately 0.9%\*. In addition, the number of jobs within this Character Area is 2,237. Total employment combined with the population results in a PPJ for Applewood Neighbourhood of 56 persons plus jobs per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

## Other Development Applications

The following development applications are in process, or were recently approved, in the immediate vicinity of the subject property:

- OZ/OPA 22-18 W1 – 1000 Dundas Street East and 1024 Dundas Street East – application in process for a 16 and a

20 storey apartment building with non-residential uses proposed on the ground floor

- OZ/OPA 20/003 W3 – 1840 and 1850 Bloor Street East – applications in process for an 18 storey apartment with non-residential uses on the ground floor
- OZ 18-/005 W3 – 1315 Silver Spear Road – application in process for an 8 storey apartment building
- OZ 17/014 W3 – 1750 Bloor Street and 3315 Fieldgate Drive – application approved for a 15 storey apartment building on May 4, 2022.

These applications are well within the anticipated population forecasted for the node.

## Community and Transportation Services

This application will have minimal impact on existing services in the community.

The 2022 Parks Plan notes that Applewood NHD has a parkland deficiency of 3.8 ha (9.4 ac.) and does not meet the minimum provision target of 1.2 ha (2.9 ac.) of parkland per 1000 people. The current development proposal includes a privately owned publicly accessible space (POPS) along the west property line. However, staff note in lieu of a POPS, which are not eligible for parkland dedication credits under current Parkland Conveyance By-law 0317-2022, an unencumbered public park be incorporated as part of this residential development. It is further

noted that although Hawkins Glen (P-158), being City owned parkland, is approximately 300 m (984.2 ft.) from the subject site which includes a play site, additional parkland on the subject development site will help address the parkland need and deficiency within the Applewood Neighbourhood Character Area.

The site is within 2.0 km (1.2 miles) of the Dixie GO station, which provides two-way, morning and evening peak time service every 30 minutes. The site is also located within 2.4 km (1.5 miles) of Hurontario Street and the future Hurontario Light Rail Transit route, which is under construction.

Further, the following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 51 - Tomken

There are walkways and multi-use trails in the area including one in Hawkins Glen Park to the west and Cherry Hill Park to the north. There are walkways on Haines Road and sidewalks on other residential roads in the area.

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p> <p>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan,</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)  To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
<b>Region of Peel Official Plan (ROP)</b>	<p>With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal.</p> <p>MOP is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments, which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Core Areas of the Greenlands System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> <li>• achieving sustainable development;</li> <li>• establishing healthy complete communities;</li> <li>• achieving intensified and compact built 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;</li> <li>• achieving an urban form and densities that are pedestrian-friendly and transit supportive;</li> <li>• promoting crime prevention and improvement in the quality of life;</li> <li>• protecting, restoring, and enhancing the natural environment;</li> <li>• allowing opportunities for residents to live in their own communities as they age;</li> <li>• preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and,</li> <li>• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.</li> </ul> <p>Identify, protect, restore and enhance the long-term ecological function and biodiversity of the Greenlands System. (ROP 2.14.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.14.15)</p> <p>Detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.3.4)

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

The Dundas Corridor Policy Implementation Project and Major Transit Station Area report was considered by Council, resulting in the adoption of OPA Nos. 141 and 142 on August 10, 2022. These OPAs were appealed by affected landowners to the Ontario Land Tribunal (OLT). In addition, Major Transit Station Area related policies, including maximum building heights, were also adopted by Council on August 10th through OPA Nos. 143 and 144, and are awaiting Region of Peel approval. The approved height for this site is a maximum of 12 storeys.

### Existing Designation

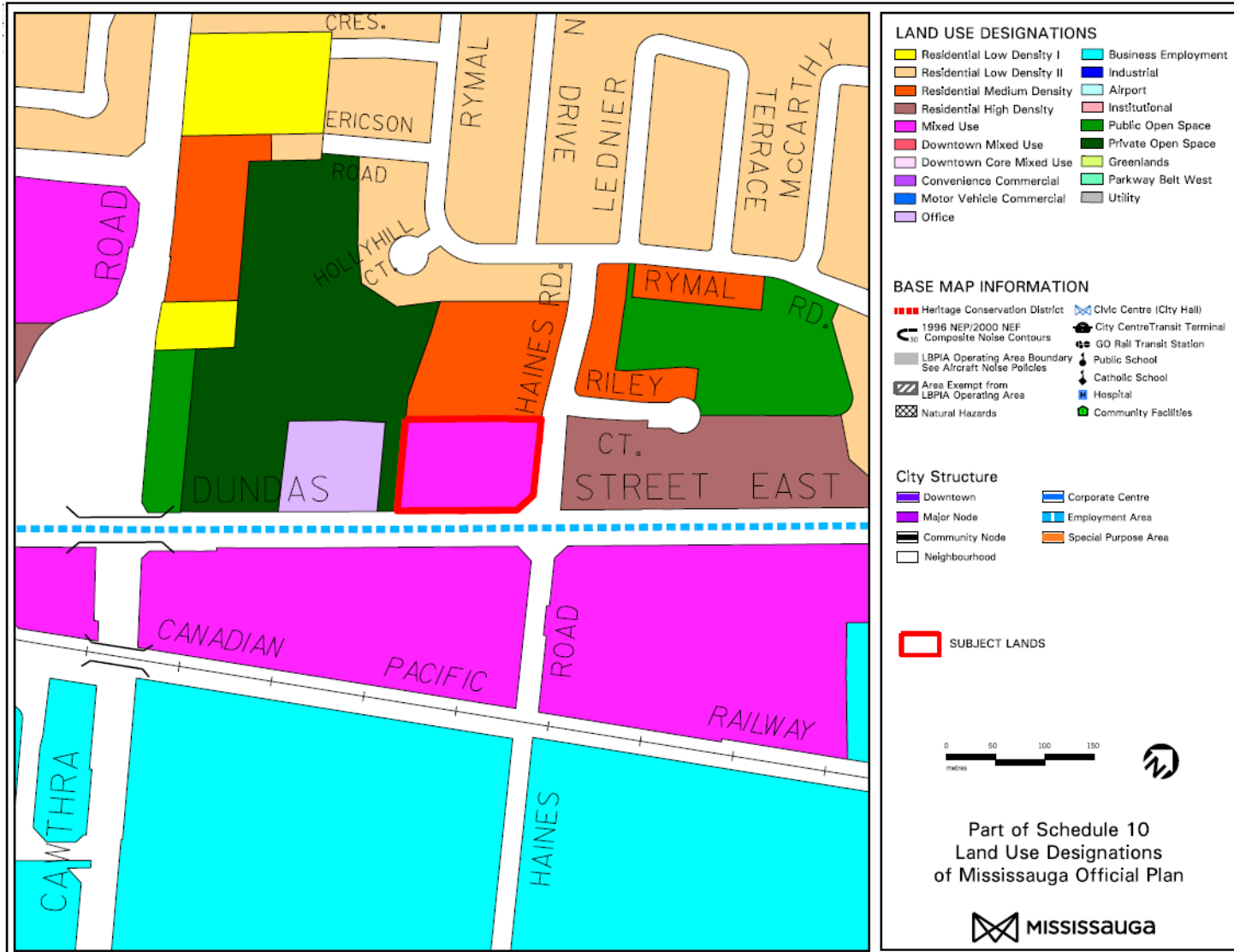
The lands are located within the Applewood Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a variety of commercial and retail uses such as a financial institution, retail store, motor vehicle rental, overnight accommodation, restaurant and residential in conjunction with other permitted uses.

The subject property is located within the Cawthra Major Transit Station Area (MTSA).

### Proposed Designation

The applicant is proposing to add a Special Site to the existing **Mixed Use** designation that applies to the property to permit the proposed 12 storey apartment with non-residential uses at grade and the three storey townhomes. The applicant will need to demonstrate consistency with the intent of MOP, and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Applewood Neighbourhood Character Area

**Relevant Mississauga Official Plan Policies**

The following policies are applicable in the review of these applications. In some cases, the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>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. (Section 5.3.5.4)</p> <p>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. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (Section 5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify</p>



	<p><b>General Intent</b></p> <p>appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Sections 5.5.1 and 5.5.3)</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy and promote the qualities of complete communities. (Sections 5.5.4 and 5.5.5)</p> <p>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. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13)</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. (Section 5.5.16)</p>
<p><b>Chapter 6 Value The Environment</b></p>	<p>In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase. (Section 6.3.73)</p> <p>Land conveyed to Mississauga for use as public parkland and/or Greenlands will be in a condition that is acceptable to the city. (Section 6.3.74)</p>
<p><b>Chapter 7 Complete Communities</b></p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan,</p>

	<p><b>General Intent</b></p> <p>and subject to an Inclusionary Zoning By-law, is required to include affordable ownership housing units or affordable rental housing units for moderate income households, as follows:</p> <p>a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table 7-1;</p> <p>Extract from Table 7-1:</p> <table border="1" data-bbox="449 435 1581 656"> <thead> <tr> <th data-bbox="449 435 642 581">IZ Area as identified on Map 7-1</th> <th data-bbox="642 435 1016 581">Tenure of Affordable Housing Units</th> <th data-bbox="1016 435 1226 581">Applies January 1, 2023 to December 31, 2023</th> <th data-bbox="1226 435 1419 581">Applies January 1, 2024 to December 31, 2024</th> <th data-bbox="1419 435 1581 581">Applies January 1, 2025</th> </tr> </thead> <tbody> <tr> <td data-bbox="449 581 642 656">IZ Area 2</td> <td data-bbox="642 581 1016 656"><i>Affordable Ownership Housing Units</i></td> <td data-bbox="1016 581 1226 656">3%</td> <td data-bbox="1226 581 1419 656">5%</td> <td data-bbox="1419 581 1581 656">7%</td> </tr> </tbody> </table> <p>The suite mix of the affordable housing unit component will generally be a balanced mix of one bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines. (Section 5.3.4)</p> <p>Inclusionary Zoning requirements may be met on an offsite location, at the discretion of the City through a site-specific zoning by-law amendment, subject to achieving certain conditions. (Section 7.3.8)</p>	IZ Area as identified on Map 7-1	Tenure of Affordable Housing Units	Applies January 1, 2023 to December 31, 2023	Applies January 1, 2024 to December 31, 2024	Applies January 1, 2025	IZ Area 2	<i>Affordable Ownership Housing Units</i>	3%	5%	7%
IZ Area as identified on Map 7-1	Tenure of Affordable Housing Units	Applies January 1, 2023 to December 31, 2023	Applies January 1, 2024 to December 31, 2024	Applies January 1, 2025							
IZ Area 2	<i>Affordable Ownership Housing Units</i>	3%	5%	7%							
<p><b>Chapter 9                  Build A Desirable Urban Form</b></p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>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. (Section 9.2.1.4)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas (Section 9.2.1.8)</p> <p>Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. Appropriate height and built form transitions will be required between sites and their surrounding areas. (Sections 9.2.1.9 and 9.2.1.10)</p>										

	<p><b>General Intent</b></p>
	<p>Tall buildings will be appropriately spaces to provide privacy and permit light and sky views. (Section 9.2.1.13)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. (Sections 9.2.1.15, 9.2.1.16 and 9.2.1.17)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (Section 9.2.1.25)</p> <p>For non-residential uses, at grade windows will be required facing major streets and must be transparent. (Section 9.2.1.26)</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
<p><b>Chapter 11                  General Land Use                  Designations</b></p>	<p>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 on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>

	<p><b>General Intent</b></p> <p>Residential uses will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.5)</p> <p>If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.6)</p> <p>Lands designated Residential High Density will permit the following use:</p> <ul style="list-style-type: none"> <li>a. apartment dwelling</li> <li>b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and</li> <li>c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</li> </ul> <p>Accessory offices for physicians, dentists, health professionals, and drugless practitioners will only be permitted in detached and semi-detached dwellings provided the dwelling is their principal private residence. (11.2.5.7)</p> <p>Second units within detached dwellings, semi-detached dwellings and townhouse dwellings will be permitted, where appropriate. (11.2.5.8)</p>
<p><b>Chapter 16 Neighbourhoods</b></p>	<p>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. (Section 16.1.1.1)</p> <p>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. (Section 16.1.1.2)</p>
<p><b>Chapter 19 Implementation</b></p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1).</li> </ul>



**Official Plan Amendments Implementing Dundas Connects & MTSA policies**

Mississauga Council has adopted a series of Official Plan Amendments that implement the Dundas Connects Master Plan (DCMP) and MTSA policies. Although these amendments are not yet in effect, as they have either been appealed to the OLT or are still before the Region of Peel for approval, they still provide insight into the most current vision for redevelopment along the Dundas Street corridor.

With respect to MTSA policies that are currently at the Region for approval, it should be noted that on February 9, 2023 the Minister of Municipal Affairs and Housing wrote the Region and advised the proposed MTSA maximum height policies are contrary to the modifications the MMAH made to the in-effect Regional Official Plan. The MTSA official plan amendments have been referred back to regional staff for further discussion. City staff have met with the Province and are awaiting a formal response clarifying the comments outlined in their letter.

	General Intent
<p><b>OPA No. 141 - Dundas Connects Implementation</b></p> <p><b>Adopted By Council - August 2021</b></p> <p><b>Appealed September 1, 2022</b>  <b>Appealed By: a number of land owners in the area</b></p>	<ul style="list-style-type: none"> <li>• Dundas Street will have a mix of residential, commercial and employment uses within a predominately mid-rise built form</li> <li>• Development will be designed and located to:                         <ul style="list-style-type: none"> <li>a) ensure sufficient minimum ground floor building heights to accommodate changes over time</li> <li>b) incorporate podiums that are generally a minimum of 3 storeys and a maximum of 6 storeys except where building height is less than 9 storeys</li> <li>c) introduce flexible ground floor space</li> <li>d) achieve a consistent street wall</li> <li>e) promote mixed-use buildings</li> <li>f) prohibit surface parking</li> <li>g) incorporate underground parking</li> <li>h) achieve transition to surrounding lands designated low density residential</li> <li>i) incorporate setbacks between the podium and tower</li> <li>j) maintain separation distances to ensure sufficient access to sunlight, sky views and privacy, achieve noise attenuation through site design (Section 5.4.18)</li> </ul> </li> <li>• An expanded parkland and open space system will be determined through the development application process (Section 5.4.21)</li> </ul>

	<b>General Intent</b>
	<ul style="list-style-type: none"> <li>Dundas Street East is a higher-order transit corridor that crosses through a number of protected Major Transit Station Areas. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan. (Section 16.2.2.2)</li> </ul>
<p><b>OPA No 142 – Dundas Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p>	<ul style="list-style-type: none"> <li>Development will contribute to the creation of a predominately mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional height is permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of the Plan. (Section 5.4.17)</li> </ul>
<p><b>OPA No 143 – Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p>	<ul style="list-style-type: none"> <li>Introduces the term Protected Major Transit Area which is a Major Transit Station Area identified in the Region of Peel Official Plan (Glossary Section)</li> <li>Each Major Transit Station Area is unique and will be planned based on its local context, growth potential and limitations (Section 5.7)</li> <li>Inclusionary zoning applies to Protected Major Transit Station Areas (5.7.1.6)</li> <li>The amendment speaks to issues including:             <ul style="list-style-type: none"> <li>- compatibility (e.g. development will be compatible and mitigate impacts) (section 5.7.5)</li> <li>- urban design (e.g. development will minimize surface parking) (section 5.7.6)</li> <li>- connectivity (e.g. development will contribute to an interconnected street pattern that is multi-modal) (Section 5.7.7),</li> <li>- community infrastructure such as city-owned playgrounds will be required within 400 m of new development, unimpeded by major pedestrian barriers (Section 5.7.8), and</li> <li>- servicing development will be phased to ensure appropriate infrastructure is in place (Section 5.7.9)</li> </ul> </li> </ul>

	General Intent
<p><b>OPA No 144 – Major Transit Station Areas</b></p> <p><b>Adopted by Council - August 2021</b></p> <p><b>Currently at the Region for Approval</b></p>	<ul style="list-style-type: none"> <li>• Redevelopment within Mixed Use that results in a loss of non-residential floor space will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained (Section 5.7.2.2)</li> <li>• Maintaining non-residential planned function means a concentration of convenient commercial uses and employment opportunities (Section 5.7.2.3)</li> <li>• Development will contribute towards the creation of transit supportive communities by, amongst other things, including a broad and balanced mix of land uses with a range of residential and non-residential uses, providing housing choices, including a balanced mix of office and retail uses (Section 5.7.2.4)</li> <li>• The OPA identifies the subject lands as being within the Dundas Street Bus Rapid Transit Corridor Cawthra Station Area with a minimum residents and jobs (PPJ) of 160 combined per hectare, a minimum FSI of 1.0, a permitted building height of 3 to 12 storeys and designated Mixed Use (5.7.3 and 5.7.4 and Map C7)</li> <li>• The minimum Floor Space Index (FSI) will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area. Individual development proposals do not need to meet the minimum FSI. (Section 5.7.3.3)</li> </ul>

**Mississauga Zoning By-law**

**Existing Zoning**

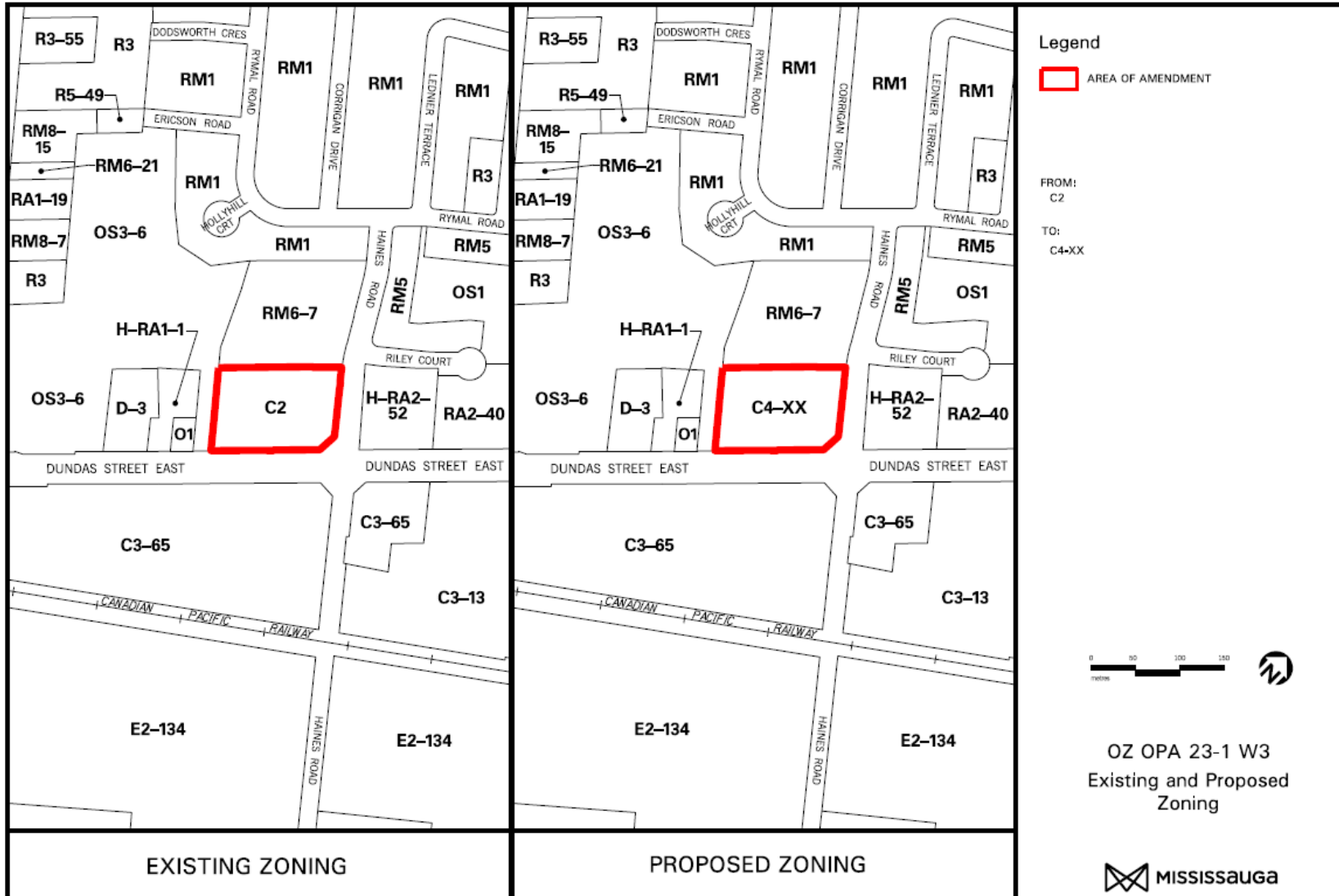
The subject property is currently zoned **C2** (Neighbourhood Commercial), which permits a variety of commercial and retail uses, including, but not limited to retail store, restaurant, medical office and pharmacy.

**Proposed Zoning**

The applicant is proposing to zone the property **C4 – Exception** (Mainstreet Commercial – Exception) to permit the proposed 12 storey

apartment with non-residential uses on the ground floor and the three storey townhomes.

Through the processing of the application staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 20



### Proposed Zoning Regulations

Zone Regulations	Existing C2 Zone Regulations	Proposed C4 Base Zone Regulations	Proposed C4 Exception Zone Regulations
Minimum Separation Distance – for a restaurant or take out restaurant	60.0 m (196.8 ft.)	60.0 m (196.8 ft.)	Shall not apply
Temporary Outdoor Patios - Minimum distance from accessible parking space to the edge of a temporary outdoor patio	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	Shall not apply
Centreline Setbacks – where a lot abuts a ROW or a 0.3 m reserve abutting a ROW the nearest part of a building or structure to the centerline of the ROW	30.0 m (98.4 ft.) ROW – 15.0 (49.2 ft.) m + Required Yard/Setback	30.0 m (98.4 ft.) ROW – 15.0 m (49.2 ft.) + Required Yard/Setback	Shall not apply
Rooftop Balcony set back from all exterior edges of a building or structure	1.2 m (3.9 ft.)	1.2 m (3.9 ft.)	0.0 m (0.0 ft.)
Permitted uses	Retail Store Restaurant Convenience Restaurant Take-out Restaurant Veterinary Clinic Animal Care Establishment Funeral Establishment Service Establishment Commercial School Financial Institution Medical Office Office Recreational Establishment Entertainment Establishment	Retail Store less than or equal to 600 m <sup>2</sup> GFA – non- residential Retail Store greater than 600 m <sup>2</sup> GFA – non-residential Restaurant Take-Out Restaurant Veterinary Clinic Animal Care Establishment Funeral Establishment Personal Service Establishment Commercial School Financial Institution	Dwelling units in stand alone residential buildings Daycare Education and Training Facility Office Personal Service Establishment Recreational Establishment Restaurant Take-out Restaurant; Temporary Outdoor Patio Veterinary Clinic

Zone Regulations	Existing C2 Zone Regulations	Proposed C4 Base Zone Regulations	Proposed C4 Exception Zone Regulations
	Private Club University/College	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	
Minimum front yard	4.5 m (14.7 ft.)	4.0 m (13.1 ft.)	Shall not apply
Minimum exterior side yard	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)	Shall not apply
Maximum building <b>heights</b>	20.0 m (65.6 ft.) and 4 <b>storeys</b> (sloped roof) 16.5 m (54.1 ft.) and 4 <b>storeys</b> (flat roof)	12.5 m (41.0 ft.) and 3 <b>storeys</b>	43.9 m (144 ft.) and 12 <b>storeys</b> 9.3 m (30.5 ft.) and 3 <b>storeys</b>
Minimum depth of a landscaped buffer abutting a lot line	4.5 m (14.7 ft.)	4.5 m (14.7 ft.)	1.5 m (4.9 ft.)
Maximum length of a building streetwall on the first storey that may be used for accessing residential uses located above the first storey	n/a	25%	Shall not apply
Maximum length of a building streetwall that may be set back beyond the	n/a	30%	Shall not apply

Zone Regulations	Existing C2 Zone Regulations	Proposed C4 Base Zone Regulations	Proposed C4 Exception Zone Regulations
maximum front and maximum exterior side yard			
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

**Affordable Housing**

On August 10, 2022, City Council adopted Inclusionary Zoning (IZ) Official Plan policies and zoning provisions to help get more affordable housing built in Mississauga. Applicant’s proposing residential developments or re-developments with 50 or more residential units or 3,600 m<sup>2</sup> (38,750 ft<sup>2</sup>) or more of residential gross floor area and located within an IZ Area as identified in the Zoning By-law are required to include affordable ownership housing units or affordable rental housing units for moderate income households. The subject property is located in IZ Area 2 and therefore is to provide a minimum of 3% of the gross floor area as affordable ownership housing units for moderate income households.

In accordance with article 2.1.34.1(6)(2) of zoning by-law 0225-2007, a proposal is exempt from IZ if a rezoning application is filed prior to IZ coming into effect, and a subsequent site plan application is filed within two years of the date of filing of the application.

IZ came into effect on January 1, 2023. The rezoning application associated with this proposal was filed on November 24, 2022. Provided the site plan application is filed by November 24, 2024 this proposed development is exempt from IZ.

Should the proposal be exempt from IZ, the size of the proposed development is such that the City would still be seeking an affordable housing component within the proposed development, in accordance with the Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* (October 2017).

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
37 Kindergarten to Grade 5	Dixie Public School	Tomken Road Middle School	Applewood Heights Secondary School
10 Grade 6 to Grade 8	Enrolment: 355	Enrolment: 893	Enrolment: 1233
6 Grade 9 to Grade 12	Capacity: 507	Capacity: 947	Capacity: 1284
	Portables: 0	Portables: 0	Portables: 2

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
8 Kindergarten to Grade 8	St. Thomas More Elementary	Philip Pocock Secondary
7 Grade 9 to Grade 12	Enrolment: 545	Enrolment: 1152
	Capacity: 648	Capacity: 1257
	Portables: 0	Portables: 0

## 6. Community Questions and Comments

A community meeting was held by Ward 3 Councillor, Chris Fonseca, on April 19, 2023. There were 20 residents in attendance.

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

Concerns raised include the excessive height and massing of the proposed 12 storey apartment building, potential shadow and overlook conditions, excessive density, increased traffic, possible street parking and trespass. In addition to these, some residents expressed concerns about the access and potential connection of Haines Road. In its current condition, Haines Road does not continue from Dundas Street East to Rymal Road. Some area residents were concerned that this application might cause this condition to change.



## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 31, 2023)	<p>An existing 300 mm diameter watermain is located on Dundas St E. An existing 250 mm diameter watermain is located on Haines Rd. An existing 900 mm diameter watermain is also located Haines Rd, however, due to the size and function of the 900 mm diameter watermain on Haines Rd, connection will not be permitted (Watermain Design Criteria 6.1). An existing 375 mm diameter sanitary sewer is located on Cedar Creek Lane. An existing 250 mm diameter sanitary sewer is located on Haines Rd.</p> <p>City of Mississauga Staff are working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council. The following are our recommendations:</p> <ul style="list-style-type: none"> <li>- Recommend bicycle parking near building entrance</li> <li>- Consider landscape walkways with pedestrian scaled lighting (up to 4.6 m in height) within the site and connecting to the residential community to the north</li> <li>- Explore unbundled parking by selling or leasing parking spaces separately from residential units</li> <li>- Give consideration to preferential parking for carpool and/or carshare vehicle spaces</li> <li>- Explore a pedestrian connection to existing residential community to the north</li> <li>- Consider age friendly development design guidelines when designing spaces for multi-generational use</li> <li>- A minimum 2 m wide walkway along the 12-storey building is recommended while a 1.5 m wide walkway abutting the proposed townhouses is recommended as referenced in the Peel Health Development Assessment User Guide</li> </ul> <p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual requirements being met and labelled on the Waste Management Plan drawings.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 14, 2023)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p>
Peel District School Board (March 28, 2023)	<p>City of Mississauga, Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan</p>
City Community Services Department – Park Planning Section (March 3, 2023)	<p>Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's Policies and By-laws.</p> <p>Community Services has requested a public park on site. Based on Bill 23, 10% of the land is to be dedicated to the City for</p>

Agency / Comment Date	Comments
	<p>a Park.</p> <p>Park Criteria: The park should be planned in keeping with the City's Park's criteria:</p> <ul style="list-style-type: none"> <li>• Incorporated to meet City's parkland needs;</li> <li>• Have adequate frontage on at least one public street;</li> <li>• Have a shape and size appropriate to meet park programming needs;</li> <li>• Have complimentary adjacent built form and uses;</li> <li>• Address user comfort through framed spaces, comfortable edges and desirable environment factors (such as sun and wind); and</li> <li>• Satisfy CPTED principles by having desirable views to, through and from the park.</li> </ul>
<p>City Planning Strategies – Housing (March 29, 2023)</p>	<p>Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(3) of Mississauga Zoning By-law 0225-2007, a proposal is exempt from Inclusionary Zoning (IZ) if a rezoning application is filed prior to IZ coming into effect, AND a subsequent site plan application is filed within 2 years of the date of filing of the application.</p> <p>IZ came into effect on January 1, 2023. The rezoning application associated with this proposal, (OZ/OPA 23-1 W3) was filed on November 24, 2022. Provided the site plan application is filed by November 24, 2024 this proposed development is exempt from IZ.</p> <p>A comment will be added to the rezoning file to indicate the current exemption status. The City will determine the final exemption status at the time of the site plan application filing.</p> <p>The applicant has failed to address any additional provisions to provide for the range of housing options as contemplated by the Housing Reports TOR.</p> <p>The Housing Reports TOR outlines various options to ensure the proposal provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, off-site land contributions, or financial contributions to affordable middle income housing elsewhere.</p> <p>While it is appreciated that the anticipated unit mix includes larger family-sized two, three and four bedroom units, the applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is needed on pricing and affordability period (i.e., 25 years or more).</p> <p>The applicant is strongly encouraged to consider one of the above methods to contribute to the range and affordability of housing options within the proposal.</p>
<p>City Transportation and Works Department (April 28, 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance could be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details</p>

Agency / Comment Date	Comments
	<p>and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b>Stormwater</b></p> <p>A Functional Servicing and Stormwater Management Report prepared by Husson Engineering and Management, dated November 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure on Dundas St E as well as on-site stormwater management controls for the post-development discharge. An existing municipal storm sewer within the site is also proposed to be realigned to increase the developable area.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer as well as the storm sewer realignment</li> <li>• demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved</li> <li>• demonstrate that the water quality measures will be met for stormwater discharge</li> <li>• demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site</li> </ul> <p><b>Traffic</b></p> <p>A Traffic Impact Study (TIS), prepared by Crozier Consulting Engineers dated October 2022, was submitted in support of the proposed development. A full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments</li> <li>• Review the driveway access to ensure it would operate safely and efficiently</li> <li>• Provide the future property lines following required land dedications</li> <li>• Address any traffic concerns from the Community related to the proposed development</li> </ul>

Agency / Comment Date	Comments
	<p><b>Environmental Compliance</b></p> <p>A Phase Two Environmental Site Assessment (ESA), dated August 31, 2022 and prepared by Haddad Geotechnical Inc., was submitted in support of the proposed development. The report indicates that no further environmental investigation is required; however the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase Two ESA</li> <li>• A copy of the Phase One ESA, dated June 17, 2022, along with a letter of reliance</li> <li>• A Storm Sewer Use By-law Acknowledgement form</li> <li>• A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning</li> <li>• A written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site</li> <li>• A letter or report prepared by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use</li> </ul> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><b>Noise</b></p> <p>A Transportation Traffic Noise Assessment, prepared by Gradient Wind and dated September 22, 2022, was received for review. This study evaluates the potential impact to the development, and recommends mitigation measures to reduce any negative impacts. Noise sources considered in this study that may have an impact on this development include road and rail traffic. The study is to be revised to include off-site stationary noise impact on the development.</p> <p><b>Engineering Plans/Drawings</b></p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards. Additional drawings and plans will be required to confirm the road widening on Dundas St E and proposed new municipal storm sewer realignment and easement.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p style="padding-left: 40px;">- City of Mississauga - Fire Services</p>



Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- City of Mississauga - Arborist – City Property</li> <li>- City of Mississauga - Arborist – Private Property</li> <li>- City of Mississauga – MiWay Transit</li> <li>- Alectra</li> <li>- Bell Canada</li> <li>- Rogers</li> <li>- Canada Post</li> <li>- CS Viamonde</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Ministry of Transportation</li> <li>- Trans-Northern Pipeline</li> </ul>

**Development Requirements**

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

**8. Community Benefits Charge**

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning*

*Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

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

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

## 9. Next Steps

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

- Are the policies and principles of MOP maintained by this project?
- Is the proposed development compatible with, and is an appropriate transition achieved to, the existing and planned context given the proposed massing, building height, and rear yard setbacks to the existing townhomes?
- Are the proposed zoning by-law exception standards appropriate?
- Have the supporting technical studies adequately addressed all concerns?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

**Recommendation Report  
Detailed Planning Analysis**

**Owner: KJC Properties Inc.**

**799, 801, 803 and 805 Dundas Street East**

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## 1. Community Comments

Comments from the public were generally directed towards the height of the apartment building, increased traffic and the Haines Road access concerns, and the loss of the current retail and commercial space. Below is a summary and response to the specific comments heard.

### Comment

The height of the proposed apartment building is excessive

### Response

The proposed building is located on the Dundas Street East frontage. Dundas Street East is an Intensification Corridor with proposed higher order transit. The council endorsed Dundas Connects Master Plan contemplates 12 storeys in this location.

### Comment

There will be an increase in traffic which will add to an already busy area.

### Response

A Traffic Impact Study was submitted in support of the application which concludes that the estimated traffic generated by the proposed development will allow the intersection in the area to operate at acceptable levels of service with minimal impact to existing traffic conditions. See updated Transportation and Works Department comments below.

### Comment

The access from Haines Road to Riley Court should not be reopened.

### Response

This application does not contemplate the reopening of the access from Haines Road to Riley Court.

### Comment

The redevelopment of the site will result in the loss of the long standing retail and commercial plaza that exists on the site today.

### Response

The application proposes commercial and retail uses on the ground floor of the apartment building. The land owners are encouraged to engage in discussion with the existing tenants to see if any arrangements can be made to move into the new space.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 3, 2023. A second submission was made on July 11, 2023. A third partial submission was made on December 18, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### **Transportation and Works**

Comments updated December 5, 2023, state that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project in accordance with City requirements.

Should the application be approved by Council, the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure will be required to be addressed through an 'H' Holding Provision.

### **Stormwater**

The Functional Servicing and Stormwater Management Report, prepared by Husson dated June 2023, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the impact on the receiving municipal storm drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. There is an existing 1500 mm (60 in) diameter municipal storm sewer located within an easement on-site which will be realigned to accommodate site development. This sewer outlets to the existing 1650 mm (65 in) diameter municipal storm sewer located on Dundas St E. Water reuse onsite is being pursued via irrigation as a low

impact development design feature. An updated Functional Servicing and Stormwater Management Report is required to address staff comments, which can be provided as part of the detailed design of municipal infrastructure through a Holding Provision Removal application.

### **Traffic**

Two traffic impact study (TIS) submissions were provided by Crozier Consulting Engineers in support of the proposed development. The final study, dated June 2023, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 131 (71 in, 60 out) and 76 (21 in, 55 out) net two-way vehicle trips during the weekday A.M. and P.M. peak hour, in 2027 respectively. In addition, the development will provide a vehicular and pedestrian connection between Haines Road and Cedar Creek Lane.

With the estimated traffic generated by the proposed development, the study area intersections are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

### **Environmental Compliance**

A Phase One Environmental Site Assessment (ESA), dated June 17, 2022, and a Phase Two ESA, dated August 31, 2022, both prepared by Haddad Geotechnical Inc., were submitted in



support of the proposed development. The reports indicate that no further environmental investigation is required.

As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.

### **Noise**

A Transportation Traffic Noise Assessment, dated May 24, 2023, was prepared by Gradient Wind. The report assessed impacts of road and rail traffic noise, as well as stationary noise impacts from the surrounding area.

Due to traffic from Dundas St E and the nearby CP rail line, noise levels will exceed MECP guidelines. Impacts from nearby stationary sources are deemed negligible in comparison to transportation noise. To meet MECP guidelines for indoor noise levels, warning clauses will be required in the development agreement along with STC rated glazing elements and exterior walls, as well as provisions for central air conditioning. Additionally, acoustical barriers will be required to meet MECP guidelines in outdoor living areas.

Prior to site plan approval and once the building mechanical design has been sufficiently advanced, impacts of the development on surrounding areas and itself will be assessed in a revised report.

### **Holding Provision Conditions**

Should the application be approved by City Council, outstanding technical matters will need to be satisfactorily addressed to facilitate the implementation of the zoning by-law as part of an "H" Holding Provision Removal application, which can be lifted upon:

- Execution of a satisfactory Development Agreement with Municipal Infrastructure Schedules, including approval of the realigned municipal storm sewer and easement onsite
- Receipt of an updated Functional Servicing and Stormwater Management Report
- Receipt of satisfactory environmental studies and documents including a plan to decommission the wells or proof of decommissioning by a Professional Engineer, written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site, and a letter or report prepared by a Qualified Person, stating that land to be dedicated

to the City is environmentally suitable for the proposed use

- Receipt of a Record of Site Condition and supporting documentation
- Provision for a daylight triangle at the intersection of Dundas Street East and Haines Road
- Provision for a road allowance widening towards the ultimate 42.0 metre (137.8 ft.) right-of-way of Dundas Street East, as identified in the Official Plan
- Provision for a Public Vehicular and Pedestrian Access Easement

#### **School Accommodation**

In comments, dated December 20, 2023, the Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

### **3. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)**

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **4. Consistency with PPS**

The Public Meeting Report dated June 2, 2023 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. The proposed development provides a well suited built form along Dundas Street East and appropriate transition to the existing lower density development to the north and east. The proposed development conforms to the Growth Plan as it is intensifying an underutilized site and utilizing existing municipal infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated June 2, 2023 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject

property is located within the Urban System of the Region of Peel. General Objectives in Section 5.6 and General Policies in Section 5.6.15 direct development and redevelopment to the Urban System to achieve pedestrian friendly and transit supportive development. Further, the site is identified as a Major Transit Station Area in the Regional Official Plan and the General Objective and Policies in Section 5.6.19

The proposed development conforms to the ROP as the property is within the Urban System and a Major Transit Station Area. The proposal achieves an intensified and compact built form that efficiently uses land, services and public infrastructure.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Neighbourhood Character Area, to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses at 799, 801, 803 and 805 Dundas Street East. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

### *Directing Growth*

The subject site is located in the Applewood Neighbourhood Character Area. Although Neighbourhoods are generally not appropriate areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static and that new development should be sensitive to the existing and planned character.

The subject site is designated **Mixed Use**, which permits a variety of commercial and retail uses such as a financial institution, retail store, motor vehicle rental, overnight

accommodation, restaurant and residential uses in conjunction with other permitted uses. The site is currently occupied by a one storey commercial plaza consisting of two multi-tenant buildings and one stand-alone restaurant use with an accessory drive-through. The site contains a significant amount of surface parking and existing accesses to the site are located at the northeast corner from Haines Road and at the mid-point of the frontage on Dundas Street East. The site is slightly higher than the elevation of the Dundas Street East right-of-way.

The site is located in the Cawthra Major Transit Station Area (MTSA).

The site is located on Dundas Street East, which is identified as an Intensification Corridor in Mississauga Official Plan (MOP) and is planned to accommodate bus rapid transit. Section 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas. Further, Section 5.1.6 states that Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. The proposed development includes commercial uses on the ground floor of the condominium, as well as a mix of dwelling unit types, ranging from bachelor units to three and four bedroom townhome units.

The subject site is located within a Neighbourhood and Section 5.3 of MOP has a number of policies related to intensification within neighbourhoods. It is anticipated that residential intensification in neighbourhoods will occur through the redevelopment of existing commercial sites with mixed use developments (Section 5.3.5.2). Further, where higher densities

are proposed, they should be located along corridors and any loss of non-residential uses, should be maintained (Sections 5.3.5.3 and 5.3.5.4). MOP allows for the consideration of intensification within neighbourhoods as long as development is compatible in built form and scale to the surrounding neighbourhood and is sensitive to the existing neighbourhood form by providing appropriate transitions in use, built form, density and scale (Sections 5.3.5.5 and 5.3.5.6).

The proposed development has been designed with the 12 storey building fronting directly onto Dundas Street East with the townhouses to the rear that are similar to the scale and setbacks of the existing townhouses to the north. Based on the location of the property along Dundas Street East and the proposed design, staff are of the opinion that the subject site is appropriate for residential intensification and higher density uses.

#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Applewood Neighbourhood Character Area. A range of uses are permitted, including residential, commercial, retail and institutional uses. The surrounding lands along the south side of Dundas Street East are designated **Mixed Use** and contains a variety of uses including commercial, retail and personal service uses. The lands along the north side of Dundas Street East are designated **Office, Open Space** and **Residential High**



**Density.** The lands to the immediate north of the property are designated **Residential Medium Density**.

The proposed amendment would result in the land use designation changing to the **Residential High Density** designation to permit stand alone residential dwellings and a variety of commercial and retail uses on the ground floor, and to increase the maximum building height to 12 storeys.

Mississauga Official Plan requires that infill and redevelopment within Neighbourhoods respect the existing and planned character and should enhance the corridor and provide appropriate transition to the neighbouring uses (Sections 9.1.3 and 9.1.5). Further, MOP states that taller buildings may be permitted if the municipal right-of-way exceeds 20 metres (65.6 ft.) in width and that tall buildings are to be located in proximity to existing or planned major transit station areas. Dundas Street East is planned for bus rapid transit and has a designated right-of-way of 45 metres (147.6 ft.) (Sections 9.2.1.9 and 9.2.1.10).

Section 16 of MOP has a number of objectives and policies to help shape the future development within established neighbourhoods. Applewood is recognized as a mature and well-established neighbourhood with a mix of detached semi-detached, townhouse and apartment dwellings, with the apartments being predominantly located along arterial and major roads. Dundas Street is also designated an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit and to create a sense of place and create a complete, healthy community.

Dundas Street East is intended to accommodate increased height and density while providing a continuous street frontage with no parking located between the building and the street to encourage pedestrian activity (Sections 16.2.2.2, 16.2.2.3 and 16.2.2.4). The proposed 12 storey condominium component of the development is situated parallel to Dundas Street East with parking behind and underground. The ground floor has been designed with a continuous building face and to allow for ease of pedestrian access to the proposed retail and commercial spaces.

The proposed townhouses mimic the development pattern of the existing townhouses to the north creating a consistent rear yard condition and provide an appropriate transition to the proposed 12 storey condominium. The non-residential uses proposed on the ground floor will help to realize the pedestrian friendly design along Dundas Street East as envisioned in the Council endorsed Dundas Connects Master Plan.

#### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 51 - Tomken

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.

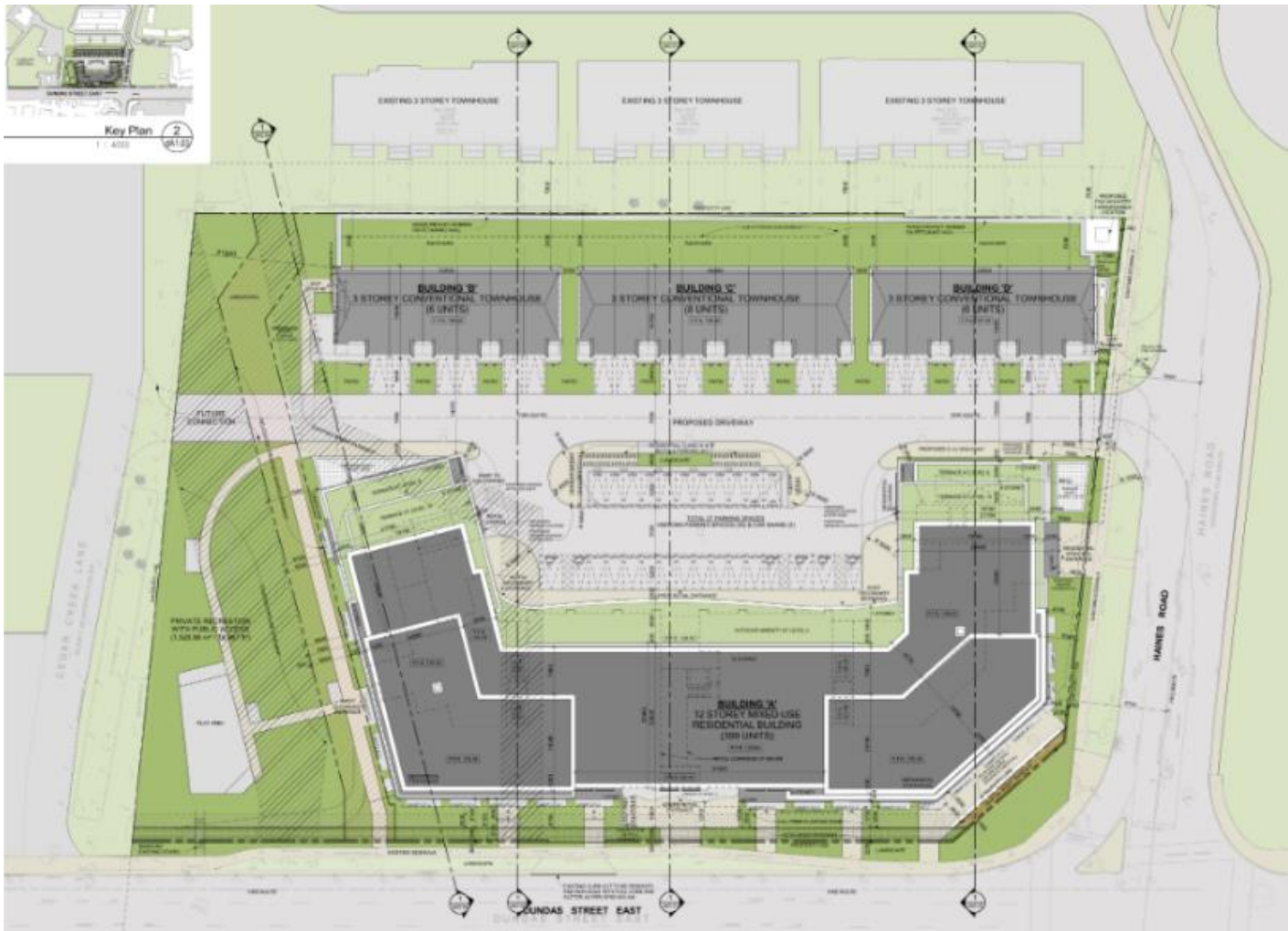
In addition to the above-noted existing transit services, the subject lands are directly in front of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the Dundas BRT network will provide connectivity across Mississauga and beyond.

The property is also served by a number of recreational and commercial amenities. There are several greenspaces located within walking distance of the site, including Hawkins Glen Park, Cherry Hill Park, Cedarbrae Park and Applewood Heights Park. The Site is also located within a 500 metre (0.3 mile) 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.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### 8. Revised Site Plan

The applicant has provided a revised site plan as follows:



## 9. Zoning

The proposed **RA3 - Exception** (Apartments - Exception) is appropriate to accommodate the proposed a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses with an FSI of 3.0.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
Permitted Uses	Apartment Long-Term Care Building Retirement Building	Educational and Training Facility Financial Institution Recreational Establishment Restaurant Take-out restaurant Temporary Outdoor Patio Veterinary Clinic
Maximum Floor Space Index	1.0	3.0
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	50.0 m (164.0 ft.) and 12 storeys

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
Minimum <b>front</b> and <b>exterior side yards</b> for that portion of the dwelling with a <b>height</b> greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	<b>Front yard:</b> 3.0 m (9.8 ft.)  <b>Exterior side yard:</b> 3.4 m (11.1 ft.)
Minimum depth of a <b>landscape buffer</b> measured from any other <b>lot line</b>	3.0 m (9.8 ft.)	2.0 m (6.5 ft.)
Minimum aisle width	7.0 m (22.9 ft.)	6.8 m (22.3 ft.)
Minimum separation distance for <b>Restaurant or Take-Out Restaurant</b> uses from <b>Residential Zones</b>	60.0 m (197 ft.)	Shall not apply
Minimum distance from	1.0 m (3.3 ft.)	Shall not apply

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
a <b>temporary outdoor patio</b> to an <b>accessible parking space</b>		
Centreline setbacks for a designated right-of-way width of 30.0 m	15.0 m (49.2 ft.) + the required yard setback	Shall not apply
Rooftop <b>balcony</b> shall be set back from all exterior edges of a <b>building</b> or <b>structure</b>	1.2 m (3.9 ft.)	0.0 m (0.0 ft.)
Required number of <b>parking spaces</b>	<p>Condominium apartment:            1.0 resident spaces per unit and 0.2 visitor spaces per unit</p> <p>Condominium <b>Townhouse</b>:            2.0 residential space per unit and 0.25 visitor spaces per unit</p>	<p>Condominium dwelling:            0.90 resident spaces per unit</p> <p>Condominium <b>Townhouse</b>:            2.0 visitor spaces per unit</p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p><b>Financial Institution</b> – 4.0 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>GFA – non residential</b>;</p> <p><b>Office</b> – 2.8 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>GFA – non residential</b>;</p> <p><b>Medical Office</b> – 4.5 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>GFA – non residential</b>;</p> <p><b>Service Establishment</b> – 4.0 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>GFA – non residential</b>;</p> <p><b>Retail Store</b> – 4.0 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>GFA – non residential</b>;</p> <p><b>Restaurant and Convenience Restaurant</b> – 3.0 spaces per 100 square metres GFA for spaces greater than 100 square metres but less than 220 square metres; or 6.0 spaces over 220 square metres</p>	<p>Shared visitor and non-residential:            shall be provided as the greater of 0.2 visitor spaces per residential apartment dwelling unit, 0.25 visitor spaces per condominium townhouse <b>dwelling unit</b> or 3.5 spaces per 100 m<sup>2</sup> (1,076.3 ft.<sup>2</sup>) <b>non-residential GFA</b></p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p><b>Take-Out Restaurant</b> – 4.0 spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA – non residential;</b></p> <p>Other Non-Residential <b>Uses Not Specified</b> – 5.4 spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA – non residential</b></p>	
<p>Required Number of <b>Bicycle Parking Spaces</b> for Non-Residential <b>Uses</b></p>	<p><b>Recreational establishment</b> – 0.1 (Class A) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Recreational establishment</b> – 0.1 (Class B) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential</b></p> <p><b>Financial institution</b> – 0.1 (Class A) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Financial institution</b> – 2.0 (Class B) spaces</p> <p><b>Restaurant</b> – 0.15 (Class A) spaces per 100</p>	<p>0.15 Class A bicycle parking spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non- residential</b> and 0.2 Class B bicycle parking spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non- residential</b></p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p>m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Restaurant</b> – 0.2 (Class B) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Take-Out Restaurant</b> – 0.15 (Class A) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Take-Out Restaurant</b> – 0.2 (Class B) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Retail Store</b> – 0.15 (Class A) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Retail Store</b> – 0.2 (Class B) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p> <p><b>Service Establishment</b>– 0.15 (Class A) spaces per 100 m<sup>2</sup> (1,076.3 ft<sup>2</sup>) <b>GFA-non-residential;</b></p>	



Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<b>Service Establishment</b> – 0.2 (Class B) spaces per 100 m <sup>2</sup> (1,076.3 ft <sup>2</sup> ) <b>GFA-non-residential</b>	

## 10. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy. In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The By-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case. As the subject proposal is more than 5 storeys and does contain 10 or more

residential units in total, the CBC is applicable and will be payable at the time of first building permit.

## 11. "H" Holding Provision

Should the application be approved by City Council, outstanding technical matters will need to be satisfactorily addressed to facilitate the implementation of the zoning by-law as part of an "H" Holding Provision Removal application, which can be lifted upon:

- Execution of a satisfactory Development Agreement with Municipal Infrastructure Schedules, including approval of the realigned municipal storm sewer and easement onsite
- Receipt of an updated Functional Servicing and Stormwater Management Report
- Receipt of satisfactory environmental studies and all supporting documentation to satisfy requirements for lands being dedicated to the City
- Receipt of a Record of Site Condition and supporting documentation
- Provision for a daylight triangle at the intersection of Dundas Street East and Haines Road

- Provision for a road allowance widening towards the ultimate 42.0 metre right-of-way of Dundas Street East, as identified in the Official Plan
- Provision for a Public Vehicular and Pedestrian Access Easement
- Receipt of revised Architectural drawings
- Receipt of revised Sun/Shadow Study

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as building setback and soil volume details, noise attenuation features, underground exhaust vent locations and transformer location.

## 13. Conclusion

In conclusion, City staff has evaluated the applications to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses at 799, 801, 803 and 805

Dundas Street East against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the Applewood Neighbourhood Character Area in accordance with the **Residential High Rise** designation of MOP. The subject site is located along an Intensification Corridor and Higher Order Transit Corridor and the compact development is transit supportive. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures while providing an appropriate transition to the adjacent uses.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of these official plan and rezoning applications subject to the recommendations provided in the staff report.