



Planning & Urban Design Rationale

1995 Dundas Street East
City of Mississauga

Prepared For
Landeal Asset Management Inc.

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Job Number

23155

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This Planning and Urban Design Rationale report has been prepared in support of applications by Landeal Asset Management Inc. to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0221-2007, as amended, and to submit a Draft Plan of Subdivision application at 1995 Dundas Street East. The subject site is currently occupied by a single-storey commercial plaza, and the Owner is seeking to redevelop the subject site into a new, residential/mixed-use community with a partial road dedication that will contribute to the planned east-west public street north of Dundas Street East.



1

Introduction

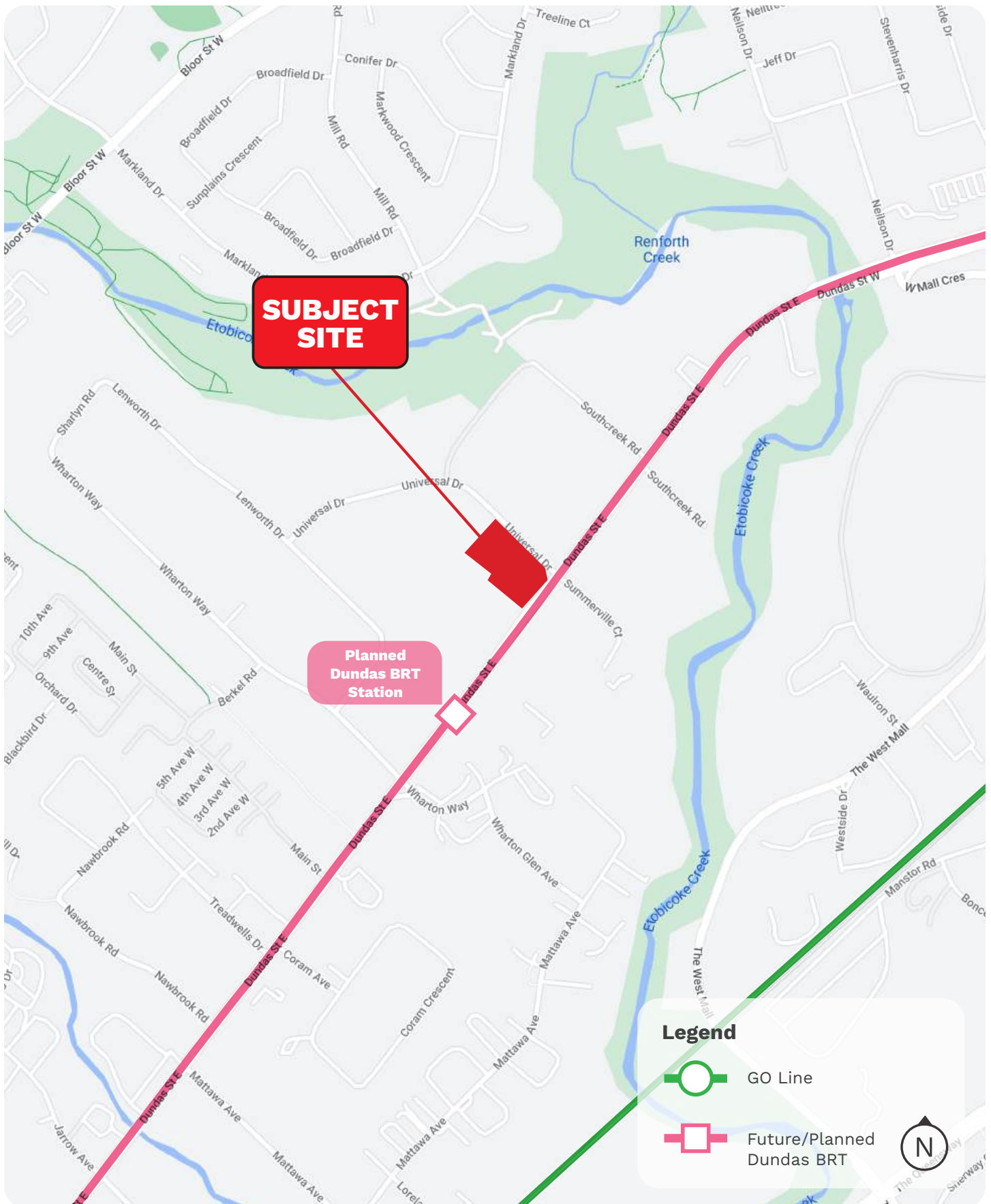


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by Landeal Asset Management Inc. (the "Owner"), to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0221-2007, as amended, and to submit a Draft Plan of Subdivision ("DPOS") application (collectively referred to as the "applications"), with respect to a 1.17-hectare site located at the northwest corner of Dundas Street East and Universal Drive, municipally known as 1995 Dundas Street East (the "subject site" or the "site"). See **Figure 1** – Location Map.

The subject site is generally rectangular in shape and is located approximately 800 metres west of the Etobicoke Creek, which forms part of the eastern boundary of the City of Mississauga. The site is currently occupied by a single-storey commercial plaza, well set back from both street frontages by surface parking. It is located within the Wharton protected major transit station area ("PMTSA") and is approximately 365 metres east of the planned Wharton Way Dundas BRT stop.

Dundas Street East is identified as an Intensification Corridor in the Mississauga Official Plan. The Dundas Connects Master Plan, which was adopted by Council in 2018, envisions the Dundas Corridor as evolving into a mixed-use, transit supportive corridor that will ultimately become a complete street for all users. Since this time, a major investment in public transit serving the Dundas Corridor has been announced. In 2022, the federal, provincial and Mississauga governments announced a \$675 million joint investment for transit projects in Mississauga, which included funding for the Mississauga East section of the Dundas Bus Rapid Transit ("Dundas BRT") line.

The Dundas BRT line is a 48-kilometre transit line proposed along Dundas Street from Highway 6 in Hamilton through to the Kipling Transit Hub in Toronto. The 7.5-km Mississauga East section of the Dundas BRT, which the subject site fronts onto, provides bus rapid transit from the Hazel McCallion LRT line to the Kipling Transit Hub in Toronto and is now fully funded.

In response to the opportunities provided by this significant transit investment, the Owner is seeking to redevelop the subject site into a new, residential/mixed-use community with a partial road dedication that will contribute to the planned east-west public street north of Dundas Street East ("Street A"). More specifically, the requested applications would permit the development of two tall buildings, 24 and 25 storeys in height, atop a 4-storey podium fronting Universal Drive and the future east-west public road north of Dundas Street East. A 12-storey mixed-use building is proposed along the Dundas Street frontage, with 667 square metres of retail at grade.

Overall, a total of 60,318 square metres of residential gross floor area ("GFA"), 667 square metres of non-residential GFA, and 941 dwelling units are proposed, resulting in an overall net density of 7.0 floor space index ("FSI") and gross FSI of 5.18. The proposed DPOS will create a new east-west public street ("Street A") at the northern edge of the subject site, which is envisioned to connect to Lenworth Drive to the west as the adjacent properties redevelop. The proposal includes a fully internalized underground and above-ground garage with 348 parking spaces and two loading spaces. Vehicular access to the subject site will be provided from Universal Drive, with a secondary access from Street A (collectively referred to as the "Proposal").

The proposed redevelopment of the subject site is an important part of the realization of the vision for the Dundas Street corridor. In this regard, the site will optimize the use of land along Dundas Street by providing a high-density transit-oriented development including new housing and non-residential uses at grade to provide local services and amenities which will animate the Dundas Street frontage in this location. Further, the site provides a functional and attractive public realm with a large privately-owned publicly accessible space ("POPS") along Dundas Street above existing Regional infrastructure.

From a land use perspective, the Proposal is consistent with the 2024 Provincial Planning Statement ("2024 PPS") which came into force and effect on October 20, 2024, and conforms with the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote intensification of underutilized sites in areas well-served by existing transit. In this regard, the subject site is located in a major transit station area ("MTSA") and is currently served by surface transit that meets the definition of "frequent transit" pursuant to the 2024 PPS. The subject site is therefore located within a strategic growth area, as defined by the 2024 PPS, which are areas intended to accommodate a higher density mix of uses in a more compact built form. In general, the Proposal will contribute to the achievement of provincial and municipal policy directions supporting intensification and infill on underutilized sites within the built-up area.

While the Proposal generally conforms to the policy directions of the Mississauga Official Plan, an OPA is required to permit increased height and density¹ on the subject site.

From a built form and urban design perspective, the Proposal will result in architecturally distinct and visually appealing mid-rise and tall buildings that represent the first significant redevelopment in the immediate surrounding area (i.e. from Etobicoke Creek to the hydro corridor), which respects the recommendations of the Dundas Connects Master Plan study and associated policy updates for the Dundas corridor established through OPAs 141 and OPA 142, as well as the policy vision outlined for MTSA's and PMTSA's in OPAs 143 and OPA 144.

The Proposal will introduce a new public road along the northern edge of the site (Street A), which will form part of a new street that will extend westward to Lenworth Drive to increase porosity through the area. The ground floor has been designed to activate all three street frontages with active retail and residential uses. Due to the existing regional easement along the Dundas Street frontage, the proposed buildings have been set back approximately 20 metres from the Dundas Street right-of-way, and a new POPS space will be provided in this location to enhance pedestrian movement and contribute a new public (privately-owned) amenity.

The tall building elements have been designed and scaled to frame Dundas Street with a 12-storey midrise element, which generally fits within a 45-degree angular plane taken from 80% of the Dundas Street right-of-way. The resulting tall building elements will be setback from the Dundas frontage to help maintain sky views and visual separation from the public realm, while adequately limiting any shadow impacts. Tall buildings on the site are appropriate given the emerging planning context and do not create any unacceptable built form impacts on surrounding properties. In our opinion, the height, massing, and density of the proposed development is compatible with the existing and planned built form context along the Dundas Street corridor.

Based on the foregoing, this Planning and Urban Design Rationale report concludes that the Proposal represents good planning and urban design. Accordingly, it is our opinion that the applications are appropriate and desirable and should be approved.

¹ An amendment to the permitted density has been included in the draft OPA out of an abundance of caution, due to OPA 141 currently under appeal.

An aerial photograph of a city, likely Los Angeles, with a red overlay. The image shows a dense urban area with many buildings, streets, and some green spaces. A large red circle with a white border is positioned on the left side of the image, containing the number 2. To the right of the circle, the text "Site & Surroundings" is written in white.

2

Site & Surroundings

2.1 Subject Site

The subject site, municipally known as 1995 Dundas Street East, is located on the northwest corner of Dundas Street East and Universal Drive, approximately 800 metres west of the Etobicoke Creek, which forms the eastern boundary of the City of Mississauga (see **Figure 2** – Aerial – Site Context).

The subject site is generally rectangular in shape with the exception of a rectangular notch at the site's northeast corner. The site has approximately 72 metres of frontage on Dundas Street East, approximately 129 metres of frontage on Universal Drive, a rear length of approximately 77 metres, and a total lot area of approximately 11,779 square metres (2.91 acres).

The site is currently occupied by a single-storey commercial building which contains a mixture of commercial-retail uses including retail stores (such as Blinds To Go, Smart Furniture and Décor, 2001 Audio Video), a private music school, a gym and an automotive repair shop at the rear of the property. The existing building is connected to a one-storey plaza on an adjacent property (1989 Dundas Street) that is not part of this application. There is a loading bay located at the western corner of the building where it connects to the adjacent building via a party wall.

In terms of vehicular access, the subject site has a driveway connection from Dundas Street East at the southwest corner of the site. The subject site utilizes a secondary access from Universal Drive at the southeast corner of the property.

The existing building is set back approximately 27.8 metres from Dundas Street East and 14.0 to 18.0 metres from Universal Drive, with surface parking areas located along both building frontages, as well as smaller surface parking areas along the western and northern property lines. Along the Dundas Street frontage, the drive aisles and parking areas are connected to those of the adjacent commercial buildings to allow vehicular circulation to the adjacent commercial properties.

Soft landscaping in the form of grass boulevards and trees and shrubs are located along both street frontages.

The northeast corner of the subject site is located within the floodplain associated with the Etobicoke Creek, and as such, is located within a Toronto and Region Conservation Authority Regulated Area.

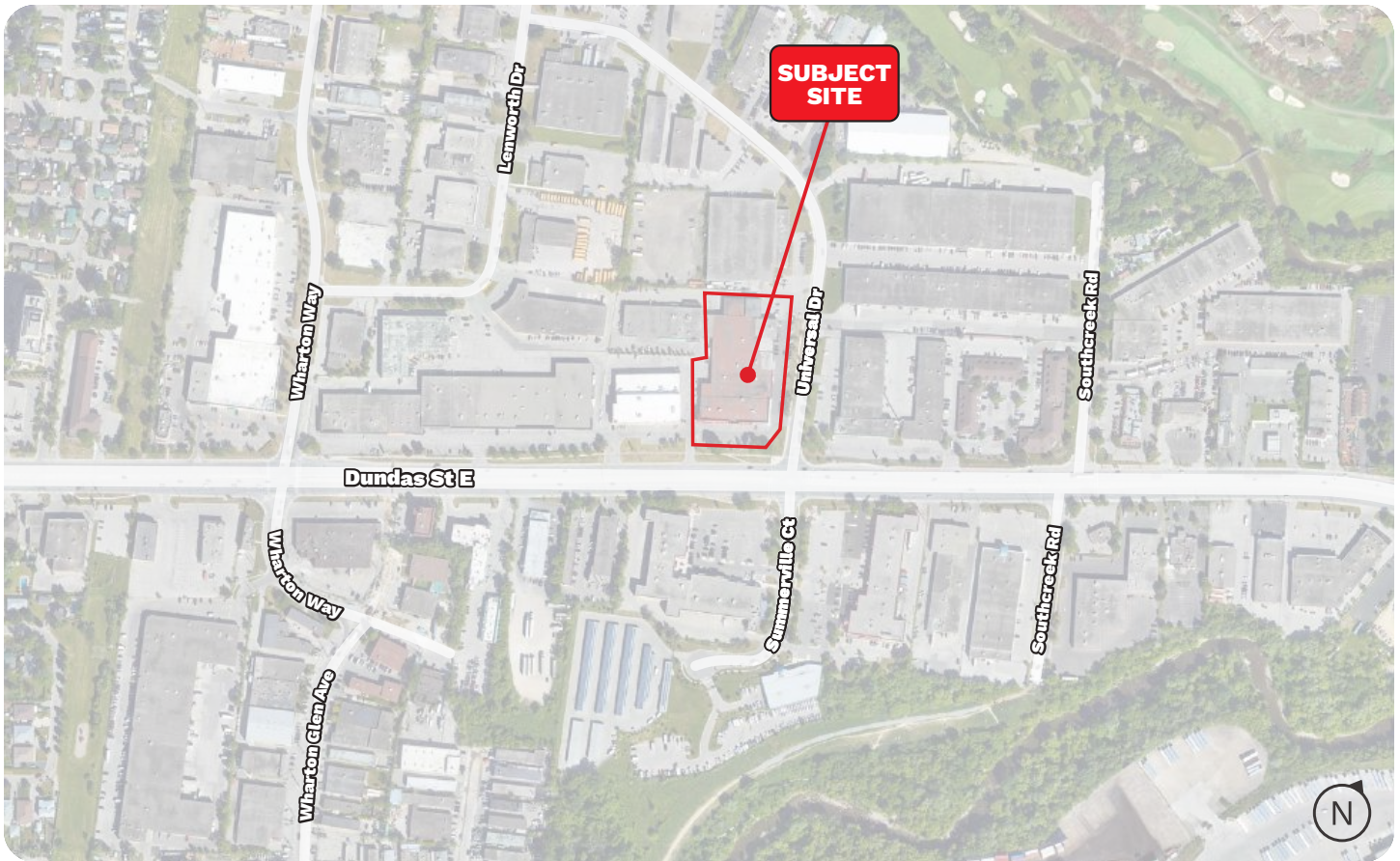


Figure 2 - Aerial - Site Context



Looking north at the subject site from Dundas Street East



Looking west at the subject site from Universal Drive

2.2 Area Context

The subject site is located along Dundas Street East in Mississauga. Dundas Street East is identified as an Intensification Corridor in the Mississauga Official Plan. The Dundas Connects Master Plan, which was adopted by Council in 2018, envisions the Dundas Corridor as evolving into a mixed-use, transit supportive corridor that will ultimately become a complete street for all users.

Since this time, a major investment in public transit serving the Dundas Corridor has been announced. In 2022, the federal, provincial and Mississauga governments announced a \$675 million joint investment for transit projects in Mississauga, which included funding for the Mississauga East section of the Dundas BRT line. The Dundas BRT is planned to connect from Kipling Station in Toronto through Mississauga along Dundas Street to terminate in Hamilton.

The Dundas BRT line is a 48-kilometre transit line proposed along Dundas Street from Highway 6 in Hamilton through to the Kipling Transit Hub in Toronto. The 7.5-km Mississauga East section of the Dundas BRT, which the subject site fronts onto, provides bus rapid transit from the Hazel McCallion LRT line to the Kipling Transit Hub in Toronto and is now fully funded. The subject site is located approximately 365 metres west of a planned stop at Dundas Street East and Wharton Way. See **Figure 3** – Aerial - Area Context.

The significant investment in transit planned along Dundas Street East presents an opportunity to implement the planned vision for Dundas Street outlined in the Dundas Connects Master Plan as an urban arterial served by higher order transit with an attractive, pedestrian- and transit-oriented public realm, and where significant population and employment growth are expected to occur. As such, the subject site is located within an area that is expected to experience significant change in terms of built form and public realm.



Looking southwest at the subject site from the rear driveway access from Universal Drive



Looking south from the rear of the property at the parting wall condition with the building to the west



Looking north from the internal driveway to the west at the parting wall condition with the building to the west

Currently, the subject site is located along a segment of Dundas Street East that bisects a large industrial/employment area known as the Dixie Employment Area, which generally runs along Dundas Street to Tedlo Street and just beyond Cawthra Road. Although the subject site and the adjacent properties fronting Dundas Street East are no longer designated *Employment Areas*, the lands to the north of the subject site are.

The subject site is located along a segment of Dundas Street East (between the Etobicoke Creek and the hydro corridor) that is currently operates

as a retail/commercial corridor, characterized by large commercial buildings set back from the street with surface parking lots. At this time, there has been limited redevelopment activity within this immediate area.

Beyond the adjacent segment of Dundas Street East (from the Etobicoke Creek to the hydro corridor), there is an active development application at 1580-1650 Dundas Street East (close to the Dixie GO station) for a large-scale mixed-use redevelopment with proposed heights of up to 41 storeys.

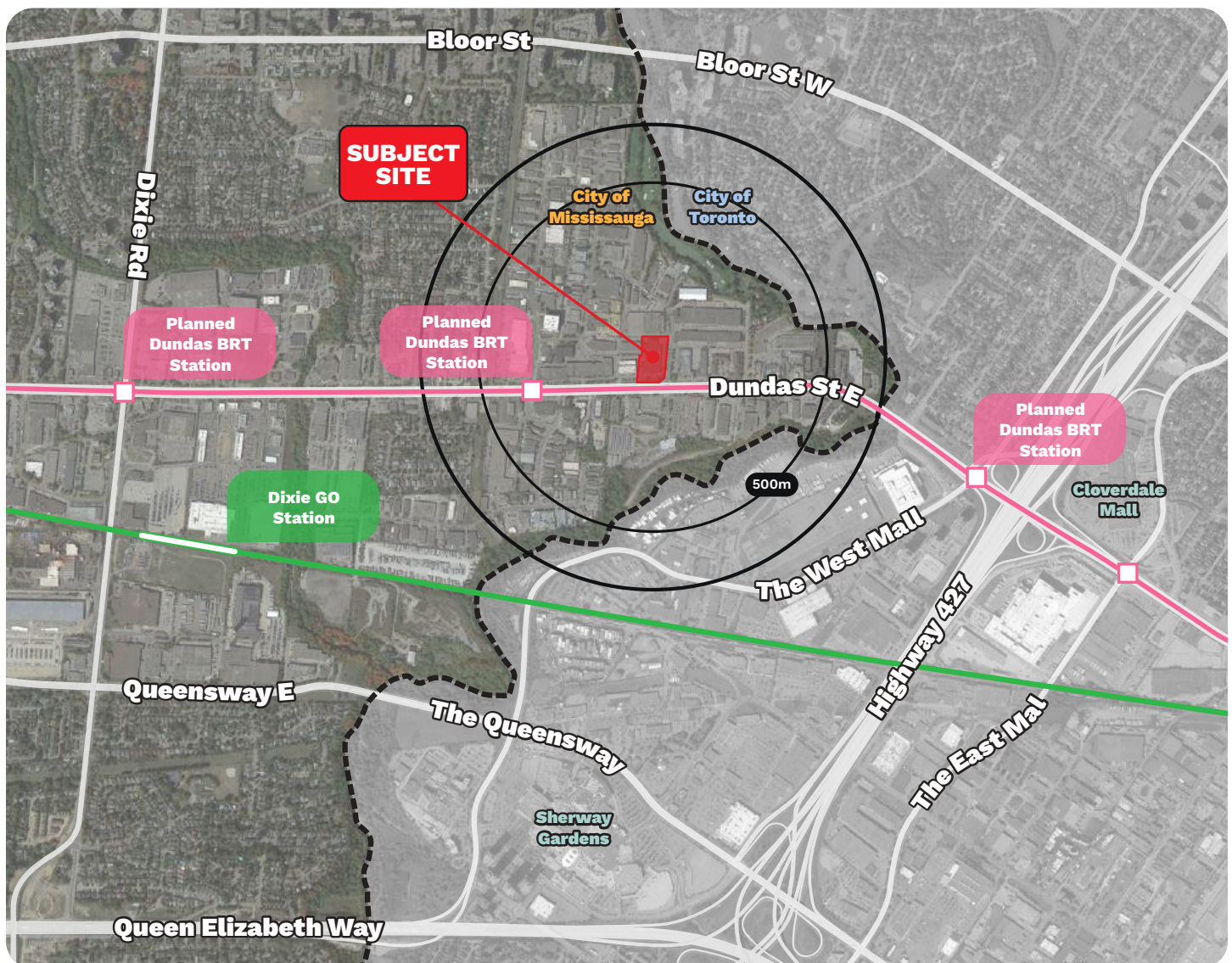


Figure 3 - Aerial - Area Context

2.3 Immediate Surroundings

To the immediate west of the subject site along the Dundas Street frontage is a 2-storey plaza (1945 Dundas Street West) containing commercial/retail uses on the ground floor and office space on the second floor. The building is set back from Dundas Street East with surface parking along the street frontage. This property has vehicular access directly from Dundas Street East via a driveway located near the western edge of the property. The surface parking area along the Dundas frontage is connected to the surface parking areas on the subject site.

To the immediate west of the subject site at the rear is a single-storey commercial/retail plaza (1989 Dundas Street East) which is connected to the building on the subject site at a shared loading bay. The two buildings are separated via a party wall. The lot is generally rectangular in shape with a narrow strip of land that runs along the north property line of the subject site and connects to Universal Drive, providing street frontage and vehicular

access for this property. The plaza contains several retail stores and an automotive repair shop on the western end. To the west of 1989 Dundas Street East is a single-storey office/industrial building with frontage on Lenworth Drive (3055 Lenworth Drive).

Further west along the Dundas Street frontage is a large commercial/retail complex comprised of connected commercial plaza buildings (1911 Dundas Street East and 1855 Dundas Street East) which extend along the Dundas Street frontage to the northeast corner of Dundas Street East and Wharton Way, and a standalone commercial/retail building at the rear with access to Lenworth Drive (3025 Lenworth Drive). The plaza buildings along Dundas are set back from the street with surface parking along the street frontage. At the southeast corner of Lenworth Drive and Wharton Way is a single-storey commercial/office building (3035 Wharton Way).



1945 Dundas Street East (view from Dundas Street East)



1945 Dundas Street East (view from subject site)



1989 Dundas Street East

On the west side of Wharton Way is a mixture of commercial/industrial uses. Further west is a hydro corridor that runs north-south, with a low-rise residential neighbourhood to the west.

To the immediate north of the subject site is a large-scale industrial building (Uniropo Limited, 3070 Universal Drive) with surface parking along the Universal Drive frontage and a vehicle storage area to the rear. Further north are three single-storey office/commercial buildings (3140, 3134, and 3130 Universal Drive).

To the west of 3070 Universal Drive is a school bus depot (3075 Lenworth Drive). Further north along the east side of Lenworth Drive is a place of worship (Iglesia Nuevo Amanecer Toronto, 3085 Lenworth Drive). Further north is a single-storey industrial/office building located at the southeast corner of Lenworth Drive and Universal Drive (Erie Meats, 3123 Lenworth Drive).

Further north is Universal Drive, a local road that runs north from Dundas Street East and curves westward to connect with Lenworth Drive. South of Dundas Street East, the road continues as Summerville Court, which terminates in a cul-de-sac.



3070 Universal Drive (Uniropo Limited)



1989 Dundas Street East



Interface between 1995 Dundas Street East and 3070 Universal Drive (Uniropo Limited)



Rear of 1911 Dundas Street East and front of 3055 Lenworth Drive



Interface between 1989 Dundas Street East and 3070 Universal Drive (Uniropo Limited)

North of Universal Drive are industrial/commercial buildings including a variety of non-residential uses such as retail, a fitness club, and an arena (Canadian Ice Academy, 3111 Universal Drive). Generally, to the north and east is the valley lands of the Etobicoke Creek which contains a golf course (Markland Wood Golf Club, 245 Markland Drive).

To the north of Universal Drive generally along Lenworth Drive are primarily single-storey industrial, office and commercial buildings. The northern edge of the employment lands are at the rear property line of apartment buildings fronting on Bloor Street (1840 Bloor Street, 1850 Bloor Street, and 1900 Bloor Street).

To the immediate east of the site is Universal Drive. To the east of Universal Drive, is a series of commercial plazas containing a variety of commercial, retail, and office use. At the northeast corner of Universal and Dundas is a single-storey commercial plaza (2025 Dundas Street East) set back from both streets with surface parking areas and commercial-retail units along the frontages. Directly east is another single-storey commercial plaza (2045 Dundas Street East). Further east is three-building commercial plaza complex (2055, 2065, 2077 and 2087 Dundas Street East) framing a central surface parking area.

To the north of these plazas are two linear strip plazas that run east-west between Universal Drive and Southcreek Road, and also containing a variety of commercial and office uses separated by an internal driveway (3041 to 3099 Universal Drive).

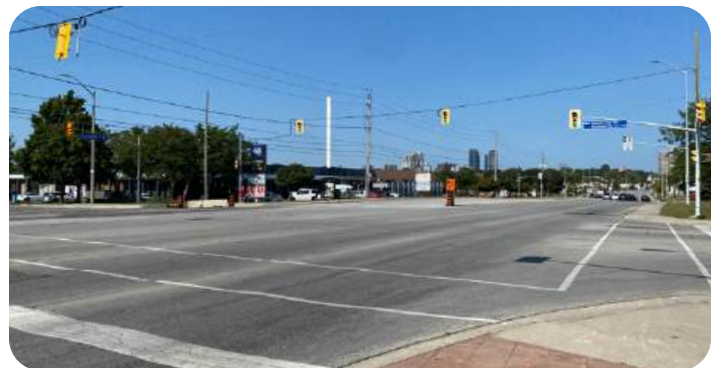
Further east is Southcreek Road, a north-south dead-end street extending north from Dundas Street East. East of Southcreek Road between Dundas Street and Etobicoke Creek are a variety of retail, commercial, and automotive uses, as well as a place of worship.



2025 Dundas Street East from Universal Drive



2025 Dundas Street East from Dundas Street East



Looking northeast from the southwest corner of Dundas Street East and Universal Drive



3401 to 3099 Universal Drive

Directly south of the subject site is Dundas Street East, an arterial road that runs east-west through the entire City of Mississauga. On the south side of Dundas Street East is an 'L'-shaped plaza (1970 Dundas Street East) which contains a variety of retail and commercial uses as well as a children's indoor swimming school. The building is set back from the intersection of Summerville Court and Dundas Street with a large surface parking area.

Moving west along Dundas Street are two 2-storey hotels (Mississauga Gate Inn and Fort York Motel, 1938 and 1920 Dundas Street East), a 2-storey commercial plaza (Summerville Plaza, 1900 Dundas Street East), a 3-storey hotel (Monte Carlo Inn, 1886 Dundas Street East), and a single-storey commercial plaza at the southeast corner of Dundas Street East and Wharton Way (1846-1872 Dundas Street East).

To the south of the uses fronting on Dundas Street are a variety of non-residential uses including a self-storage facility (Access Storage, 2065 Summerville Court) and a variety of low-scale commercial, office and industrial uses. Further south is the Etobicoke Creek.



1970 Dundas Street East



View looking southwest at 1938 Dundas Street East (Mississauga Gate Inn), 1920 Dundas Street East (Fort York Motel), 1900 Dundas Street East (Summerville Plaza) and 1886 Dundas Street East (Monte Carlo Inn)



2065 Summerville Court (Access Storage)



Commercial plaza at the southeast corner of Dundas Street East and Summerville Court (2040 Dundas Street East)

2.4 Transportation Context

The subject site is well served by the existing road network and public transit, as described below. The subject site is located approximately 365 metres east of the planned and now-funded Wharton Way stop on the Dundas BRT line, as noted above.

Road Network

The segment of Dundas Street East adjacent to the subject site has a 6-lane cross section and a central dedicated left turning lane. It has a right-of-way width of 42 metres. There are sidewalks on both sides of the street. On the block between Universal Drive and Wharton Way in front of the subject site, the north sidewalk is set back from the street by a boulevard.

Universal Drive is a local road that runs north from Dundas Street East and curves westward to the north of the subject site to intersect with Lenworth Drive. Universal Drive continues south of Dundas Street East as Summerville Court which terminates in a cul-de-sac. Universal Drive has a 2-lane cross section, with a dedicated left turning lane at the intersection of Dundas Street East. There are sidewalks on both sides of the street.

Existing Transit Network

The subject site is well-connected to the existing public transit system. The following MiWay routes serve the subject site (see **Figure 4** – Transit Map):

- 1 - Dundas: This bus routes operates in a general east-west direction along Dundas Street East, between South Common Centre / U of T Mississauga Campus in the west, Laird Road/ Ridgeway to the north, and Kipling Station to the east. This route provides all day 10-15 minute service Monday through Friday, and 15-20 minute service on Saturdays and Sundays. The nearest bus stops are located at the Dundas/Universal intersection.
- 101 Dundas Express: This bus routes also operates in a general east-west direction along Dundas Street East, between South Common Centre / U of T Mississauga Campus in the west, Laird Road/ Ridgeway to the north, and Kipling Station to the east. The route is a dedicated express route and has key stops at the intersection of Dixie Road and Dundas Street East, as well as Wharton Way and Dundas Street East that serve the subject site. The nearest bus stops on this route are located at the Dundas/Wharton Way intersection.

With respect to existing higher order transit, the subject site is located approximately 1.68 kilometres east of the Dixie GO station on the Milton GO Line which operates between the Milton GO station and Union Station in Toronto. The Dixie GO Station offers direct service into Downtown Toronto from 6:35 a.m. to 9:05 a.m. on weekdays and return trips from 3:40 p.m. to 7:10 p.m.

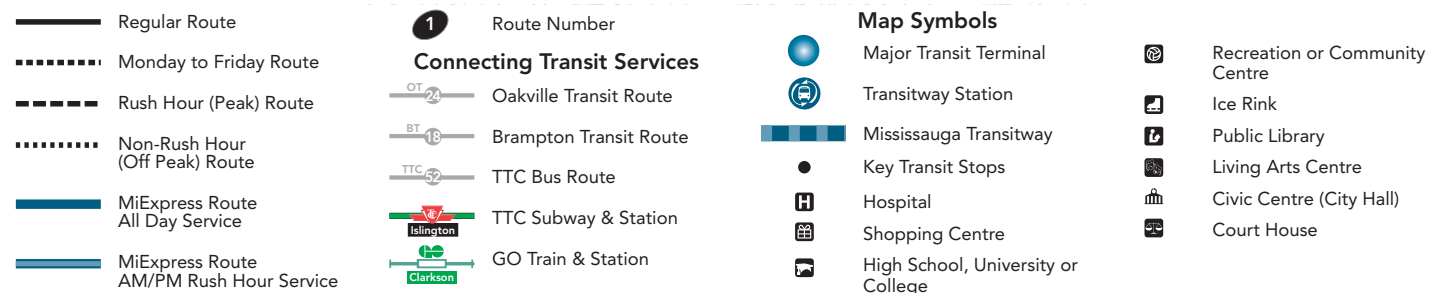
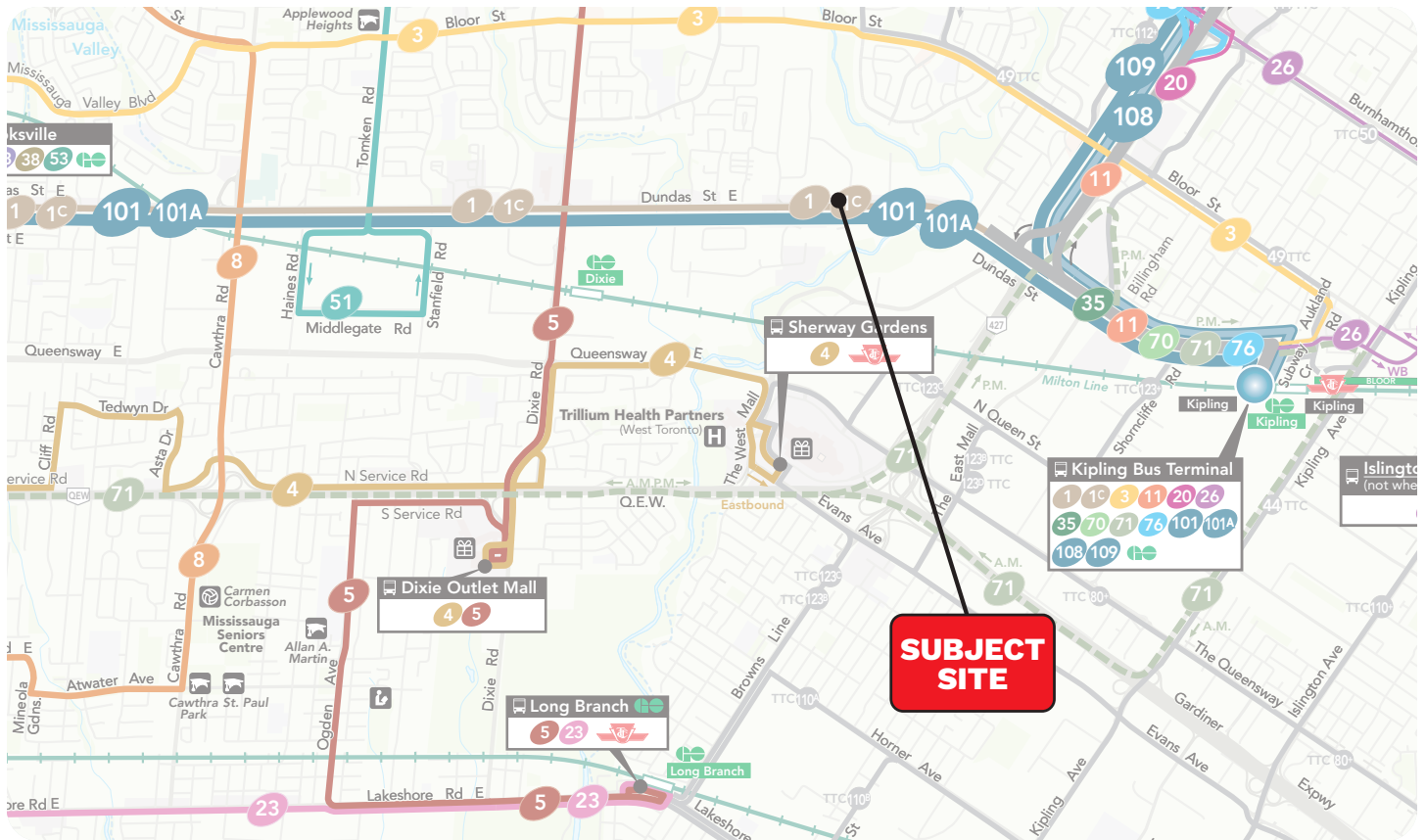


Figure 4 - Transit Map

An architectural rendering of a modern, multi-story building with a brick and glass facade. The building features a series of cantilevered balconies. In the foreground, there is a rooftop garden or courtyard area with various plants, trees, and people. A woman is holding a child, and several other people are sitting on a sofa or bench. The scene is set during the day with a clear sky.

3

Proposal

3.1 Description of the Proposal

The Proposal seeks to permit two tall buildings, 24 and 25 storeys in height, atop a 4-storey podium fronting Universal Drive and the future east-west public road north of Dundas Street East. A 12-storey mixed-use building is proposed along the Dundas Street frontage, with 667 square metres of retail at grade. The proposed DPOS will create a new east-west public street ("Street A") at the northern edge of the subject site, which is envisioned to connect to Lenworth Drive to the west as the adjacent properties redevelop (see **Figure 5** – Site Plan).

The Proposal will contribute to new transit-oriented development, as envisioned for the Wharton Way PMTSA, with an attractive site design that will expand and improve the public realm at the northwest corner of the Dundas/Universal intersection. The proposed tall building elements, shown on the Site Plan as 'Building A' and 'Building B', will be 87.27 metres and 83.62 metres in height, respectively (93.97 metres and 90.32 metres to the top of the mechanical penthouse) measured from an established grade of 120.00 Canadian Geodetic Datum.

As part of the overall site design, a new public street will be dedicated along the northern edge of the subject site which will ultimately connect to Lenworth Drive as the properties to the west redevelop. An approximate 1655-square metre POPS space is proposed along the Dundas Street frontage above existing Regional infrastructure, creating an attractive new publicly-accessible and privately-owned amenity (POPS).

The total residential gross floor area (GFA) proposed is 60,318 square metres, with a non-residential GFA of 667 square metres proposed on the ground floor along the Dundas Street frontage. The Proposal results in a total GFA of 60,985 square metres and a net density of 7.0 FSI (gross FSI of 5.18). One level of underground parking and 3 levels of above-grade parking within the podium (including on the mezzanine level), well-screened from the public realm, are proposed. A total of 941 residential dwelling units are proposed, of which 15 are two-storey three-bedroom townhouse-style units (1.6%), 495 are one-bedroom units (52.6%), 371 are two-bedroom units (39.4%), and 60 are three-bedroom units (6.4%). The proposed development will have a total of 6,731 square metres of amenity area, including 1,882 square metres of indoor amenity, and 4,849 square metres of outdoor amenity in the form of outdoor amenity areas on the top of the podium.

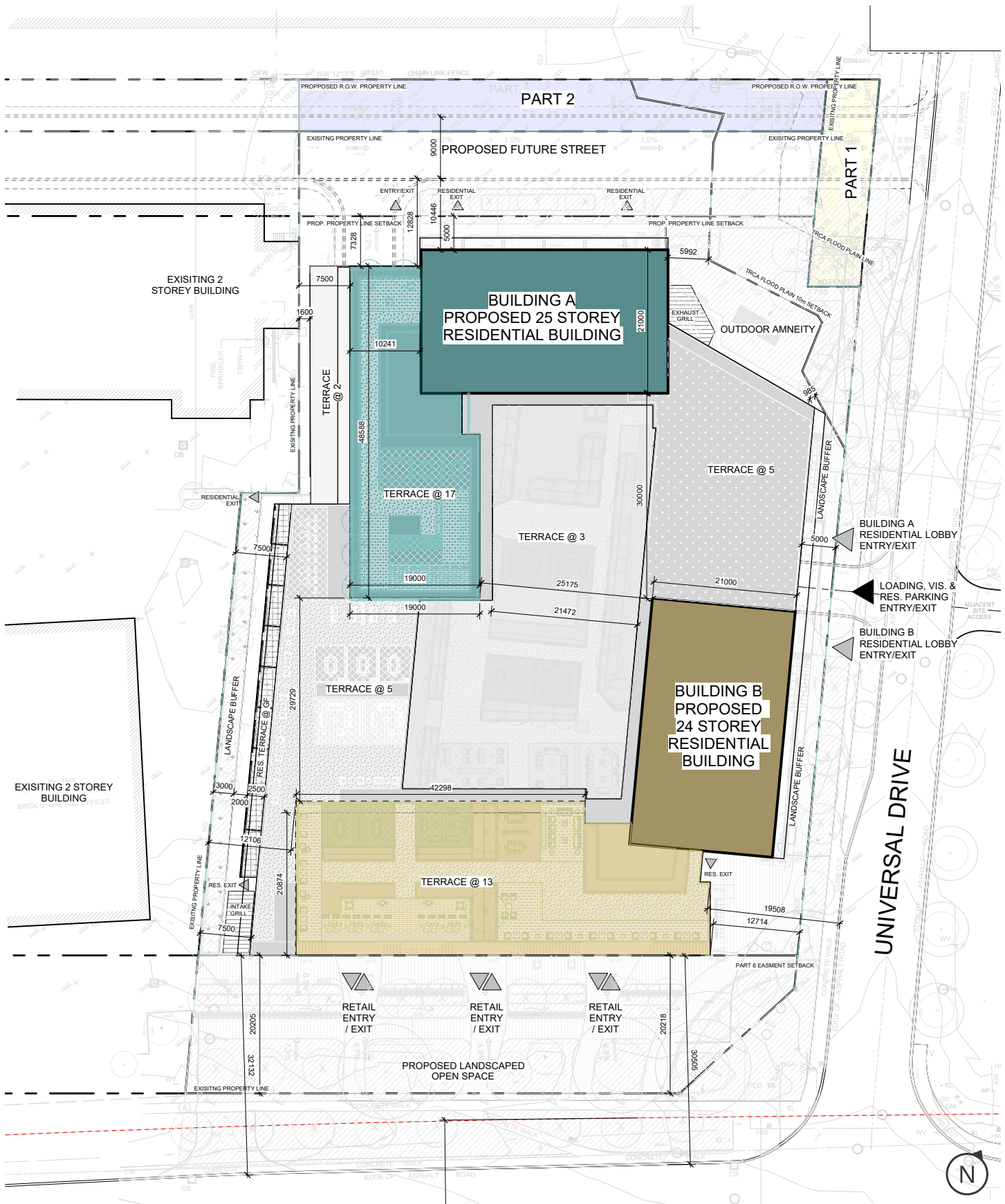


Figure 5 - Site Plan

Prepared by RAW Architecture

Draft Plan of Subdivision

The proposed DPOS (see **Figure 6** – Draft Plan of Subdivision) includes a public street (Street A), a mixed use development block (Block 1), and an open space block (Block 2):

- **Street A (0.094 hectares):** The proposed public street will have an ultimate width of 20 metres. On the subject site, the road dedication will encompass approximately 12.4 metres of the ultimate 20-metre right-of-way, with the expectation that the property to the north would contribute the remaining 7.6 metres when redevelopment occurs. The Proposal has been designed so that vehicular access can occur from Universal Drive without the need to construct the 12.4-metre road dedication until the appropriate time. However, when the 12.4-metre road dedication is provided, it will provide secondary access to the development in the interim due to the 12.4-metre right-of-way. See LEA's transportation report for further details in this regard.
- **Block 1 (1.037 hectares):** This block will be developed with the proposed mixed-use development. The 20-metre easement along the Dundas Street East frontage is delineated.
- **Block 2 (0.045 hectares):** The northeast corner of the subject site is located within the floodplain associated with the Etobicoke Creek. Block 2 has been identified as an Open Space block and will contain streetscaping and landscaping elements only. These lands will be zoned accordingly through the zoning by-law amendment application.

Ground Level and Podium

The 4-storey base building (5-storeys including mezzanine) has been sited and designed to frame and enhance the public realm along Dundas Street East, Universal Drive and the new Street A.

Along Dundas Street East, the building is set back 20.2 metres from the site's south property line in order to provide a privately-owned publicly accessible space ("POPS") along Dundas Street East, below which is existing Regional infrastructure. The POPS has an area of approximately 1,655 square metres and spans the entire Dundas Street frontage and will introduce opportunities for passive recreation for future residents and pedestrians while creating an expanded public realm and Dundas Street East. The POPS space will contain a variety of plantings and sidewalk connections from the public right-of-way to the proposed retail space fronting Dundas Street East.

Along Universal Drive, the building will be set back 5.0 metres. At the intersection of Dundas and Universal, the building will be notched to create additional space for landscaping and public realm improvements, and to create a sense of prominence at the intersection. The notched area will be enhanced with landscape features including plantings, paving, and bicycle parking. A 3.0 metre landscape buffer has been incorporated along the frontage of Universal Drive to allow for tree plantings and landscaping. Along Street A, the building will be setback 5.0 metres from the site's new north property line.

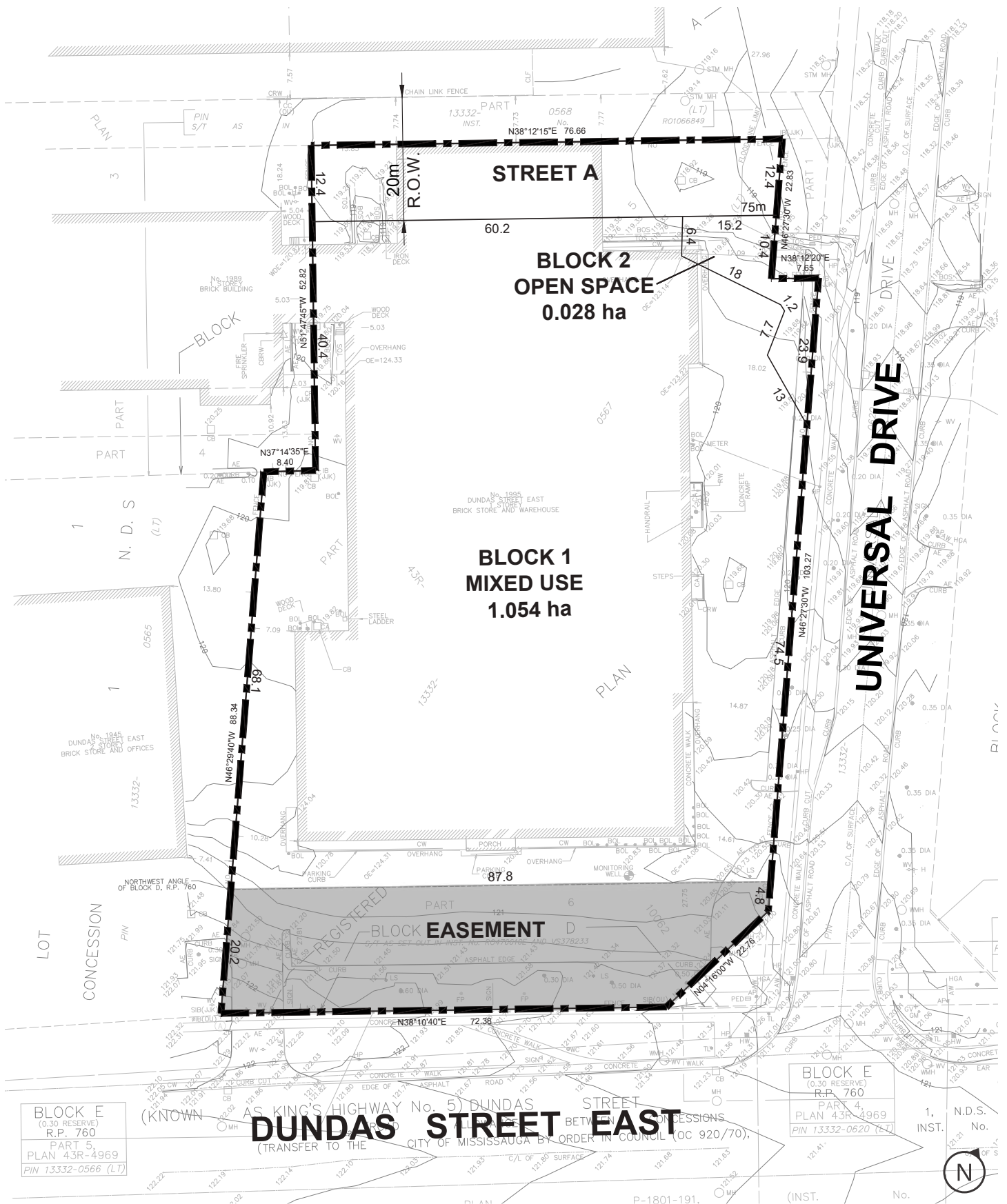


Figure 6 - Draft Plan of Subdivision

Prepared by Bousfields Inc

Along the western frontage, the building will be set back 7.5 metres from the shared property line with 1945 Dundas Street East to allow for a 3.0 metre-wide landscaping strip, a 2.0-metre-wide walkway, and terraces at grade for units fronting the walkway. To the north, along the shared property line with 1989 Dundas Street, the proposed building will have a 1.6-metre setback to the west property line. In this regard, Bousfields has prepared diagrams in the Urban Design Brief illustrating how the adjacent property (1989 Dundas Street) could redevelop.

The ground floor will contain retail space along the Dundas Street frontage fronting onto the proposed POPS. Residential lobbies for Buildings A and B are proposed along the Universal Drive frontage. Together, both street frontages will create an attractive and lively public realm.

Along Street A, two-level townhouse-style residential units have been incorporated into the podium and are proposed to have both internal access as well as direct access from the municipal sidewalk along Street A. Similarly, along the western edge of the building, two-storey townhouse style units are proposed in the portion of the podium that is set back 7.5 metres from the site's west property line. The remainder of the ground floor will contain internalized parking spaces, loading spaces, bicycle parking, as well as other functional elements of the building. The building will contain two vehicular access points—one from Street A and one from Universal Drive.

Above the ground floor level, the podium will include a mezzanine level that is open to the retail, loading, lobby, and lounge spaces below, and will contain parking spaces and the upper levels of the townhouse-style units. The internal above-grade parking garage will continue from levels 2 to 4 within the podium, with residential units along all building edges. The portion of the building along the rear portion of the western property line will step back 7.5 metres above the mezzanine level and provide dwelling units along this building edge. Projecting balconies are proposed along all frontages above the 2nd level in the podium.

With respect to amenity area, a large, recessed outdoor rooftop courtyard is proposed above the second level which will provide outdoor amenity space for future residents. Indoor amenity area will be provided to open out onto the outdoor amenity area at the 3rd level. Above the podium. Two terraces are also proposed above the 4th level of the podium on the east and west edges, adjacent to additional indoor amenity space on the 5th level.

Tall Buildings

Building A and Building B will project above the 4-storey podium.

Building A is an 'L'-shaped tall building with a staggered height of 16 and 25 storeys. The 25-storey element is oriented east-west and connected to the 16-storey element which is oriented north-south. Building A is set back 5.0 metres from the northern property line, and 7.5 metres from the western property line, with projecting balconies. A landscaped outdoor amenity area is proposed on the roof of the 16-storey portion, with additional indoor amenity area located within Building A (on level 17) adjoining the outdoor amenity area.

Building B is also an 'L'-shaped tall building with a staggered height of 12 and 24 storeys. The 24-storey element is oriented north-south along Universal Drive and connected to the 12-storey mid-rise element which is oriented east-west along Dundas Street East. Building B is setback 5.0 metres from the eastern property line along Universal Drive and 20.2 metres from the southern property line along Dundas Street East, with projecting balconies. A landscaped outdoor amenity area is proposed on the roof of the 12-storey building with additional indoor amenity area located within Building B (on level 13) adjoining the outdoor amenity area.

Building A and Building B have been oriented to maximize separation distances. The closest separation distance is between the 24-storey element of Building B and the 16-storey element of Building A (approximately 25.2 metres corner to corner). The 24 and 25-storey elements have a minimum separation distance of 30.0 metres, and the 12-storey element has a separation distance of 29.7 metres from the 16-storey building. See **Figure 5** above.

Parking, Bicycle Parking, Loading, and Access

The Proposal includes a total of 348 vehicular parking spaces including 270 resident spaces and 78 visitor spaces in one underground level and three above ground levels (well-screened from the public realm by residential units along all building edges). The visitor spaces will be provided, on the ground level. A total of 20 accessible parking spaces are proposed and are located on each parking level. As noted above, residential and visitor parking will be accessed from an east-west driveway from Universal Drive. A secondary north-south driveway from the proposed Street A will be provided, and will be utilized once Street A is developed.

Two loading spaces are proposed at the ground floor level interior to the building, which are also accessible from the two driveway access points detailed above.

The building will also contain 1,129 bicycle parking spaces, including 941 residential spaces, and 188 visitor spaces. Residential bicycle parking spaces are provided on the ground floor (and the mezzanine level within enclosed bicycle storage rooms), while all of the visitor bicycle parking spaces are located on the ground floor within a separate bicycle storage room.

3.2 Key Statistics

A summary of the proposed statistics is set out in Table X below:

Table 1 - Key Statistics

Gross Site Area	11,779 square metres
Future Road Dedication	943 square metres
Part 6 Easement (proposed as POPS)	1,655 square metres
TRCA Floodplain Setback (Block 2)	466 square metres
Net Site Area	8,715 square metres
Total Gross Floor Area	60,985 square metres
Residential GFA	60,318 square metres
Retail GFA	667 square metres
Building A Height	25 storeys (87.27 metres)
Building B Height	24 storeys (83.26 metres)
Net Density (site area excluding Street A and Block 2)	7.0 FSI
Total Units	941 units
Three-bedroom townhouse-style	15 units (1.6%)
One-bedroom	495 units (52.6%)
Two-bedroom	371 units (39.4%)
Three-bedroom	60 units (6.4%)
Total Amenity Area	6,731 square metres
Indoor Amenity	1,882 square metres
Outdoor Amenity	4,849 square metres
Total Vehicular Parking	348 spaces
Resident Parking	270 spaces
Visitor Parking	78 spaces
Total Bicycle Parking	1,129 spaces
Residential Parking	941 spaces
Visitor Parking	188 spaces

3.3 Required Approvals

In our opinion, the Proposal generally conforms with the Mississauga Official Plan, as amended through recent OPAs, and is permitted by the applicable *Mixed Use Limited* designation. However, OPA 144, which is outlined in greater detail in Section 4.0 below, includes a height limit on the subject site of 12 storeys. In this regard, an OPA is required to permit heights up to 25-storeys on the subject site. A draft OPA has been included as part of the application package.

Further, OPA 141 (not yet in force) adds the subject site to the Applewood Neighbourhood and applies an FSI of 0.4 to 0.9. The draft OPA proposes to amend the FSI on the site to establish a minimum FSI of 1.0 consistent with OPA 144.

The Proposal also requires an amendment to the City-wide Zoning By-law 0225-2017, as amended, to rezone the subject site from a commercial zone to a Residential Apartment (RA5) zone, and to create

a site-specific exceptions to allow retail uses on the site, as well as to revise other performance standards necessary to permit the proposed development. A draft ZBA has been included as part of the application package.

In addition, a Draft Plan of Subdivision is required to divide the site for the purposes of delivering a future public road (Street A), creating an Open Space block (Block 2) for the TRCA regulated area located at the northeast corner of the site, and identifying the easement along the Dundas Street frontage for the regional infrastructure located below the proposed POPS.

A Site Plan Application is planned to be submitted to the City of Mississauga at a later date.



4

Policy & Regulatory Context

4.1 Overview

As set out below, the Proposal is supportive of numerous policy directions as set out in provincial and municipal policies, all of which encourage the creation of complete communities, with a range of housing options, while making efficient use of land and infrastructure within the built-up areas, particularly in proximity to higher order public transit.

4.2 The Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, C P.13 (the "*Planning Act*") outlines the matters of Provincial interest for which the council of a municipality, a local board, a planning board and the Tribunal shall have regard to, in carrying out their responsibilities pursuant to the legislation. Matters of provincial interest include, among others:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
 - the orderly development of safe and healthy communities;
 - the adequate provision of a full range of housing, including affordable housing;
 - the appropriate location of growth and development;
 - the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
 - the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- Section 51(24) of the *Planning Act* forms the criteria for which a Draft Plan of Subdivision is assessed, and specifies that, in considering draft plans of subdivision, regard shall be had for, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to;
- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;
 - b. whether the proposed subdivision is premature or in the public interest;
 - c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
 - d. the suitability of the land for the purposes for which it is to be subdivided;
 - a. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
 - e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
 - f. the dimensions and shapes of the proposed lots;

4.3 Provincial Bills, Regulations, and Housing Targets

Bill 23

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

With respect to parkland, these legislative changes establish the maximum amount of parkland that is required to be conveyed or paid in lieu. For sites under five hectares in size, the parkland dedication is capped at 10% of the land or its value. In addition, Sections 42(4.30) and 42(4.31), which have been enacted but have not yet been proclaimed in force, would allow an owner to propose the conveyance of lands that are subject to an easement or other restriction or encumbered by below grade infrastructure or "an interest in land other than the fee, which interest is sufficient to allow the land to be used for park or other public recreational purposes".

Bill 185

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) received royal assent. Among other matters Bill 185 amended the *Planning Act* to remove the ability for third parties to file appeals with the OLT (with limited exceptions), and repeals the amendments to the *Planning Act* made by Bill 109 which introduced fee refunds for certain planning application fees after the approval timeline of such applications had been exceeded. Bill 185 also makes pre-application consultations voluntary, repealing the sections that allowed a bylaw to be passed that made such consultations mandatory.

- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the *City of Toronto Act, 2006*. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

For the reasons set out Section 5.0 of this report, it is our opinion that the proposed development is in keeping with the requirements of the *Planning Act* and has had appropriate regard to Section 51(24).

Provincial Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for Mississauga is 120,000 dwelling units.

4.4 Provincial Planning Statement (2024)

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the 2024 Provincial Planning Statement ("2024 PPS") which came into effect on October 20, 2024. The new 2024 PPS replaces both the 2020 Provincial Policy Statement (which was replaced with the Order in Council No. 1099/2024), as well as the 2019 Growth Plan for the Greater Golden Horseshoe (which was revoked through Order in Council No. 1100/2024).

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the 2024 PPS. In this regard, Policy 6.1.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 Provincial Policy Statement and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Further, official plans and zoning by-laws are no longer permitted to require car-parking facilities within PMTSAs or other areas that are designated in official plans for planned higher-order transit where there is a requirement for minimum densities.

Bill 185 also removes planning responsibilities from York, Peel and Halton region. As of July 1, 2024, the 2022 Region of Peel Official Plan has been deemed to constitute an official plan of Peel's lower-tier municipalities of Brampton, Caledon and Mississauga.

Proposed Amendment to O. Reg 232/18: Inclusionary Zoning

On October 25, 2022, the Province proposed amendments to O. Reg 232/18: Inclusionary Zoning to establish an upper limit on the number of units that would be required to be set aside as affordable, set at 5% of the total number of units (or 5% of the total gross floor area of the total residential units, not including common areas). It would also establish a maximum period of twenty-five (25) years over which the affordable housing units would be required to remain affordable. Amendments would also prescribe the approach to determining the lowest price/rent that can be required for inclusionary zoning units, set at 80% of the average resale purchase price of ownerships units or 80% of the average market rent (AMR) for rental units. These proposed amendments would only apply on lands within PMTSAs.

At the time of writing, the regulations have not been changed to reflect these proposed amendments as O. Reg 232/18 has not received Royal Assent.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that:

"Ontario's land use planning framework and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians."
(Our emphasis.)

One of the key policy directions that continues to be expressed in the 2024 PPS is the need to build complete communities with a mix of housing options by promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1 provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among other things:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households;
- b. permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3 (see below);
- c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d. requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to settlement areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas".

Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", "major transit station areas" and "frequent transit corridors", all of which are relevant to the subject site.

The subject site is located within a "strategic growth area" as defined by the 2024 PPS (i.e. nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form). Strategic growth areas include, among other things, MTSA's, existing and emerging downtowns, and other areas where growth or development will be focused including lands along major roads, arterials, or other areas with existing or planned frequent transit.

The subject site is located within an MTSA as defined by the 2024 PPS as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way". The subject site is located approximately 365 metres east of Wharton Way Station on the planned Dundas BRT line, which meets the definition of "higher order transit".

The Region of Peel has delineated the boundaries of MTSAs within Mississauga. The subject site is located with the DUN-17 BRT Station stop identified in the Region of Peel Official Plan (2022) as discussed in detail below in Section 4.6. In addition, the City of Mississauga has delineated the boundaries of MTSAs through OPA 144, which identifies the lands and the lands surrounding the subject site as within the Wharton PMTSA. OPA 144 is described in greater detail in Section 4.7 below.

The adjacent segment of Dundas Street East has also been identified as an Intensification Corridor in the Mississauga Official Plan. Furthermore, Dundas Street is currently serviced by existing transit (MiWay Route 1- Dundas) which meets the definition of "frequent transit" (i.e. a "public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week"). The future Dundas BRT would also fit the definition of frequent transit.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, Policy 2.4.1.2 directs that strategic growth areas should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

Policy 2.4.2.2 provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.

Further to this, Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the PPS or any other provincial plan.

Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

Policy 2.4.2.6 states that all MTSAs should be planned and designed to be transit-supportive.

Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Section 2.9 of the 2024 PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that, among other things, support the achievement of compact, transit-supportive, and complete communities and promote green infrastructure, low impact development, and active transportation.

Chapter 3 of the 2024 PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, 2019, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 requires planning for infrastructure and public service facilities to be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

Policy 3.1.2 provides that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

The subject site is located outside of, but proximal to, the Dixie Employment Area. This Employment Area contains industrial/manufacturing uses which fit the definition of a "major facility" pursuant to the 2024 PPS (i.e. facilities which may require separation from sensitive land uses, including but not limited to manufacturing uses and industries).

The proposed development fits the definition of "sensitive land use" pursuant to the 2024 PPS, which is defined as "buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities."

In this regard, Policy 3.5.1 requires that major facilities and sensitive land uses be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Where avoidance is not possible in accordance with Policy 3.5.1, Policy 3.5.2 requires planning authorities to protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted subject to a variety of criteria.

For the reasons set out in Section 5 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment and Zoning By-law Amendment applications are consistent with the 2024 PPS, specifically the policies relating to residential intensification in MTSA's, the efficient use of land and infrastructure, and the provision of a range and mix of housing options to support the achievement of complete communities.

4.5 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP") that builds on and replaces the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it used the Growth Plan's previous planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

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

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

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

With respect to Strategy 1, Map 4 of the 2041 RTP (see **Figure 7**) identifies the Dundas BRT from Kipling Station in Toronto to Bronte Road in Oakville as an "In Development Rapid Transit Project."

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

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding TDM in land use planning and development; and
- rethinking the future of parking.

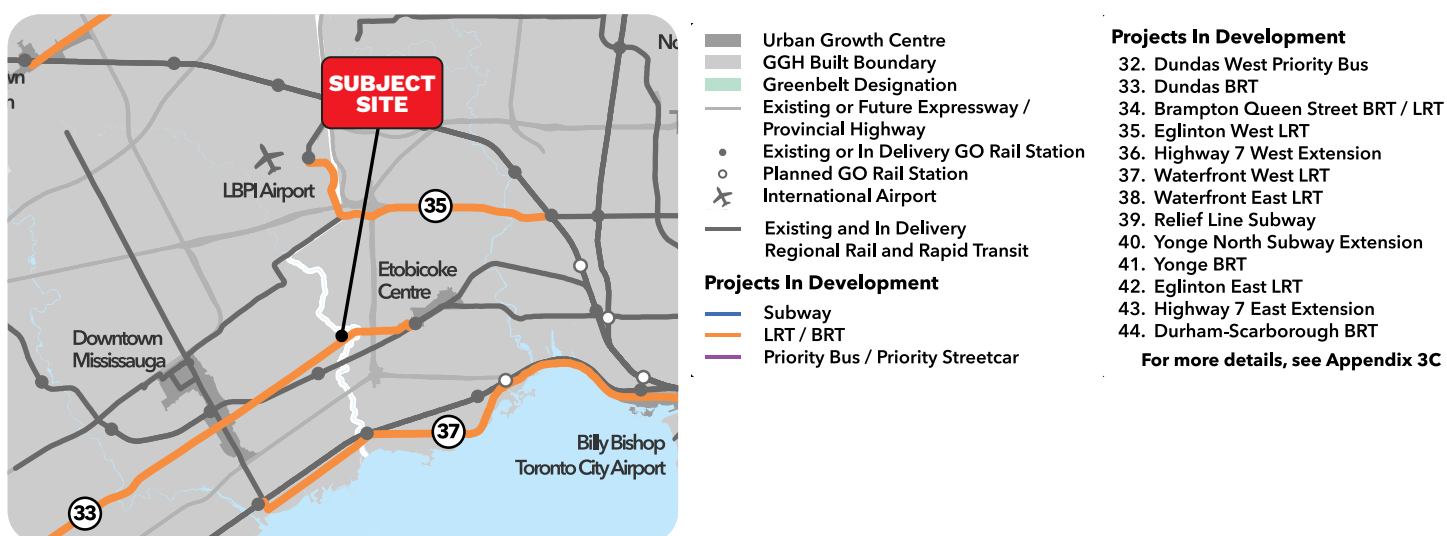


Figure 7 - Map 4 of 2041 RTP, In Development Rapid Transit Projects

4.6 Region of Peel Official Plan

The Region of Peel Official Plan ("RPOP") was adopted by Regional Council on April 28, 2022 and was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision letter dated November 4, 2022. On December 6, 2023, Bill 150, the *Official Plan Adjustments Act, 2023* retroactively revoked many modifications made by the Minister to several Official Plans and Official Plan Amendments, including the RPOP 2022. Subsequently, Bill 162, the *Get It Done Act, 2024* which received royal assent on May 16, 2024, introduced additional modifications.

At the time of writing, the RPOP is deemed to have been approved, as adopted by Peel Regional Council, with ministerial modifications as outlined in Bill 150 and Bill 162. The RPOP is now in full force and effect. However, on June 6, 2024, Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* received royal assent. As noted in Section 4.3 above, Bill 185 has removed the planning responsibilities of Peel Region, among other regions, as of July 1, 2024. With respect to the RPOP, it has now been deemed to be an official plan of the City of Mississauga (and of other municipalities within Peel Region: Brampton and Caledon).

The RPOP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management; long term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems, and planning for climate change.

The subject site is located within the Urban System and the Regional Urban Boundary as identified in Schedule E-1 – Regional Structure. Schedule E-2 (Strategic Growth Areas) locates the subject site within a Primary or Secondary Major Transit Station Area (see **Figure 8**). The subject site is located within the Built-Up Area as identified on Schedule E-3 (Growth Plan Policy Areas in Peel).

Schedule E-4 (see **Figure 9**) locates the subject site and other properties fronting onto Dundas Street outside of Employment Areas, and identifies that DUN-17 Major Transit Station Area is subject to a flexible employment policy in the RPOP (Policy 5.8.36 and 5.8.37).

Schedule E-5 (Major Transit Station Areas) identifies the subject site as within a Primary Major Transit Station Area, and identifies the DUN-17 station stop located adjacent to the site to the east (see **Figure 10**) at Wharton Way. The DUN-17 stop is located approximately 365 metres west of the subject site.

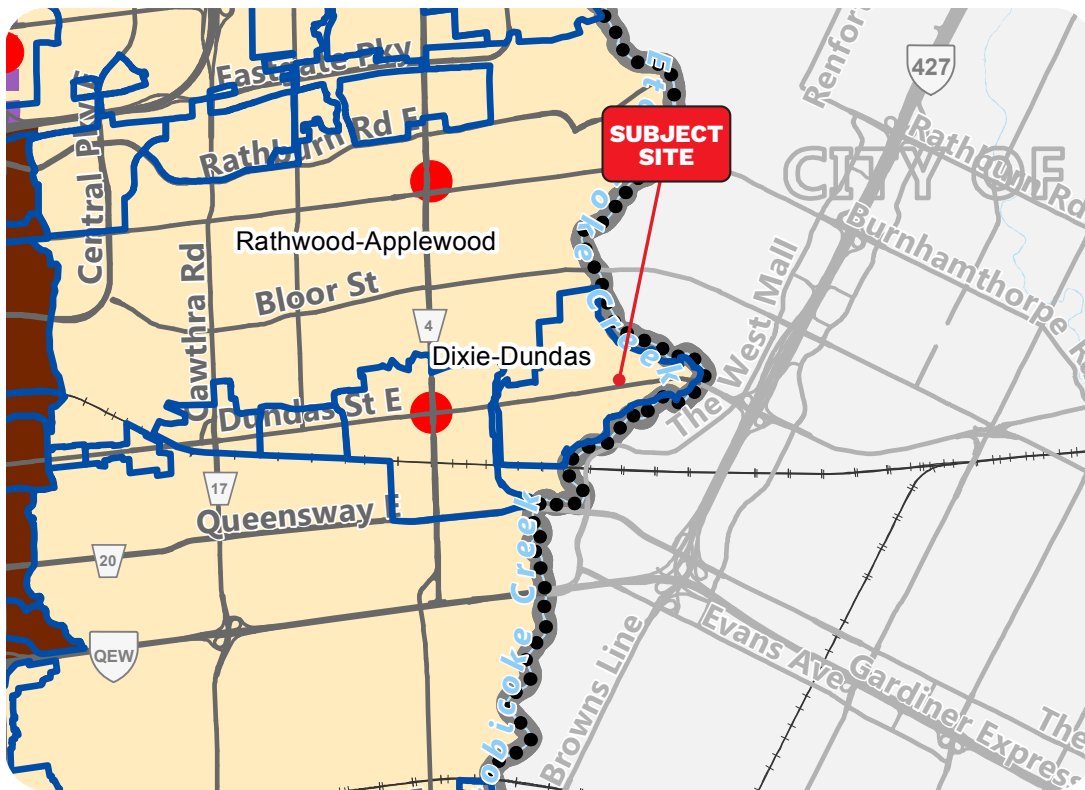


Figure 8 - Schedule E-2 – Strategic Growth Areas

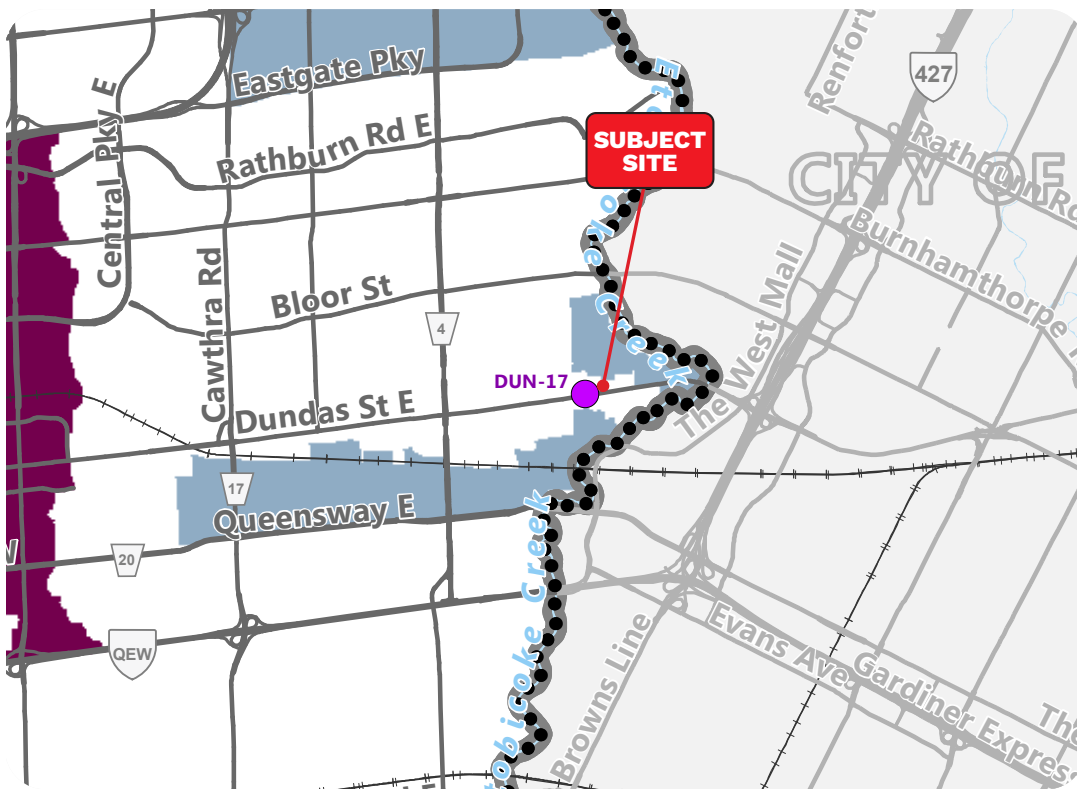


Figure 9 - Schedule E-4 – Employment Areas

Schedule E-2 Strategic Growth Areas

Legend

- Strategic Growth Area**
- Urban Growth Centre
 - Primary or Secondary Major Transit Station Area
 - Planned Major Transit Station Area
 - Regional Intensification Corridor
 - Local Intensification Corridor
 - Nodes/Centres
- Other**
- Urban System
 - Agricultural Land Base
 - Greenbelt Area in Peel
 - Regional Urban Boundary

Schedule E-4 Employment Areas

Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

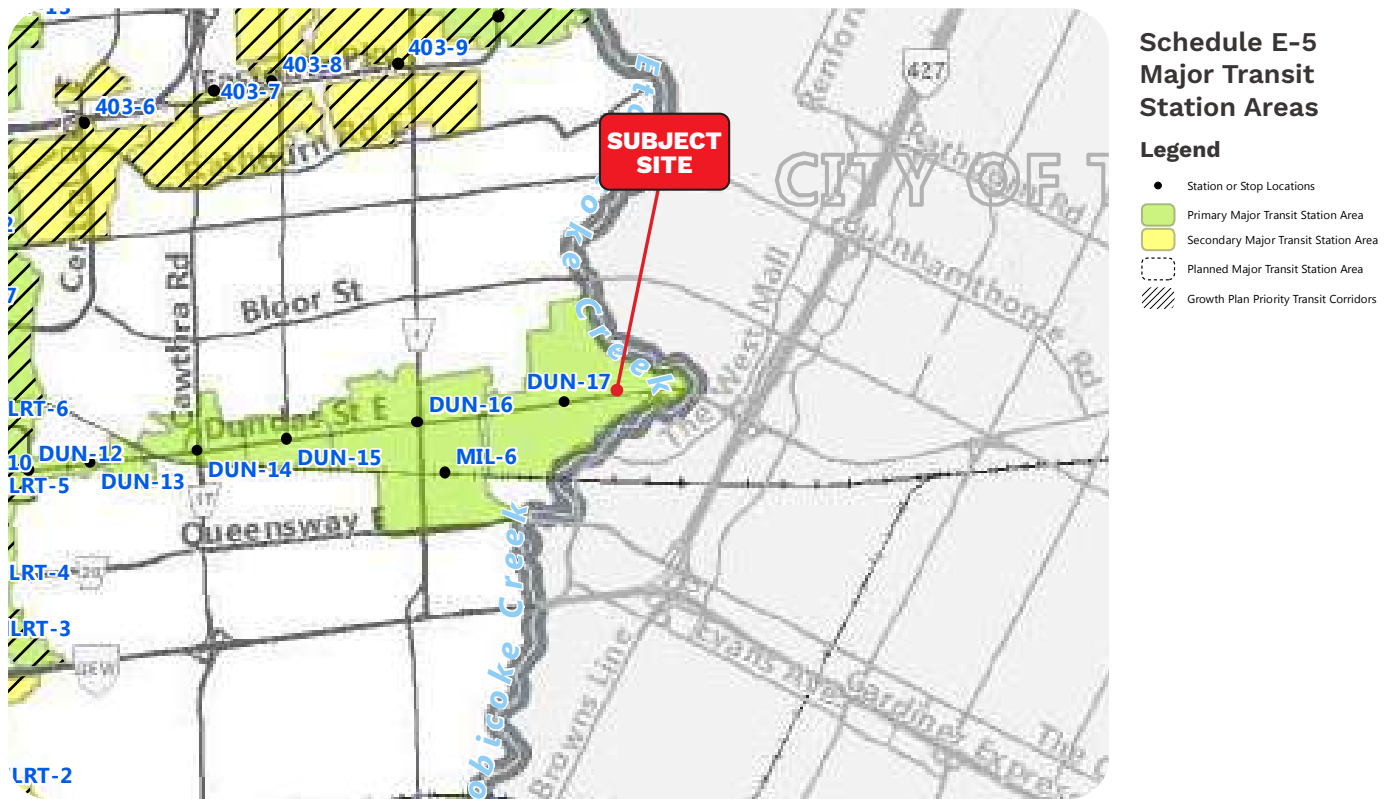


Figure 10 - Schedule E-5 – Major Transit Station Areas

Forecasts and Growth Management

Chapter 4 of the RPOP outlines the growth management forecasts through the 2051 horizon of the Plan. The preamble establishes that forecasts provided in this chapter provide a framework to guide future growth in Peel and are the basis for determining land and servicing requirements through the Plan horizon. Table 3 outlines that the City of Mississauga will accommodate a population of 995,000 persons, 345,000 households and 590,000 jobs through the 2051 planning horizon.

Chapter 5 of the RPOP deals with regional structure. Policy 5.3.1 directs the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments. Policy 5.3.3 requires major facilities and sensitive land uses to be appropriately designed, buffered, and or/separated from each other to prevent adverse effects in accordance with the PPS, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.

With respect to growth management, Section 5.4 outlines Regional objectives which include:

- optimizing the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as Urban Growth Centres, intensification corridors and Major Transit Station Areas;
- establishing minimum intensification, employment density and greenfield density targets;

- optimizing the use of existing and planned infrastructure and services;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- supporting planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs; and
- protecting and promoting human health.

Policy 5.4.10 directs local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Policy 5.4.11 directs a significant portion of new growth to the Delineated Built-up Areas of the community through intensification. Policy 5.4.16 requires the Region to employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

With respect to intensification, Section 5.4.18 outlines the Regional objectives for intensification which include:

- achieving efficient and compact built forms;
- optimizing the use of existing infrastructure and services;
- revitalizing and/or enhancing developed areas;
- intensifying development on underutilized lands;
- reducing dependence on the automobile through the development of mixed-use, transit-supportive and pedestrian-friendly urban environments;
- optimizing all intensification opportunities across the Region and maximizing development within Strategic Growth Areas; and,
- achieving a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policy 5.4.18.10 requires the Region to facilitate and promote intensification, and Policy 5.4.18.11 provides that intensification should be accommodated in Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas.

Policies 5.4.18.16 and 5.4.18.17 directs local municipalities to delineate Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas, and identify in official plan policies the appropriate type and scale of development in these Strategic Growth Areas.

With respect to the urban system, Section 5.6 outlines the Regional objectives for the Urban System which include:

- 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; and
- achieving an urban structure, form and densities which are pedestrian-friendly and transit-supportive (Policy 5.6.3).

Policy 5.6.11 directs urban development and redevelopment to the Urban System within the Region's Urban Boundary in a manner that is consistent with the policies of the RPOP and the local municipal official plan.

Policy 5.6.13 requires that development and redevelopment in the Urban System is to proceed according to the growth management and phasing policies of the RPOP. Further, Policy 5.6.15 directs the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

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

With respect to Strategic Growth Areas, Section 5.6.17 states that Strategic Growth Areas are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment and transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities, housing options and densities.

The RPOP establishes the following hierarchy of Strategic Growth Areas for which the highest densities and scale of development will be directed:

- 1.1 Urban Growth Centres
- 2.1 Major Transit Station Areas
- 3.1 Nodes/Centres
- 4.1 Intensification Corridors

The subject site is located within a MTSA and as such is defined as a Strategic Growth Area, being an appropriate location for accommodating intensification and higher-density uses in compact built form.

Section 5.6.17 outlines the Regional objectives for Strategic Growth Areas which include:

- achieving an urban, integrated and connected system of Strategic Growth Areas that support complete communities and multi-modal transportation options;
- directing intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership;
- recognizing that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth;
- supporting increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development; and,

- providing a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

In implementing these objectives, Policies 5.6.17.7 and 5.6.17.8 direct municipalities to establish boundaries of Strategic Growth Areas in their official plans and establish policies and zoning by-law regulations for them that support appropriate type, scale, density and transition for development in a manner in which the proposed development may achieve these policies.

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

With respect to MTSA's, Section 5.6.19 provides that MTSA's will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. MTSA's are critical elements to the Region's growth management strategy and have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit.

Section 5.7.19 outlines the objectives for MTSA's, including:

- leveraging infrastructure investments by planning for transit-supportive densities and increased transit ridership within MTSA's;
- encouraging a balance mix of transit-supportive uses as defined by local municipalities that support the needs of employees and residents within a walkable environment; and,
- supporting a mix of multi-unit housing, as appropriate.

Schedule E5 (Major Transit Station Areas) (**Figure 10** above) identifies the subject site as within the DUN-17 Primary Major Transit Station Area. Primary Major Transit Station Areas are areas that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive densities. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the *Planning Act*. According to Table 5 (Minimum Densities of Major Transit Station Areas), the DUN-17 stop has a minimum density target of 160 residents and jobs combined per hectare.

Policies 5.6.19.7 to 5.6.19.9 direct local municipalities to delineate the boundaries of MTSA's in their official plans, achieve minimum density targets as prescribed by the RPOP, and establish official plan policies for each MTSA that identifies the minimum number of residents and jobs per hectare planned to be accommodated.

Policy 5.6.19.10 of the RPOP directs local municipalities to undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address a variety of matters. Policy 5.6.19.18 provides that until such time as the local municipality has established MTSA policies, proposed developments shall be reviewed with consideration to the objectives of the RPOP to ensure the proposed development achieves a variety of criteria, which include:

- demonstrating how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;
- supporting a compact urban form,
- addressing Regional and local municipal housing policies to provide a range and mix of housing options and densities;
- providing an appropriate mix of land uses; and
- supporting high quality public realm improvements.

With respect to housing, Section 5.9 outlines the Region's objectives which include:

- promoting the development of compact, complete communities by supporting intensification and higher density forms of housing;
- achieving Peel-wide new housing unit targets shown in Table 4 of the RPOP, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice. The housing targets from Table 4 are listed below:
 - 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
 - 25% of all new housing units are rental tenure,
 - 50% of all new housing units are in forms other than detached and semi-detached houses; and
- ensuring an adequate supply of rental housing stock to meet local need.

In implementing these objectives, Policy 5.9.7 directs collaboration with local municipalities to plan for an appropriate range and mix of housing options and densities by implementing the above-noted Peel-wide housing targets.

Policy 5.9.11 requires a Housing Assessment for planning applications of 50 units or more. The Housing Assessment must be consistent with local and regional housing objectives and policies, and demonstrate contributions towards Peel-wide new housing targets. The Housing Issues Assessment has been completed and is enclosed as Appendix A to this Report.

Policy 5.9.13 directs the Region to collaborate with local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing needs as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Policy 5.9.23 directs the Region to collaborate with local municipalities, developers, and non-profit organizations on the administration of affordable housing units, including the administration of units secured through Inclusionary Zoning to support long-term affordability.

Policy 5.9.27 directs the Region to collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

Policies 5.9.39 and 5.9.40 related to inclusionary zoning. These policies direct local municipalities to establish a policy framework to implement inclusionary zoning in primary MTSAs which, among other things, establishes minimum unit thresholds for inclusionary zoning to apply and a percentage of the gross floor area or an equivalent percentage of units, to be secured as affordable housing.

With respect to the transportation system, Section 5.10 outlines Regional objectives, which include:

- optimizing the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes; and
- supporting the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.

Further to this, Schedule F-1 – Rapid Transit Corridors, Long Term Concept (**Figure 11**) identifies Dundas Street East as a BRT Transitway.

Policy 5.10.13 promotes intensification and mixed land uses in Strategic Growth Areas to support sustainable transportation modes, complete communities and complete streets. Policy 5.10.14 directs the Region to coordinate transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes in consultation with the appropriate stakeholders.

Policy 5.10.16 seeks to optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.

Policy 5.10.28 directs the Region to work with the local municipalities to ensure that development in planned corridors does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. Policy 5.10.29 directs the Region to work with the Province and local municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.

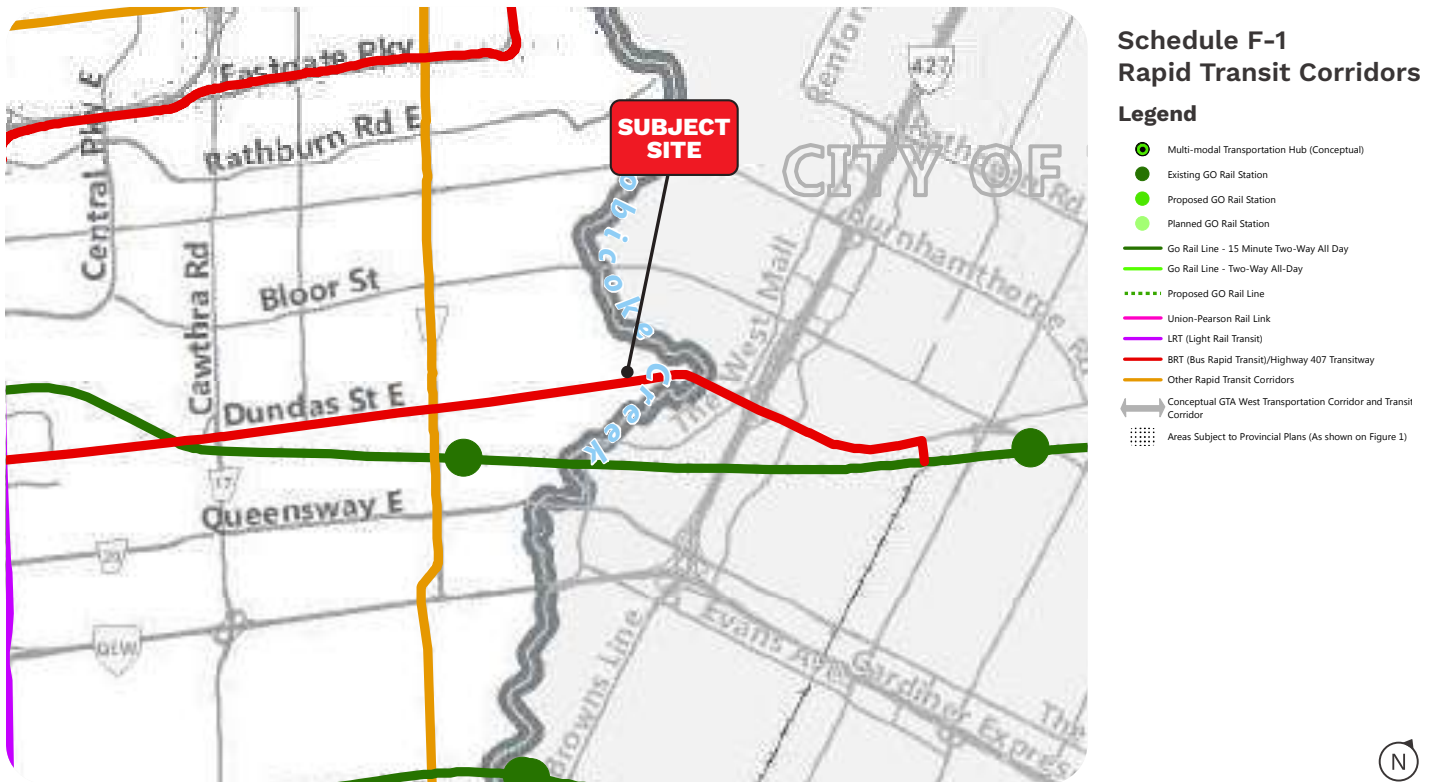


Figure 11 - Schedule F-1 – Rapid Transit Corridors

With respect to sustainable transportation, Section 5.10.34 outlines Regional objectives, which include:

- supporting and encouraging transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans; and
- encouraging and supporting the development of a safe, attractive, accessible and integrated network of active transportation facilities that enhance quality of life, and promote the improved health of Peel residents of all ages and abilities

Policy 5.10.34.9 encourages local municipalities to, among other things, promote land uses and site design which foster the safe and efficient use of sustainable transportation modes along local and Regional roads. Policy 5.10.34.22 directs the Region to work with the local municipalities to promote land uses which foster and support the use of active transportation and encourage building and site designs that provide safe, convenient access for public transit users, pedestrians, cyclists and persons with disabilities.

In our opinion, the Official Plan Amendment and Zoning By-law Amendment applications support the policies and objectives of the RPOP by, in particular, supporting intensification and infill within the Urban System in an MTSA, supporting the achievement of complete communities by providing new housing in a compact built form, and supporting the use of planned transit infrastructure.

4.7 City of Mississauga Official Plan

The City of Mississauga Official Plan ("MOP") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The MOP was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the subject proposal are under appeal. The most recent consolidation of the MOP is dated March 4, 2024.

The City has recently undertaken significant policy updates to the Official Plan as it relates to the subject site, some of which continue to be under appeal:

- OPA 141 (approved by City Council, under appeal and not in force for the subject site) which introduces general policies for the Dundas Street Corridor and removes the subject site from the Dixie Employment Area and adds it to the Applewood Neighbourhood.
- OPA 142 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which redesignated lands along the Dundas Street corridor, introduced new policies that apply to the corridor, and included heights and land uses to meet the required densities for MTSAs along the corridor.

- OPA 143 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which introduced policies related to MTSAs.
- OPA 144 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which delineated major transit station areas and introduced additional policies related to MTSAs.

The policy amendments made by these OPAs have been included and referenced in this section below. At the time of writing this report, OPA 141 is not currently in force, and we have identified those policy changes below as "as proposed to be amended by OPA 141".

The City is also currently undertaking an Official Plan Review and has released the draft City of Mississauga Official Plan 2051 (February 2024 version), which is discussed in Section 4.8 below.

Growth Management Policies

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

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

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

Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and

infrastructure such as transit and community infrastructure;

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

Policy 5.1.4 states that most of the City's future growth will be directed to *Intensification Areas*, while Policy 5.1.6 encourages compact, mixed use development that is transit supportive, in appropriate locations, in order to provide a range of local live/work opportunities.

City Structure

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

On Schedule 1 (Urban System), the subject site is located within an Employment Area with a small portion of the north-east corner forming part of the Green System, and along an Intensification Corridor on Dundas Street East. With respect to the Employment Area identification on the subject site, first, Schedule 1 of the Mississauga Official Plan has not been updated to reflect Schedule E4 of the Region of Peel Official Plan. Second, through OPA 141, the subject site is proposed to be located within Neighbourhoods. As such, the planned and Council-adopted vision for the subject site is no longer employment (see **Figure 12**).

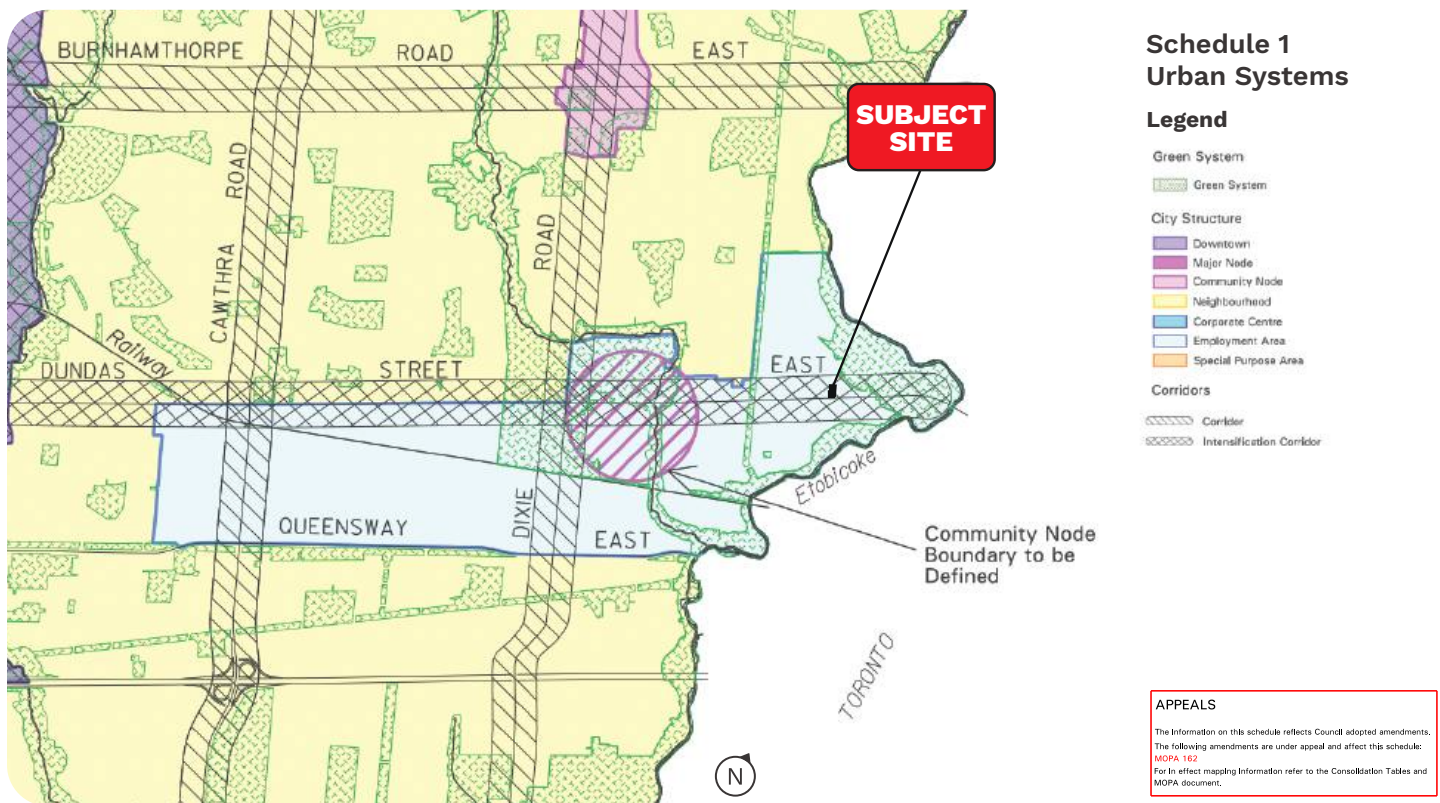


Figure 12 – Schedule 1 – Urban System, as proposed to be amended by OPA 141

Section 5.3.5 sets out the general policies for Neighbourhoods. The Official Plan states that Neighbourhoods are characterized as physically stable areas with a character that is to be protected and are not appropriate for significant intensification. The Mississauga Official Plan notes that the policies for Neighbourhoods are not intended to imply that these areas will remain static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the Neighbourhood's existing and planned character.

To that end, Policy 5.3.5.2 states that residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

Policy 5.3.5.3 states that, where higher density uses are proposed within Neighbourhoods, they should be located on sites identified by a local area review,

along Corridors or in conjunction with existing apartment sites or commercial centres.

Policy 5.3.5.5 provides that 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. Further, Policy 5.3.5.6 states that new development in Neighbourhoods will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. In this regard, Policy 1.1.4(r) of the Official Plan states that "compatible" means "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area".

Corridors

Section 5.4 provides policies related to Corridors. Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Schedule 2 as amended by OPA 142 and as further amended by OPA 144 identifies Intensification Areas across the City and locates the subject along the Dundas Intensification Corridor and within a PMTSA (see **Figure 13**).

Policy 5.4.4 states that development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Policy 5.4.5 requires development to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

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

In terms of height, Policy 5.4.8 states that Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.

Policy 5.4.11 identifies Dundas Street East as an Intensification Corridor as depicted in Schedule 2 of the Mississauga Official Plan and therefore it is an Intensification Area. Policy 5.4.12 clarifies that not all segments of Intensification Corridors are appropriate for intensification, however low density residential development is discouraged within Intensification Corridors (Policy 5.4.13).

Section 5.4, as amended by OPA 142 and as proposed to be further amended by OPA 141, includes specific policies that apply to the Dundas Street Corridor. The preamble (as proposed to be introduced by OPA 141) states that Dundas Street is expected to continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect.

The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. It is noted that the Official Plan states that not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues. In this regard, a Land Use Compatibility Study prepared by Gradient Wind Engineering Inc. has been included with the Applications. This Study concludes that sensitive land use is feasible on the site, that the development meets the minimum recommended separation distance from established industrial operations, and air quality impacts from surrounding roadways are expected to be minor.

Policy 5.4.16 (as proposed to be introduced by OPA 141) provides that lands within the Dundas Street Corridor correspond to the delineated boundaries shown on Map 5-2: Dundas Street Intensification Corridor (see **Figure 14**)

Policy 5.4.17 (introduced by OPA 142) states that development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the MTSA section of the MOP.

Policy 5.4.18 (as proposed to be introduced by OPA 141) requires development to be designed and located to:

- a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;
- b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less;
- c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;
- d. achieve a consistent streetwall with building indentations provided as visual relief;
- e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;
- f. prohibit surface parking between a building and the street;
- g. incorporate underground parking and for above grade structured parking, to be completely screened by active uses along street frontages;
- h. achieve transition to surrounding lands designated low density residential through angular plane provisions;
- i. incorporate stepbacks between the podium and the tower portion of the building fronting Dundas Street;
- j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and
- k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

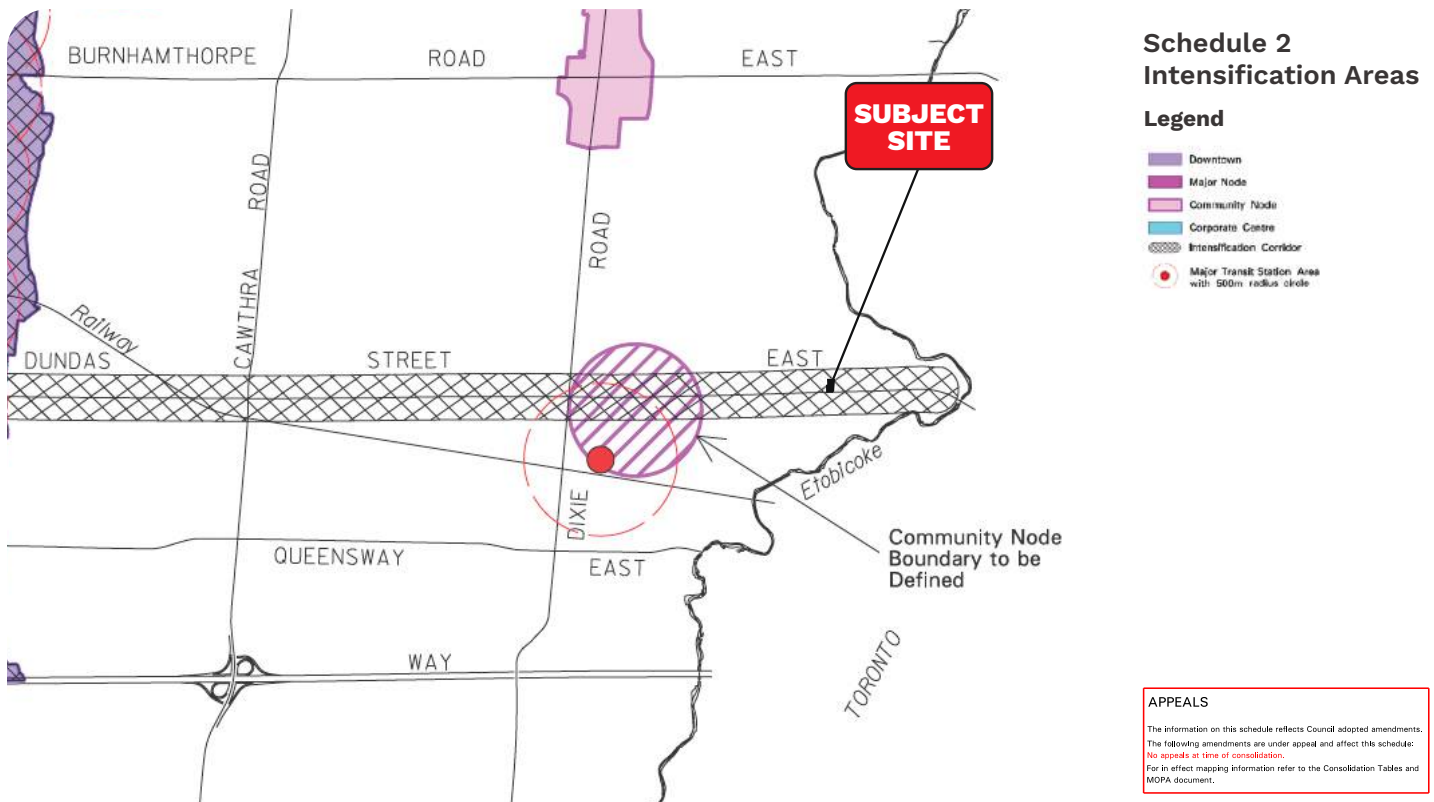


Figure 13 - Schedule 2 – Intensification Areas, as amended by OPA 142, as further amended by OPA 144

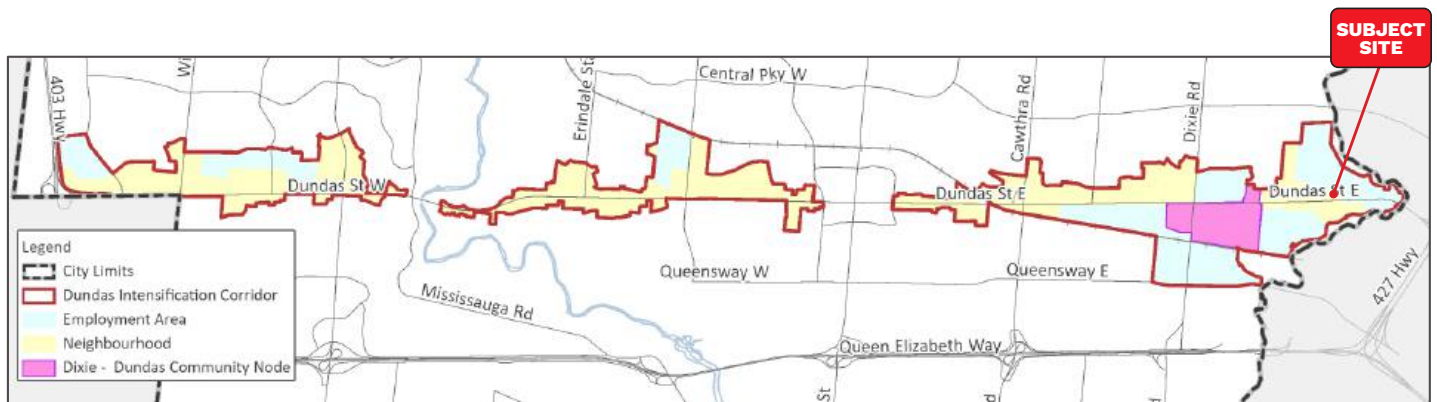


Figure 14 - Map 5-2: Dundas Street Intensification Corridor (proposed to be introduced by OPA 141)

Policy 5.4.19 (as proposed to be introduced by OPA 141) requires land use compatibility assessments to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas. Policy 4.20 (as proposed to be introduced by OPA 141) states that intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary.

Policy 5.4.22 (as proposed to be introduced by OPA 141) requires that the road network will be expanded to provide increased connectivity through a fine grained multi-modal transportation network,

and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, to:

- address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections;
- create smaller development blocks with new roads and pedestrian connections; and
- prioritize pedestrian and cycling connections to transit facilities.

We note that the conceptual road identified in the Dundas Connects Master Plan located along the northern portion of the subject site has not been carried forward into Map 5-16.1 as proposed to be introduced by OPA 141

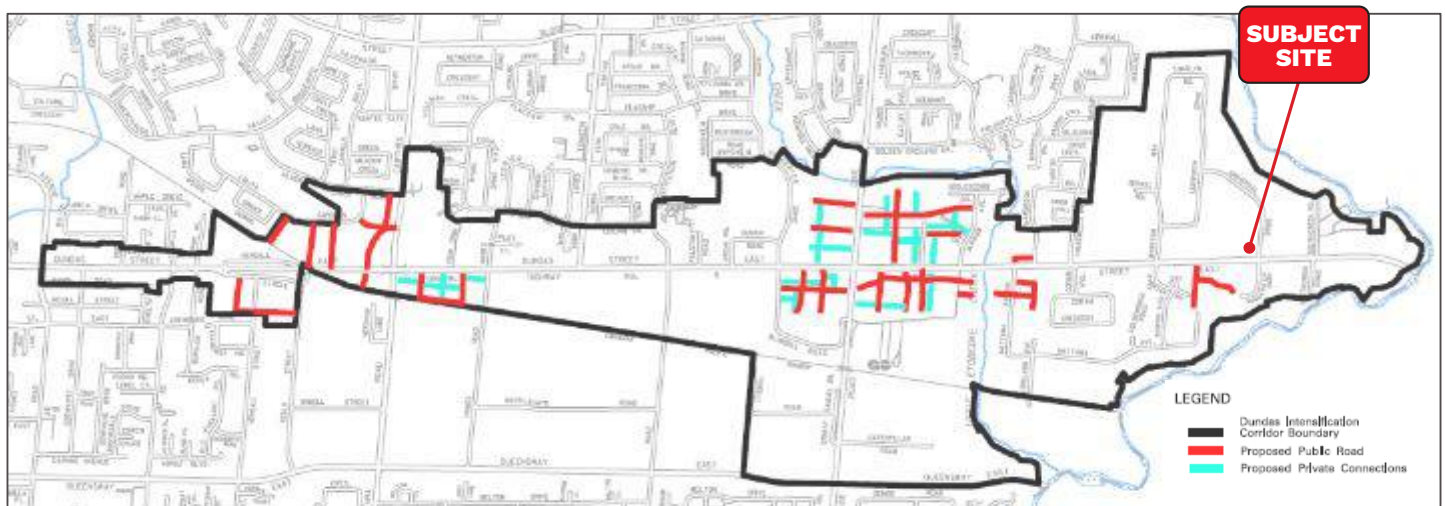


Figure 15 - Map 5-16.1: Conceptual road network expansion within and adjacent to the Dundas Street corridor east of Hurontario Street (as proposed to be introduced by OPA 141)

Intensification Areas

As shown in Schedule 2 above (**Figure 13**), the subject site is located along an Intensification Corridor and is within a PMTSA.

The Mississauga Official Plan directs that future growth within the City “will be primarily directed to Intensification Areas” and provides that more than three-quarters of the City’s growth in population and employment to 2031 is to be accommodated within Intensification Areas.

Policy 5.5.1 (as amended by OPA 143) of the Official Plan notes that the focus of intensification in the City will be in identified Intensification Areas such as Intensification Corridors and PMTSAs, as shown on Schedule 2.

Policy 5.5.4 (amended by OPA 143, previously Policy 5.5.5) encourages that development promote the qualities of complete communities.

Policies 5.5.6 and 5.5.7 (amended by OPA 143, previously Policy 5.5.7 and 5.5.8) state that a mix of medium and high-density housing, community infrastructure, employment and commercial / mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage.

Policy 5.5.8 (amended by OPA 143, previously 5.5.9) states that Intensification Areas will be planned to maximize the use of existing and planned infrastructure, which would include the planned Dundas BRT.

Policy 5.5.12 (amended by OPA 143, previously 5.5.14) prioritizes pedestrian movement and access from major transit routes in Intensification Areas.

Major Transit Station Areas

Section 5.7 of the MOP provides policies for MTSA. This section was introduced by OPA 143 and further amended by OPA 144.

The preamble states that MTSA are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. MTSA are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10- minute walk.

Each MTSA is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit supportive development.

Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of transit-supportive development in the short-term but are planned for future transit-supportive densities, uses, and active transportation connections.

MTSA may include one or more City Structure elements defined in this Plan within its boundaries. The MTSA policies will be in addition to established Character Area policies of the MOP.

The boundaries of individual MTSA, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, referenced in Table 5-2: Protected Major Transit Station Areas, and in the schedules of this Plan, will achieve the MTSA minimum density targets in the Region of Peel Official Plan.

The subject site is within the Wharton PMTSA, as shown on Schedule 11 of the MOP (as introduced by OPA 144) (see **Figure 16**). The subject site is located within the Wharton PMTSA as shown in greater on Schedule 11g: Dundas BRT - Kirwin, Grenville, Tomken, Dixie GO, Wharton (see **Figure 17**).

Schedule 11g provides both a height map with a range of permitted heights from 2 to 12 storeys as well as a land use map that designates the subject site Mixed Use Limited. For the Wharton PMTSA,

Table 5-2 requires a minimum of 160 residents and jobs combined per hectare and a minimum floor space index of 1.0 FSI.

Policy 5.7.1.1 provides that the MTSA policies are to be read in conjunction with all other policies of the MOP/ In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the Planning Act will take precedence.

Policy 5.7.1.3 states that all delineated MTSA in the MOP are PMTSAs. Policy 5.7.1.6 states that inclusionary zoning will apply to specific PMTSAs to increase housing affordability.

Section 5.7.2 introduces land uses to MTSA, as shown on Schedule 11g for the subject site.

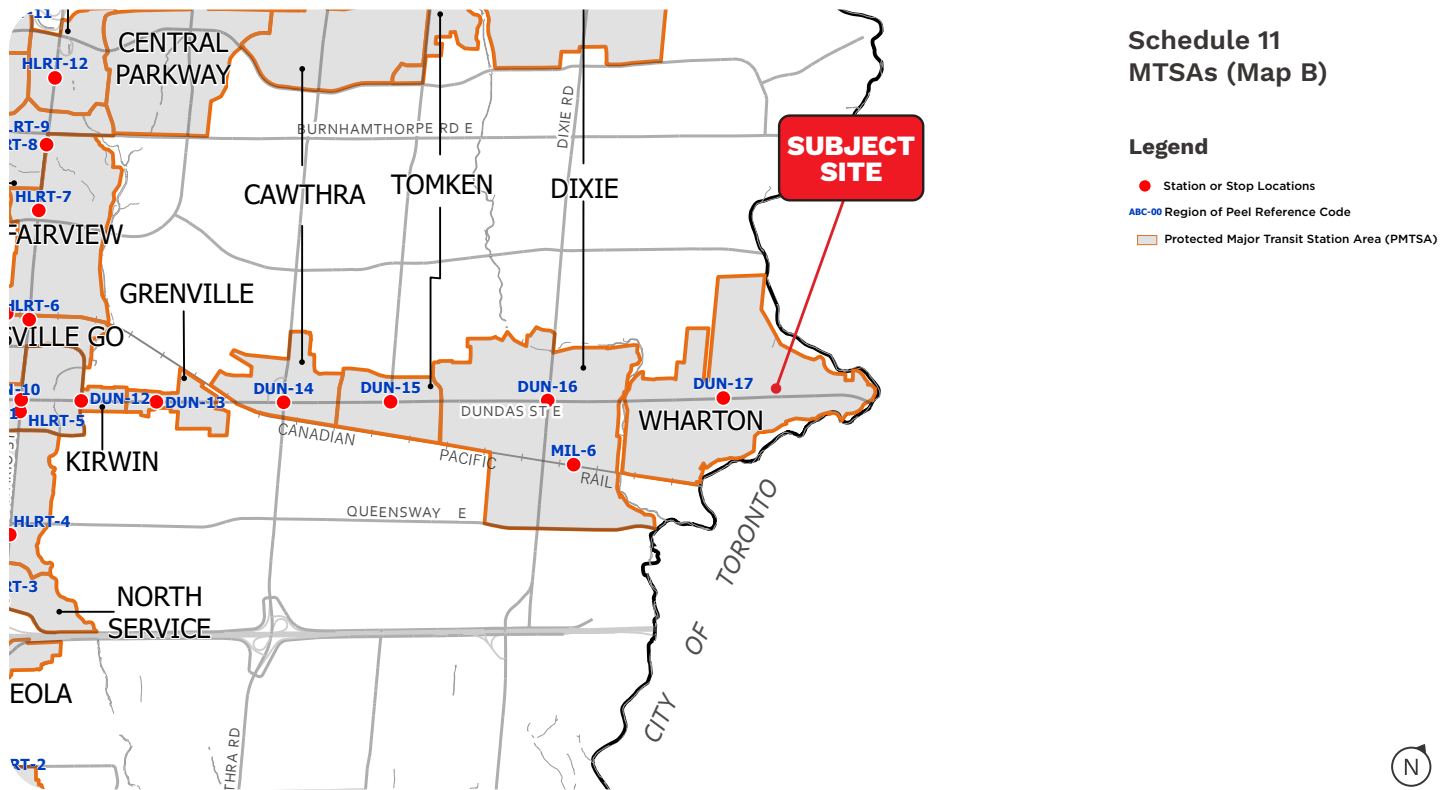
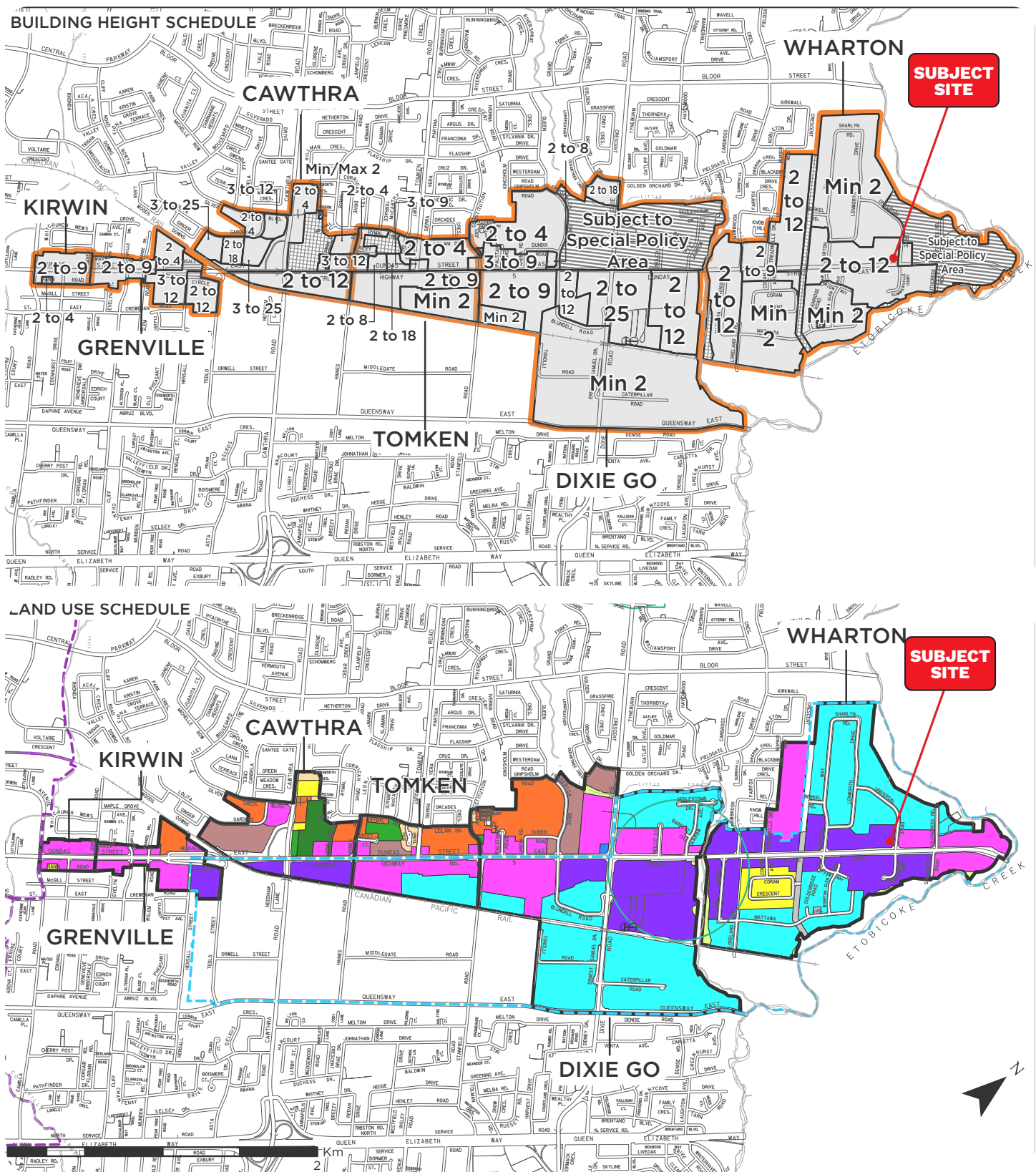


Figure 16 - Schedule 11 – Protected Major Transit Station Areas (introduced by OPA 144)



Policy 5.7.2.2 provides that redevelopment within Mixed Use, Mixed Use Limited, and Downtown Mixed Use designated lands 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 or replaced as part of the redevelopment. Policy 5.7.2.3 clarifies that maintaining the non-residential planned function means providing a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees, as well as employment opportunities.

Policy 5.7.2.4 states that development will contribute towards the creation of transit-supportive communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;
- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some PMTSAs will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. being subject to required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- h. providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

Section 5.7.3 deals with density in PMTSAs. As noted above, the Wharton PMTSA is required to support the achievement of 160 residents and jobs combined per hectare, and achieve a minimum FSI of 1.0 on the subject site.

Section 5.7.4 deals with height. As noted above, the subject site has a permitted height of 2 to 12 storeys on Schedule 11g. Policy 5.7.4.2 states that development with heights in excess of the limits identified in this Plan may be permitted through a site-specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. the City Structure hierarchy associated with the lands is maintained;
- b. the overall intent, goals, objectives, and policies of the Plan are achieved;
- c. the type, scale, and built form is appropriate and compatible with surrounding land uses, vision, and the planned context of the area;
- d. appropriate site size and configuration;
- e. provides for an appropriate transition to adjacent land uses and built forms, that minimizes visual impact, overall massing, shadowing, wind, and overlook;
- f. full funding is secured for planned higher-order transit improvements;
- g. existing or planned capacity of infrastructure and services such as water and wastewater, street network, community amenities, and multi-modal transportation systems is sufficient; and
- h. phasing of development is in accordance with the timing and delivery of infrastructure and services such as water and wastewater and transit infrastructure, including, but not limited to, distribution, connections, capacity, and level of service.

Section 5.7.5 deals with land use compatibility. Policy 5.7.5.1 states that development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.

Policy 5.7.5.2 requires sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense;
- b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and
- c. the use would not adversely affect the overall viability of employment lands and facilities.

As part of the submission package, Environmental Impact Assessments, a Noise Impact Study and Land Use Compatibility Study were prepared in support of the applications.

Section 5.7.6 provides urban design policies for PMTSAs in addition to the urban form policies in Chapter 9 of the MOP (discussed below). Policy 5.7.6.2 provides that development will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and

- c. provide a high standard of public and private realm streetscape design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

With respect to connectivity, Policy 5.7.7.1 requires that existing transportation network be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to higher order transit stations and stops. Policy 5.7.7.2 requires development to contribute to an interconnected street pattern that is multimodal, and encourages walking, cycling and the use of transit. Policy 5.7.7.3 seeks to prioritize and locate pedestrian and cycling routes to ensure safe, seamless, unobstructed and efficient access.

Section 5.7.8 provides policies related to community infrastructure, parks and open spaces.

Policy 5.7.8.1 requires development to protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. Policy 5.7.8.3 requires that new or expanded community infrastructure, parks, and open spaces will be provided to meet the anticipated community needs resulting from development. Policy 5.7.8.4 requires the delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies. The subject site contains a 450 square metre POPS space along the Dundas Street, providing publicly accessible recreational opportunities along the Dundas corridor.

Servicing, Floodplain, and Noise

With respect to development servicing, Policies 5.7.9.1 and 5.7.9.2 state that development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development, and that an evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity. A Functional Servicing and Stormwater Management report has been prepared and submitted as part of the Applications, summarized in Section 5.0 below.

With respect to the floodplain at the northeast corner of the subject site, Policy 6.3.51 states that development and site alteration is generally prohibited on lands subject to flooding. The proposed building has been located entirely outside of the floodplain with a 10-metre buffer from the lands proposed to be zoned open space.

With respect to noise mitigation, Policy 6.10.1.1 states that a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. A Noise Impact Study has been prepared and submitted as part of the applications, summarized in Section 5.0 below.

Complete Community Policies

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). Policy 7.1.3 states that, in order to create a complete community and develop a built environment supportive of public health, the City will:

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

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

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for, among other things, the development of a range of housing choices in terms of type, tenure and price and the production of a variety of affordable dwelling types for both the ownership and rental markets.

Section 7.3 includes policies that relate to inclusionary zoning (IZ). IZ is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan.

Policy 7.3.2 requires that 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 the MOP, 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:

- 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.
- The IZ requirements of Policy 7.3.2(a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing.

The subject site is located within IZ Area 2 (see **Figure 18**). The tenure of the building has not been determined at this time, however discussions in this regard will occur through the development review process.

Based on correspondence with City staff, it is our understanding that the Planning and Development Committee has adopted City Staff recommendation at its meeting on December 9, 2024, to amend the IZ policies in the Official Plan and Zoning By-law, so that the 2024 IZ rates remain in effect until an updated assessment report is completed. The 2024 IZ rates for ownership developments in IZ Area 2 would require 5% of residential GFA for affordable ownership and 2.5% of residential GFA for affordable rental.

IZ requirements are calculated later in the development review process, and will be based on the in-force rates at that time and are therefore subject to change.

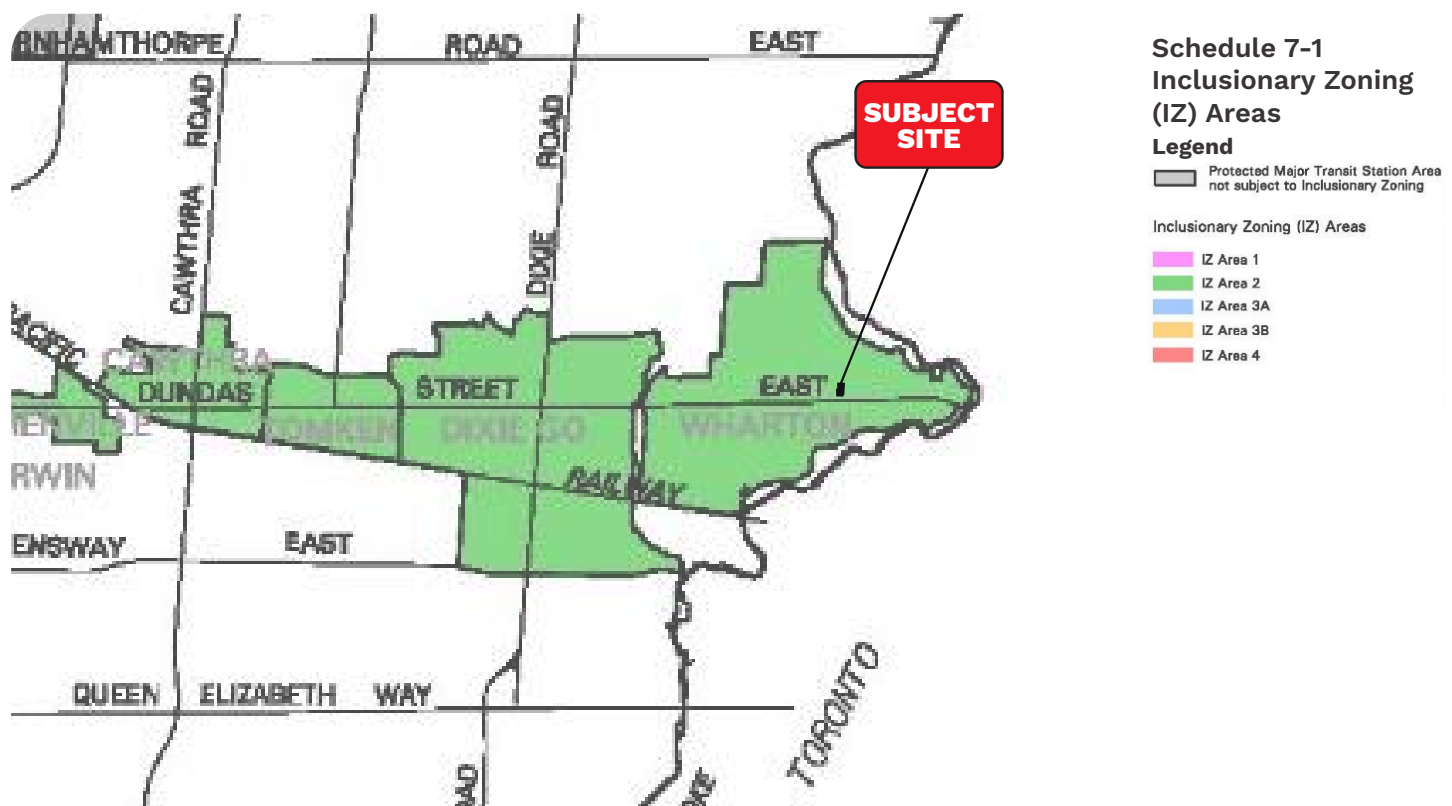


Figure 18 - Map 7-1: Inclusionary Zoning (IZ) Areas

As noted above, on October 25, 2022, the Province proposed amendments to O. Reg 232/18: Inclusionary Zoning to establish an upper limit on the number of units that would be required to be set aside as affordable, set at 5% of the total number of units (or 5% of the total gross floor area of the total residential units, not including common areas). It would also establish a maximum period of twenty-five (25) years over which the affordable housing units would be required to remain affordable. Amendments would also prescribe the approach to determining the lowest price/rent that can be required for inclusionary zoning units, set at 80% of the average resale purchase price of ownerships units or 80% of the average market rent (AMR) for rental units. These proposed amendments would only apply on lands within PMTSAs. At the time of writing, the regulations have not been changed to reflect these proposed amendments as O. Reg 232/189 has not received Royal Assent.

Policy 7.3.3 outlines the manner through which affordability is determined, and is based on renter income deciles.

Policy 7.3.4 requires the suite mix of the affordable housing component to generally be a balanced mix of one-bedroom units and family sized units (two- and three-bedroom units). Bachelor units will not qualify as affordable housing units for the purposes of IZ requirements.

Policy 7.3.5 requires that affordable rental housing units or affordable ownership housing units will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

- a. 30 years calculated from the date of first occupancy of an affordable rental housing unit; or,
- b. 99 years calculated from the later of the date of first occupancy or first closing of an affordable ownership housing unit.

Policy 7.3.7 details how/when the City will receive a portion of the net proceeds from the sale of an affordable ownership housing. Policy 7.3.8 allows IZ requirements to be met at an offsite location at the discretion of the City.

Policy 7.3.12 states that IZ requirements identified in Section 7.3 come into effect on the later of January 1, 2023 or the date the applicable protected MTSA identified in the RPOP is approved by the Minister of Municipal Affairs and Housing. As the MTSAs in RPOP are approved, IZ policies are in force for the proposed development.

Multi-Modal Transportation Policies

Chapter 8 of the Mississauga Official Plan ("Create a Multi-Modal City") provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. Schedule 6 of the MOP identifies a higher order transit corridor (BRT) along Dundas Street.

Dundas Street East has a designated right-of-way width of 42 metres. Policy 8.2.1.1 provides that the City's multi-modal transportation network will be maintained and developed by protect and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths.

Policy 8.2.2.3 states that the City will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. Policy 8.2.2.4 prioritizes the creation of a finer grain road pattern in Intensification Areas. 8.2.4.5 requires sidewalks on all new roads.

Policy 8.3.1.2 requires that within Intensification areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists through a variety of design measures. Policy 8.3.3.3 provides that pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

With respect to parking, Policy 8.4.1 requires off-street parking facilities. Policy 8.4.2 encourages the shared use of parking and allow off-site parking, where appropriate. Policy 8.4.3 provides that consideration for reduced off-street parking requirements for development will be considered to reflect levels of vehicle ownership and usage, and to encourage greater use of transit, cycling and walking.

Policy 8.4.7 provides that within *Intensification Areas*, Mississauga will consider reducing minimum parking requirements to reflect transit service levels, and establishing maximum parking standards to support transit investments, particularly higher order transit investments. As noted above, changes to the *Planning Act* through Bill 185 do not permit official plans and zoning by-laws to require car-parking facilities within PMTSAs or other areas that are designated in official plans for planned higher-order transit where there is a requirement for minimum densities.

Built Form Policies

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

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

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

With respect to *Intensification Areas*, Policy 9.1.2 requires that the urban form promotes a diverse range and mix of uses and supports transit and active modes of transportation. With respect to Corridors, Policy 9.1.5 states that development will be consistent with the existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring land uses.

Policy 9.1.8 states that Mississauga will transform the public realm to create a strong sense of place and civic pride. Policy 9.1.9 provides that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that, among other things:

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

Policy 9.1.11 states that a distinct character for each community will be created or enhanced through a variety of design measures including the road pattern, building massing and height, and streetscape elements.

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

In Section 9.2 (City Pattern), the introductory text notes that Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system. The City Pattern includes Intensification Areas, Non-Intensification Areas, Green System and Cultural Heritage. As noted above, the subject site is within an Intensification Area (an *Intensification Corridor* and a PMTSA), but is also within a Neighbourhood, which is defined as a Non-Intensification Area.

Under Section 9.2.1 (Intensification Areas), Policy 9.2.1.4 states that Mississauga will encourage high-quality, compact built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses and distinguish the significance of *Intensification Areas* from surrounding areas.

Policy 9.2.1.8 (amended by OPA 144, previously Policy 9.2.1.9) states that on streets with a right-of-way width greater than 20 metres, greater buildings heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As shown on Schedule 8 (Designated Right-of-Way Widths), the adjacent segment of Dundas Street East has a planned right-of-way width of 42 metres.

Policies 9.2.1.9 to 9.2.1.15 (amended by OPA 144, previously Policy 9.2.1.10 to 9.2.1.16) address tall buildings and state the following:

- Appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.9).
- Tall buildings will be sited and designed to enhance the City's skyline (Policy 9.2.1.10).
- Tall buildings will be sited to preserve, reinforce and define view corridor (Policy 9.2.1.11).
- Tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.12).
- In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm (Policy 9.2.1.13).
- Tall buildings will address pedestrian scale through building articulation, massing and materials (Policy 9.2.1.14); and
- Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas (Policy 9.2.1.15).

Policy 9.2.1.16 (amended by OPA 144, previously Policy 9.2.1.17) provides that principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

Policy 9.2.1.17 (amended by OPA 144, previously 9.2.1.18) addresses existing large blocks and provides that they will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support grade-related uses.

Policy 9.2.1.20 (amended by OPA 144, previously Policy 9.2.1.21) provides that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. In addition, Policy 9.2.1.21 (amended by OPA 144, previously Policy 9.2.1.22) states that development will be designed to support and incorporate pedestrian and cycling connections while Policy 9.2.1.22 (amended by OPA 144, previously Policy 9.2.1.23) requires active uses on principal streets with direct access to the public sidewalk. To ensure an animated public realm, Policy 9.2.1.23 (amended by OPA 144, previously Policy 9.2.1.24) states that development will face the street, Policy 9.2.1.24 (amended by OPA 144, previously Policy 9.2.1.23) provides that buildings should have active uses at grade, such as lobbies, entrances, and display windows, and Policy 9.2.1.25 (amended by OPA 144, previously Policy 9.2.1.26) requires transparent at grade windows for non-residential uses facing major streets.

Within *Intensification Areas*, Policy 9.2.1.26 (amended by OPA 144, previously Policy 9.2.1.27) states that development will create a sense of gateway to the area with prominent built form and landscape treatments.

Policy 9.2.1.27 (amended by OPA 144, previously Policy 9.2.1.28) states that built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Policy 9.2.1.28 (amended by OPA 144, previously Policy 9.2.1.29) states that development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.

Policy 9.2.1.29 (amended by OPA 144, previously Policy 9.2.1.30) states that development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

Policy 9.2.1.30 (amended by OPA 144, previously Policy 9.2.1.31) provides that buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Policy 9.2.1.31 (amended by OPA 144, previously Policy 9.2.1.32) provides that buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

9.2.1.32 (amended by OPA 144, previously Policy 9.2.1.33) states that open spaces will be designed to promote social interaction, and Policy 9.2.1.34 (amended by OPA 144, previously Policy 9.2.1.35) states that buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. Policy 9.2.1.3 (amended by OPA 144, previously Policy 9.2.1.36) provides that streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture will be coordinated and well designed. In support of a well-designed streetscape, Policy 9.2.1.37 states that developments should minimize the use of surface parking in favour of underground parking, screened from public view. Aboveground structured parking should be lined with residential, commercial or office uses.

Public Realm Policies

Section 9.3 provides policies regarding the public realm.

Policy 9.3.1.3 states that major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities.

Policy 9.3.1.4 requires that development be designed to, among other things, address new development and open spaces, be pedestrian oriented and scaled and support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system. Policy 9.3.1.5 highlights the importance of existing streets and the design of new streets and states that they should enhance connectivity by, among other things, developing a fine-grained system of roads, and using short streets and small blocks as much as possible, to encourage pedestrian movement;

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

Policy 9.3.5.1 states that Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community. Policy 9.3.5.3 states that natural features, parks and open spaces will contribute to a desirable urban form by, among other things, ensuring that all new parks and open spaces address the street, providing clear visibility, access and safety, and by ensuring that adjacent uses, buildings and structures front onto them, with direct access and encouraging natural surveillance.

With respect to private amenities, Policy 9.3.5.5 requires private open space and/or amenity areas will be required for all development, and Policy 9.3.5.7 permits the consideration of alternatives to at grade amenities in Intensification Areas.

With respect to transit, Policy 9.4.1.2 requires a transit and active transportation supportive urban form in Intensification Areas. Policy 9.4.1.3 states that development will support transit and active transportation by:

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

Policy 9.4.1.4 provides that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

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

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

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4). Policy 9.5.1.9 requires new development to demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated. Policy 9.5.1.11 provides that new residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

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

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

Policy 9.5.2.7 provides that site development should respect and maintain the existing grades on-site. Policies 9.5.2.8 and 9.5.2.9 encourage site designs that conserve energy and water.

Policy 9.5.2.11 provides that site development will be required to, among other things:

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

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

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

c. ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front façades should be parallel to the street, and that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials. Policy 9.5.3.8 states that Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

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

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

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

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

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

Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11. Chapter 11 has been amended by OPA 142.

The subject site is proposed to form part of the Applewood Neighbourhood Character Area as shown on Schedule 9: Character Areas, as amended by the proposed OPA 141 Map 'D1' (see **Figure 19**). The subject site is designated Mixed Use Limited with a small portion in the northeast corner identified with a Natural Hazards overlay on Schedule 10: Land Use Designations, as amended by OPA 142 Map 'B9' (see **Figure 20**).

Chapter 11.2.7 of the Mississauga Official Plan sets out the general land use policies for the Mixed Use Limited designation, as introduced by OPA 142. Policy 11.2.7.1 states that lands designated Mixed Use Limited will permit all uses within the Mixed Use designation except sensitive land uses including residential and drive-through facilities. The Mixed Use designation permits a variety of non-residential uses including retail and restaurant uses.

Policy 11.2.7.4 states that residential uses and other sensitive land uses may be permitted without amendment to the MOP where the use:

- a. is appropriate in accordance with the policies of the MOP;
- b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;
- c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;
- d. does not pose a risk to public health and safety;
- e. prevents or mitigates negative impacts and minimizes the risk of complaints;
- f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;

- g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and
- h. permits Employment Areas to be developed for their intended purpose.

Policy 11.2.7.5 states that the introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.

Policy 11.2.7.6 does not permit development on lands within a floodplain prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

Policy 11.2.7.7 and 11.2.7.8 relate to the use of holding provisions to ensure required assessments and mitigation are undertaken.

As noted above, OPA 141 (under appeal) proposes to amend Schedule 9, removing the subject site from the Dixie Employment Area and adding it to the Applewood Neighbourhood.

Policy 16.1.1.1 permits a maximum building height of four storeys within Neighbourhoods, 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. At the same time, Policy 16.1.1.2 states that proposals for building heights of 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 the Plan.

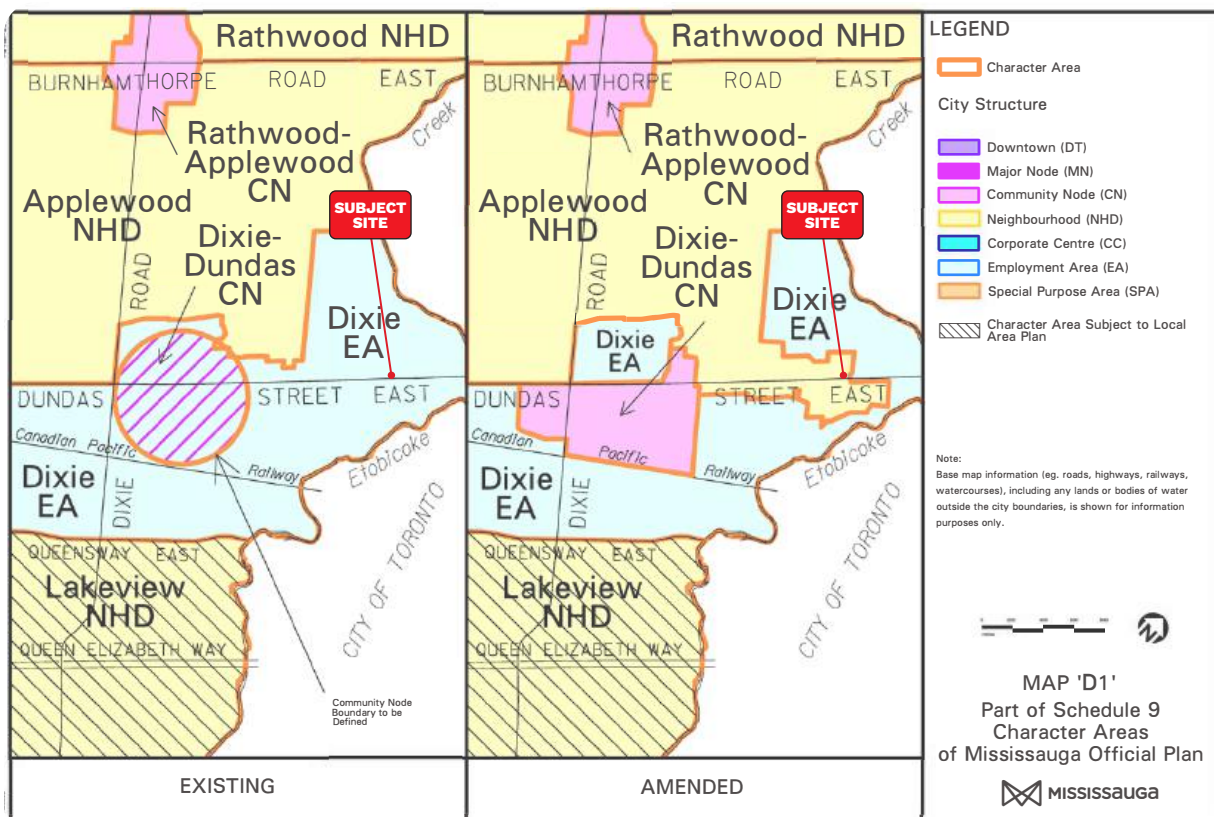


Figure 19 - Schedule 9 - Character Areas, as proposed by Map 'D1' of OPA 141

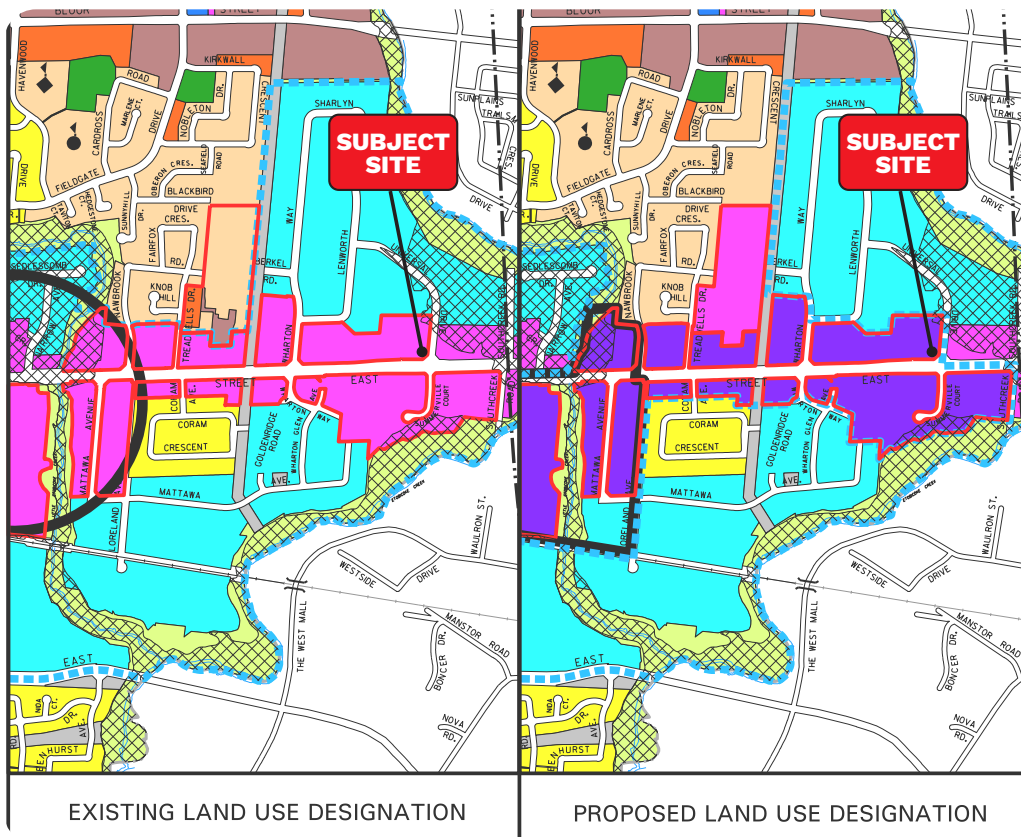
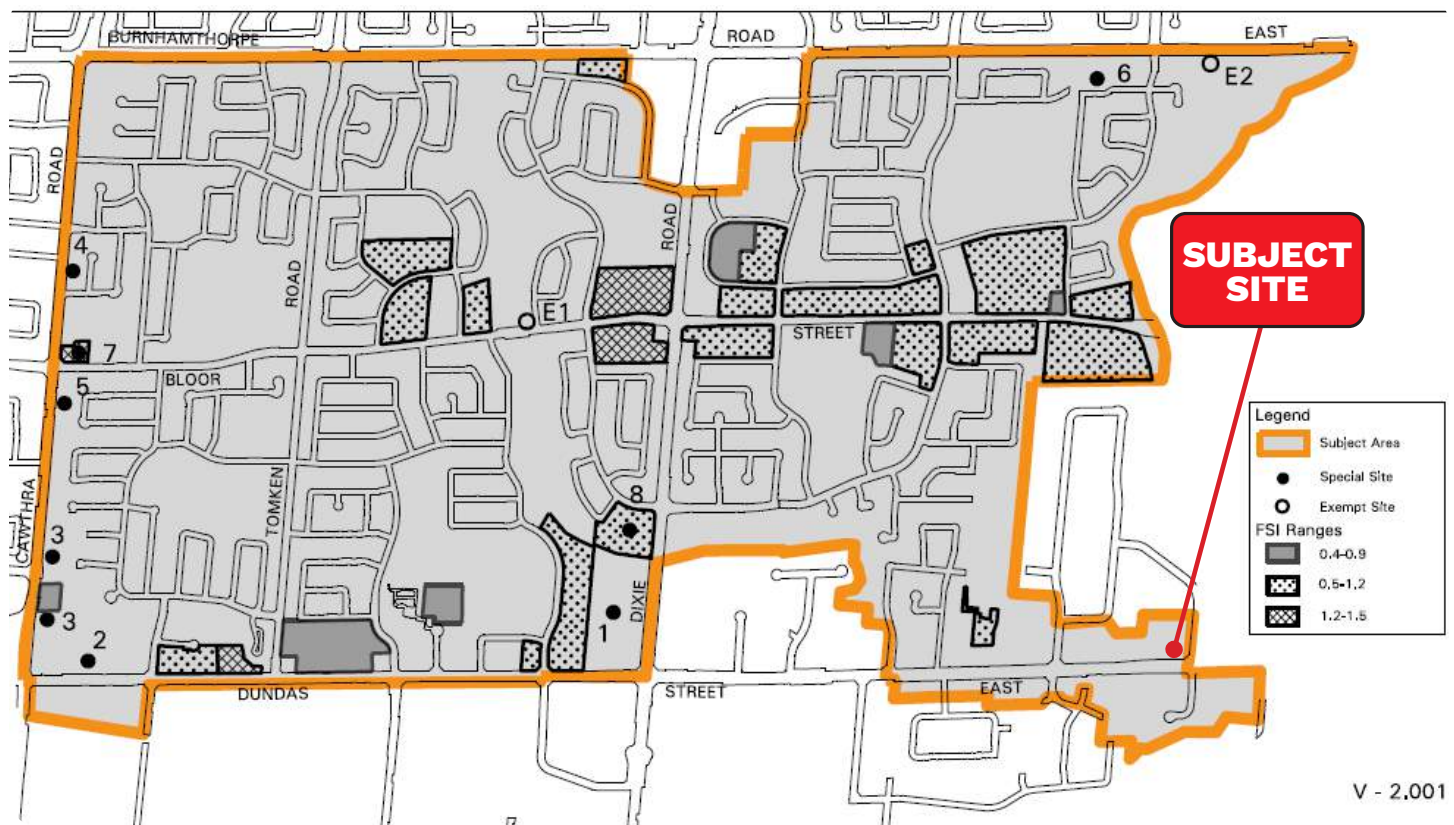


Figure 20 - Schedule 10 - Land Use Designations, as amended by Map 'B9' of OPA 142

The policies applicable to the Applewood Character Area are set out in Section 16.2 of the Mississauga Official Plan, and proposed to be amended by OPA 141. Section 16.2 describes the area as a mature and well-established neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along arterial and major roads and are an important piece of the overall housing stock. Dundas Street is an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit. New retail, service and office uses, and higher density infill residential will be directed to Dundas Street (and other major roads) to reinforce a sense of place and create a complete, healthy community.

Policy 16.2.2.2 (as proposed to be amended by OPA 141) states that 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 the MOP.

Map 16-2, as proposed to be amended by OPA 141, illustrates a density range of between 0.4 FSI and 0.9 FSI for the subject site (see **Figure 21**).



Inclusionary Zoning

Based on correspondence with City staff, it is our understanding that the City is putting forward an amendment to the IZ policies in the Official Plan and Zoning By-law, so that the 2024 IZ rates remain in effect until an updated assessment report is completed. This item will be heard at the December 9, 2024 Planning and Housing Committee meeting. If adopted, the 2024 IZ rates would apply for the subject site, which would require 5% of residential GFA for affordable ownership and 2.5% of residential GFA for affordable rental.

At the time of writing, the proposed amendment has not yet been approved. IZ requirements are calculated later in the development review process, and will be based on the in-force rates at that time and are therefore subject to change.

4.8 Draft Mississauga Official Plan 2051

The City of Mississauga has been undertaking an Official Plan Review and released the draft Mississauga Official Plan 2051 in February 2024. At this time, the City is updating the draft to ensure consistency with the 2024 PPS, and anticipates that an updated draft Official Plan will be brought to Planning and Development Committee in early 2025.

In general, the February 2024 draft of the new Official Plan proposes to carry over the proposed/ approved amendments made to the current Official Plan through OPAs 141, 142, 143, and 144.

One of the primary recommendations of the report is to encourage mixed-use transit supportive intensification across Dundas Street, stating that "new development will be dense enough to provide ridership for the future transit line, optimizing the use of this significant public investment". The report also recommends that lands within MTSAs "should be redeveloped to permit uses that will achieve transit-supportive densities. Minimum density targets should be achieved as follows: 160 residents and jobs combined around major transit stations."

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

Etobicoke Creek Focus Area

The subject site is located within the Etobicoke Creek Focus Area (see **Figure 23**) where the subject site is identified as Mixed Use. The Etobicoke Creek Focus Area Framework Plan (see **Figure 24**) identifies the subject site as "Potential Redevelopment (Conceptual)" and identifies a mixed-use frontage along Dundas Street, as well as a proposed enhanced boulevard. In addition, the Framework Plan identifies a new east-west road through the northern portion of the subject site, ultimately planned to connect to Lenworth Drive. To the west of the subject site, a proposed "private connection" is identified which would be a mid-block connection. On the property to the west (1945 Dundas), a "Potential Open Space" has been identified.

Section 5.1.2.1 Etobicoke Creek Focus Area outlines a Focus Area Framework Plan for the subject site. In particular, the plan identifies that the area should be planned for a mix of uses, particularly along the Dundas Corridor. Uses that promote active frontages (e.g. restaurants and retail stores) will be encouraged on the ground floor, as identified on Figure 5-6 as Mixed Use Active Frontage. New open spaces are recommended.

Figure 5-31 of the master plan provides a built form Concept Plan for each focus area along Dundas Street East (see **Figure 25**). For properties that front onto Dundas Street East, including the subject site, they have been identified to support buildings ranging in height from 3 storeys up to a maximum of 12 storeys.

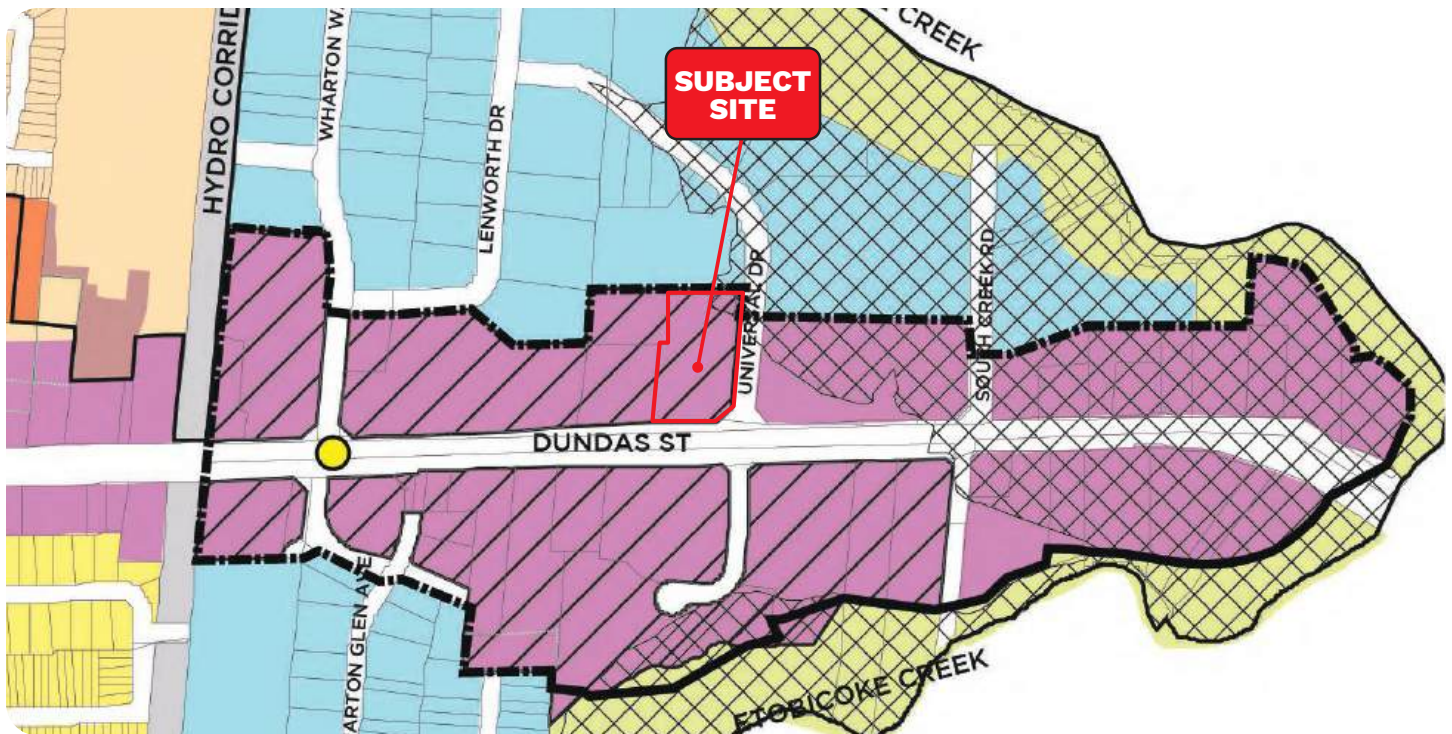


Figure 23 - Dundas Connects Master Plan Figure 5-5 - Etobicoke Creek Focus Area

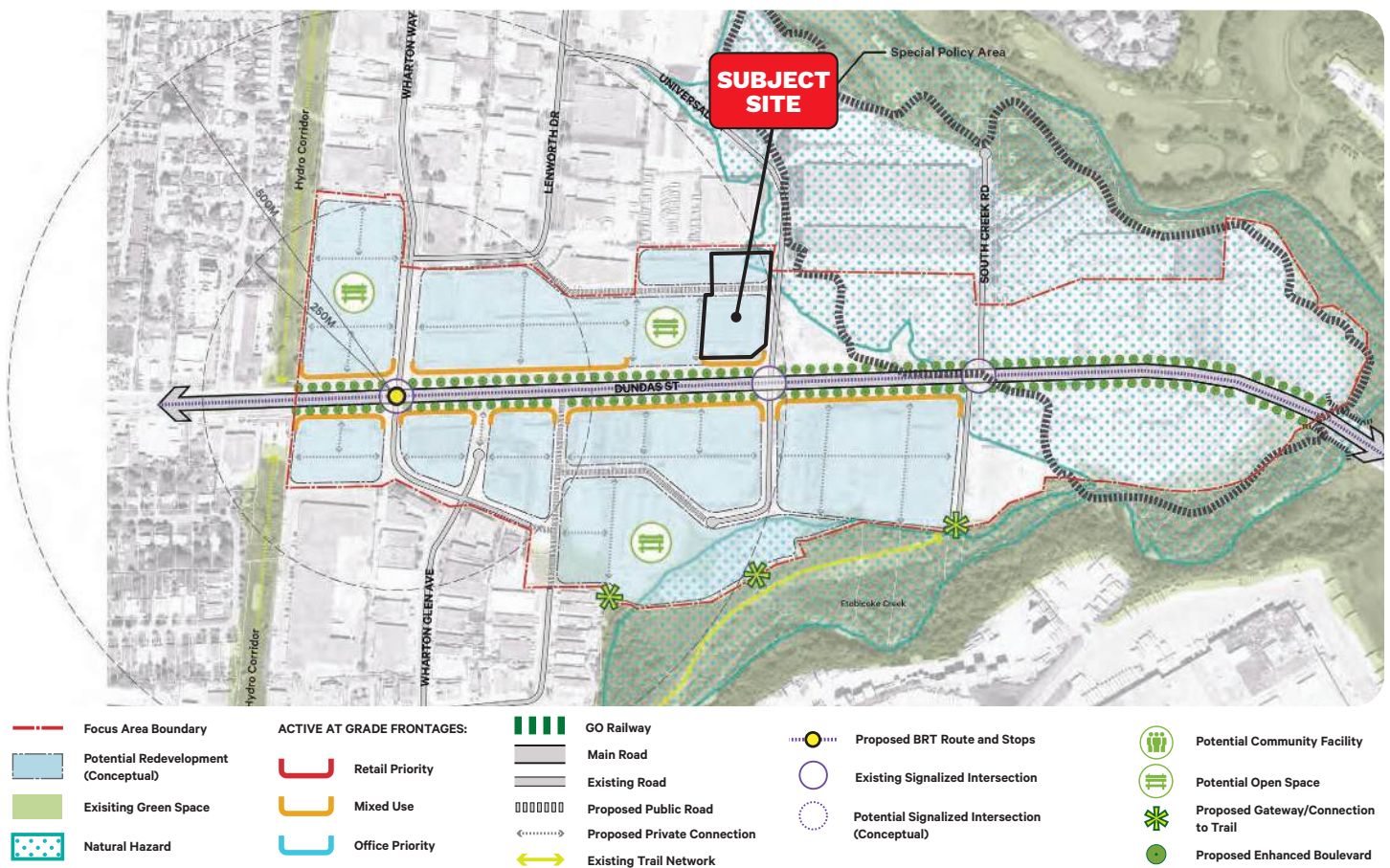


Figure 24 - Dundas Connects Master Plan Figure 5-6 - Etobicoke Creek Focus Area Framework Plan

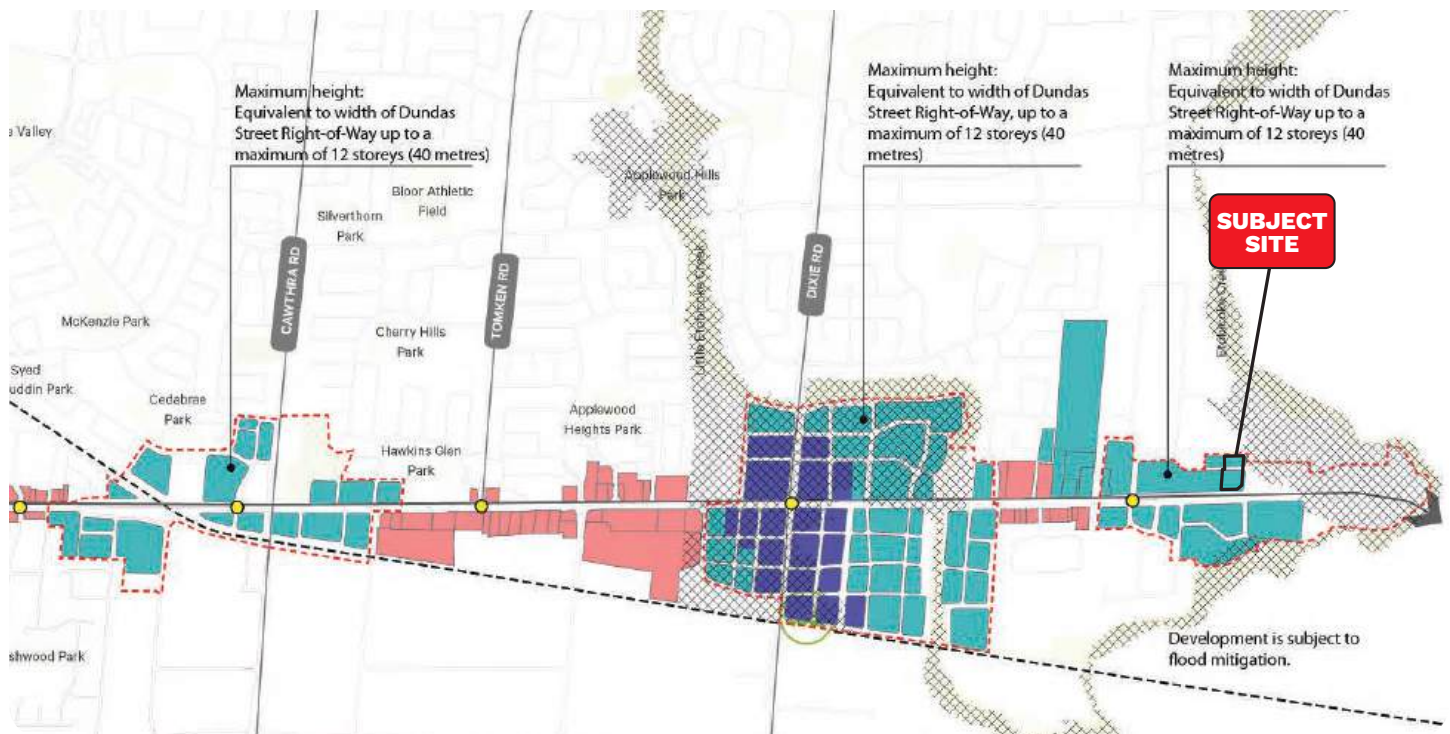


Figure 25 - Dundas Connects Master Plan Figure 5-31 – Built Form Concept Plan

A photograph of two women, one of Asian descent and one of African descent, working together on a large-scale architectural model of a city. The woman on the left is pointing at a specific part of the model with a pen. They are both looking intently at the model. The background is a blurred office or studio setting with shelves and papers. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Mixed use intensification on the subject site is supportive of numerous policy directions articulated in the new 2024 PPS, the RPOP, and the MOP, all of which promote intensification on sites that are well served by municipal infrastructure, particularly higher-order public transit.

In this regard, the proposed development is transit accessible and has been designed to be transit-supportive and pedestrian-oriented. It will make efficient use of an underutilized site located within 365 metres of the Wharton stop on the planned Dundas BRT, as well as surface transit routes that meet the Growth Plan definition of "frequent transit".

The subject site forms part of the Wharton PMTSA that is planned to meet a minimum density of 160 people and jobs per hectare and achieve a minimum FSI of 1.0. As well, the subject site is located along an Intensification Corridor in the MOP. Accordingly, the subject site is located within a "strategic growth area" as defined in the 2024 PPS. Strategic growth areas are intended to be a focus for accommodating intensification and higher-density mixed uses in a more compact built form. Intensification of the subject site would assist in achieving density targets and provide transit ridership.

Planning for intensification around higher order transit stations provides significant potential for integrating land use and transportation planning objectives. Intensification around MTSA's has the ability to achieve significantly higher transit modal splits and, accordingly, has the potential to "optimize" and make efficient use of costly transit infrastructure, while structuring urban intensification in a manner that focuses on a compact area in proximity to higher order transit facilities.

Optimizing the use of land and infrastructure is consistent with both good planning practice and overarching Provincial, Regional, and municipal policy direction, subject to achieving appropriate built form relationships. In addition to boosting transit ridership of existing and planned transit, residential intensification on the subject site would allow residents take advantage of the shops, services, restaurants and other facilities within the area as well as provide additional population to support these services and facilities.

From a housing perspective, the Proposal will support Provincial, Regional and City policies to provide housing choices by expanding the range of housing types and densities through residential intensification.

The redevelopment of the subject site is supported by policies in the RPOP that seek to optimize the use of the existing land supply by directing a significant portion of growth to strategic growth areas such as intensification corridors and MTSA's in a manner that will efficiently use existing services and infrastructure. As well, residential intensification on the subject site will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and the MOP.

Within the MOP, the subject site is located along the Dundas corridor (an Intensification Corridor) where growth is anticipated. City and Regional Council have approved OPAs (OPA 141, 142, 143, and 144) that introduce new policies and Schedules to the MOP that relate to the Dundas corridor and PMTSA's. These OPAs seek to establish a new policy framework for the Dundas corridor as well as for PMTSA's throughout City. The policy changes reimagine Dundas Street as a higher density, pedestrian-oriented and transit-supportive corridor where significant growth is intended and encouraged, and the proposed development will help to implement this vision.

While the proposed height, massing and density will be addressed in detail in Section 5.5 of this report, it is our opinion that the level of intensification proposed is in line with the long-term vision for Dundas Street. As such, the proposed increase in height and density is desirable from an intensification perspective, both in policy and built form terms.

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

5.2 Land Use

The Proposal presents an opportunity to help fulfil the City's planning vision for Dundas Street as a pedestrian oriented, mixed-use, transit-supportive corridor.

Through OPA 142, the subject site has been redesignated Mixed Use Limited. The designation permits a variety of non-residential uses including retail, and only permits residential uses and other sensitive land uses subject to a variety of criteria listed in Policy 11.2.7.4. In our opinion, the proposed development meets the criteria, in particular:

- The proposed development is appropriate and in accordance with the policies of the MOP, with the exception of the required amendments to the permitted height.
- The proposed development has been appropriately designed to be compatible with the adjacent Employment Areas, and it does not compromise the ability of adjacent Employment Areas to be developed for their intended purpose. The Land Use Compatibility Study prepared by Gradient Wind Engineering Inc. concludes that sensitive land use is feasible on the site, that the

development meets the minimum recommended separation distance from established industrial operations, and air quality impacts from surrounding roadways are expected to be minor.

- The proposed development is not negatively impacted by adverse effects. Further, the building design mitigates negative impacts. In this regard, a Noise Report prepared by RWDI concludes that the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective and that the proposed development is feasible to meet the applicable sound criteria.
- The proposed development does not pose a risk to public health and safety, and has regard for the City's floodplain policies. On this matter, the building has been set entirely outside of the floodplain and buffer, as agreed upon with the TRCA. A minimum 10-metre buffer has also been provided in this regard.

In our opinion, and as supported by a variety of studies submitted with the subject applications, the subject site and the proposed development in particular meet the criteria to permit sensitive land uses on sites designated Mixed Use Limited.

Section 16.2 of the MOP envisions the Dundas Street Intensification Corridor as a location where "higher densities and a greater mix of uses are encouraged to support higher-order transit," and directs new retail and higher density infill to Dundas Street to reinforce a sense of place and create a complete, healthy community. In this regard, the draft OPA submitted with the Applications proposes to add the subject site to the Applewood Neighbourhood, consistent with OPA 141, and also removes the density cap in the Applewood Neighbourhood (0.4 to 0.9 FSI) and applies the density minimum of 1.0 FSI listed in Table 5-2 (introduced through OPA 144).

5.3 Site Organization

The Proposal has been carefully designed to ensure that all elements of the DPOS—the proposed public street, the proposed Open Space block and associated buffer, the residential block and the POPS area along Dundas Street East—are consistent with the over-arching recommendations of the Dundas Connects Master Plan and align with the policies in the more recent Council-adopted OPAs (141, 142, 143 and 144).

The proposed DPOS introduces a new street along the north property line which is planned to eventually connect to Lenworth Drive. 12.4 metres of the ultimate 20-metre right-of-way will be dedicated on the subject site, which will allow for (secondary) vehicular access to the subject site as an interim condition until the site to the west redevelops in the fullness of time.

Along the Dundas Street frontage, the building has been set back 20.2 metres to accommodate a POPS space. The POPS is located above existing Regional infrastructure that is subject to an easement (Instrument No. 494334) which prohibits buildings above it. The POPS provides an opportunity to provide a more urban, pedestrian oriented design for this segment of Dundas Street, while also respecting the constraints to development resulting from the easement. As the below-grade regional infrastructure extends west of the subject site, through the submitted Master Plan, it is envisioned that this POPS area has the opportunity to be continued along the Dundas corridor as adjacent properties redevelop.

With respect to the property to the west, on the Dundas Connects Master Plan, this property is identified as a potential park location, however we understand that parkland in the area has not been determined at this time and it is conceptual. As such, the building has been designed with units set back a minimum of 7.5 metres and landscaping along this edge. In our opinion, this design is an appropriate interface both for a potential park or a potential future development site.

Finally, in our opinion, the DPOS has regard for the criteria listed in Section 51(24). In particular, the DPOS:

- is not premature as it will implement the vision established in the Dundas Connects Master Plan;
- is in the public interest, as it will bring needed housing in a manner that is consistent with Provincial policies and reflective of the planned vision for Dundas Street;
- creates a development block (Block 1) that is suitable for redevelopment as a mixed-use building; and
- has regard to flood control.

5.4 Housing

A Housing Report for the proposed development was prepared by Bousfields Inc. and included as Appendix A to this report.

The Housing Report concludes that the Proposal is consistent with the 2024 PPS as it provides an appropriate range and mix of housing options through intensification to support the achievement of complete communities. The proposed development provides an appropriate amount of transit-supportive density on lands which are located within a strategic growth area and an MTSA, as defined by the 2024 PPS. Further, the proposed development will support the Provincial housing target established for the City of Mississauga (120,000 units by 2031).

With respect to the Region of Peel Official Plan, the proposed development will contribute to the achievement of the Region's population targets to 2051. Further, the proposed development will provide a compact, well-designed, transit-supportive, mixed use development within an MTSA to support planning for complete communities. The Proposal will support the achievement of an appropriate range and mix of housing options and densities, including affordable housing and family-sized units, to meet local housing needs. In this regard, the Proposal will provide new housing units with a range of sizes and unit types within a tall building form and commits to providing affordable housing that meets the inclusionary zoning requirements.

The proposed development conforms to the housing policies of the City of Mississauga Official Plan by providing a new development within an Intensification Area and PMTSA, and by contributing to the planned minimum density of 160 people and jobs per hectare and minimum FSI of 1.0.

The proposed building will support the redevelopment of the Dundas Street corridor with high-density housing in a compact form. In addition, the proposed development will be mixed use, and will expand access to local retail options. The proposal will expand the range of housing choices in the area and will include affordable housing to meet the inclusionary zoning requirements.

Details regarding proposed pricing have yet to be determined and will be subject to a variety of criteria including market demand.

Due to the scale of the Proposal and the preliminary nature of the architectural plans, specific unit distributions have not been finalized and are anticipated to be revised throughout the development approvals process. The architectural plans forming part of the application package include a total of 941 units with the following unit breakdown:

- 495 one-bedroom units (52.6%)
- 371 two-bedroom units (39.4%)
- 75 three-bedroom units (8.0%) including two-storey townhouse style units

TOTAL: 941 dwelling units

The subject site is located in Inclusionary Zoning Area 2 (IZ Area 2). Given the recent changes endorsed by Planning and Development Committee to freeze the 2024 IZ rates subject to an updated assessment report, the development is required to provide a minimum of 5% of the residential GFA as affordable ownership housing or a minimum of 2.5% of the residential GFA as affordable rental housing if the building is constructed as ownership housing. No IZ GFA will be required if the building is constructed as purpose-built rental housing. At this time, the tenure of the building has not been determined.

5.5 Height, Massing and Density

We note that O. Reg 232/18, as discussed above, may change these requirements as the application progresses through the development application review process.

Based on an ownership building with a proposed residential GFA of 60,985 square metres, this results in 3,049 square metres to be provided as affordable ownership housing, OR 1,525 square metres to be provided as affordable rental housing. If the building was constructed as purpose-built rental building, no IZ GFA would be required.

Although the final unit mix has yet to be determined, based on the preliminary unit mix this would result in approximately 47 affordable ownership units (i.e. 5% of the total 941 units), OR approximately 24 affordable rental units (i.e. 2.5% of the total 941 units).

At this time, the tenure of the building has not been determined, however discussions in this regard will occur through the development review process. For affordable ownership units in an ownership building, they will be required to be maintained at affordable prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of 99 years from the later date of first occupancy or first closing of an affordable ownership housing unit. For affordable rental units in an ownership building, they will be required to be maintained at affordable rents commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of 30 years from the later date of first occupancy.

As noted in Section 5.1 of this report, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site can accommodate tall buildings given the site's location in a PMTSA, and given the emerging planning context for the Dundas corridor.

With respect to height, OPA 142 introduces a policy that states that development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in locations where additional heights are permitted, up to a maximum height of 25 storeys. This policy is consistent with the Dundas Connects Master Plan which recommends that the corridor be developed with a mid-rise typology (5-12 storeys) and is also consistent with the PMTSA mapping (Schedule 11g) which introduces a permitted height range of 2 to 12 storeys.

In our opinion, the proposed positioning of height is consistent with the mid-rise vision established for Dundas Street. The building will have a 12-storey element along the Dundas Street frontage, set back from the street to create an expansive POPS above existing Regional infrastructure. The taller building elements (up to 24 storeys on Building B and 16 to 25 storeys on Building A) will be well set back from Dundas Street, further emphasizing the mid-rise character of Dundas while making efficient use of a large site within a PMTSA.

Further, from an urban structure perspective, a 25-storey height limit conforms to the criteria in Policy 5.7.4.2 for developments in PMTSAs with heights in excess of the limits identified in the MOP, introduced through OPA 144. In particular:

- The proposed height maintains the City Structure hierarchy. The subject site is located in a PMTSA and Intensification Corridor and has been designed to reflect the mid-rise vision of Dundas Street.
- The proposed building achieves the overall intent, goals, objectives and policies of the MOP by providing an attractive design that is mixed-use, transit-supportive, pedestrian-oriented, contributes to an expanded public realm, achieves intensification within a strategic growth area, and supports the achievement of complete communities.
- The type, scale, and built form is appropriate and compatible with surrounding land uses. In particular, the proposal represents an exciting opportunity to realise the design vision for the Dundas corridor along this segment of Dundas which has, as of yet, seen limited redevelopment interest.
- The subject site is rectangular in shape which allows for an efficient design, and the subject site size (over 1.3 hectares) is sufficiently large enough to accommodate two tall buildings while providing adequate separation distances. Further, the subject site is located at the intersection of Universal Drive and Dundas Street East, and therefore there is an opportunity for greater height and prominence at this intersection.
- With respect to transition, the subject site has been designed to ensure that adjacent properties can redevelop in a similar manner by providing appropriate setbacks on site. With respect to transition to Dundas Street, the building has been designed as a mid-rise building along the Dundas Street frontage (under the angular plane), and the tall building elements will almost entirely fit within a 45-degree angular plane taken from 80% of the right-of-way width of Dundas Street.
- Built form impacts have been discussed in greater detail in Section 5.6 below. In summary, in our opinion the proposed development will not result in any unacceptable built form impacts on the subject site or on the public realm.
- With respect to the funding of the Dundas BRT, as discussed above, the eastern section has been funded through the Investment in Canada Infrastructure Program (ICIP) by the Federal and Provincial governments, in partnership with the City of Mississauga.
- With respect to the capacity of infrastructure, a Transportation Impact Study was prepared by LEA Consulting and a Functional Servicing and Stormwater Management report was prepared by Crozier in support of the applications. These reports conclude that there are no adverse impacts expected on road capacity or intersection queuing from the proposed development; the proposed parking rate is appropriate given the area context and proximity to future and existing transit infrastructure; and the site is serviceable from a water, sanitary and stormwater perspective.
- With respect to the phasing of infrastructure, particular transit, we note that while the construction timeline for the eastern segment of the Dundas BRT has not been announced, the subject site continues to be well-served by existing frequent transit, which provides direct connections to the Kipling subway station in Toronto.

We therefore conclude that the subject site meets the criteria for additional height in PMTSAs established in Policy 5.7.4.2, as introduced through OPA 144, and in our opinion the proposed height would fit harmoniously within the planned vision for the Dundas corridor. A draft OPA has been submitted which will permit building heights up to 25 storeys on the subject site.

In terms of massing, the proposed development has been massed to fit the planned built form context along the Dundas corridor.

Building B has been designed with a 12-storey mid-rise element along Dundas Street East which is consistent with the mid-rise vision established from the Dundas Street corridor.

With respect to the size of the floor plates, the zoning by-law (RA5 zone) establishes a maximum floor plate size of 1,000 square metres of GFA for each storey above 12 storeys. The 24-storey element of Building B will be set back from Dundas Street and provide a tower floorplate of approximately 757 square metres, which meets this performance standard. The 25-storey element of Building A and the 16-storey element of Building A both meet this performance standard when viewed separately, with tower floorplates of approximately 758 square metres and 757 square metres. The 16- and 25-storey elements have been oriented to be perpendicular to each other to minimize visual impact of the massing and limit shadows on the outdoor amenity area located on top of the above-ground parking structure. The 8-storey height differential will further distinguish between the two elements. In our opinion, the impact of the larger floorplate on Building A has been appropriately mitigated by providing an 'L'-shaped building floorplate which reduces the visual impact, and by providing separation distances in excess of the by-law requirements.

In this regard, the tall building elements have been oriented to provide adequate separation and to minimize the facing condition between the tall building elements. The minimum proposed separation distance is a 25.1-metre corner-to-corner distance between the 16-storey and 24-storey elements. The 24 and 25-storey elements will be separated by a minimum of 30 metres with a limited facing condition.

A rooftop terrace has been provided above the second level (at level 3) of the podium which is situated within a recessed courtyard. There are a number interior-facing units overlooking the recessed landscaped terrace at level 3 and level 4. Each unit will have a private balcony. At its shortest distance, the internal courtyard has a separation distance of 21.64 metres, to provide light and skyviews for the internal facing units, and to ensure sufficient separation to mitigate privacy impacts.

The building has been setback from all three public streets (approximately 20 metres from Dundas Street East, 5 metres from Universal Drive, and 5 metres from Street A) to provide an expanded and enhanced public realm, creating transition between the private and public realm as well as space for landscaping.

In terms of density, it is our opinion that the proposed net density of 7.0 FSI (5.18 gross FSI) on the site is both appropriate and desirable. It is important and appropriate from a land use perspective to optimize the use of land and infrastructure on the site given its location within the Wharton PMTSA. As described above, the Wharton PMTSA has a minimum density of 1.0 FSI, which the Proposal exceeds. The Wharton PMTSA also requires a minimum of 160 people and jobs per hectare.

Within a policy context that promotes intensification, as is the case with the subject site, the optimization of density is in fact a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns. Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

5.6 Built Form Impacts

As described above, OPA 141 proposes to amend the boundaries of the Applewood Neighbourhood to include the subject site, thereby including it within the area subject to an FSI of 0.4 to 0.9. The submitted draft OPA proposes to amend this density (out of an abundance of caution) to a minimum of 1.0 FSI to be consistent with the PMTSA policies.

In our opinion, the proposed range of heights, building massing, and density is appropriate for the site and compatible with the emerging land use and built form context suitable for the Wharton PMTSA. The proposed development meets the criteria established in the MOP for evaluating applications for additional height within PMTSAs and will meet the minimum density and population targets for the subject site and PMTSA.

In accordance with the City's built form policies, in our opinion, the proposed development will be compatible with the existing and planned built form context and will not result in any unacceptable built form impacts on the surrounding streets or properties.

The MOP includes built form policies in Section 9.2.1 for development within Intensification Areas, including the need for appropriate built form transition, the importance of enhancing the skyline, defining view corridors, providing privacy and permitting light and sky views, mitigating wind impacts particularly on the pedestrian environment, addressing the pedestrian scale through building articulation, massing and building materials, and minimizing adverse microclimatic impacts on the public realm and private amenity areas.

Further, the criteria for site-specific OPAs to increase height in MTSAAs listed in Policy 5.7.4.2 (introduced through OPA 144) requires an appropriate transition to adjacent land uses and built forms, and that minimizes visual impact, overall massing, shadowing, wind, and overlook.

Light, View, Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The RA5 zoning, which is proposed for the subject site, requires a minimum separation distance of 15 metres between building elements greater than 26.0 metres in height. Although there are no design guidelines for the development of tall buildings outside of the Downtown Core, and therefore this is not technically applicable to the subject site, the Proposal does meet the minimum 30-metre separation distance recommended by the Downtown Core guidelines (Guideline T11 of the Downtown Core Built Form Standards) between the 24 and 25-storey tall building elements.

Shadow Impacts

The tall building elements of Building A and Building B have been designed to be 'L'-shaped and oriented above the podium to minimizing the facing condition between the buildings. The minimum proposed separation distance is 25.2 metres corner-to-corner distance between the 16-storey and 24-storey elements. The 24- and 25-storey elements will be separated by a minimum of 30 metres with a very limited facing condition.

With respect to the interior-facing podium units on floor 4 and 5, the large recessed courtyard will provide access to sunlight and skyview. At its smallest distance, the minimum separation distance between internal facing units is 21.68 metres to mitigate privacy impacts.

With respect to the adjacent properties at 1945 and 1989 Dundas Street, at the ground level, the west-facing units will be set back 7.5 metres to provide adequate spatial separation to a potential future redevelopment. The portion of the podium containing parking will be set back 1.6 metres from 1989 Dundas. The 16-storey tall building element will be set back 7.5 metres from the shared property line which would allow for the adjacent site to redevelop with a tall building and will meet the 15-metre separation distance outlined in the zoning by-law. Conceptual massing in accordance with the above has been prepared by Bousfields Inc. and submitted with the Application in the Urban Design Brief.

With respect to existing residential uses, we note that there are no existing residential uses in proximity to the subject site.

A Shadow Study was prepared by RAW Architects in support of the proposed development. The shadow study includes an assessment of the net incremental shadow impact of the proposed development on residential private outdoor amenity space (e.g. private rear yards, patios and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g. sidewalks, open spaces, plazas, as well as turf and flower gardens) and building faces to allow for the possibility of using solar energy.

With respect to communal outdoor amenity areas, the Shadow Study concludes that the impact on the Markland Wood Golf Club meets the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st.

With respect to the proposed POPS on the subject site, the Shadow Study concludes that the proposal meets the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st.

With respect to shadowing of the proposed outdoor amenity areas on the subject site, the Shadow Study concludes that:

- the proposed outdoor amenity space on the ground level meets the Sun Access Factor criteria of at least 50% on June 21st, but does not meet it on September 21st or December 21st;
- the proposed outdoor amenity space on the 3rd level does not meet the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st;
- the proposed outdoor amenity space on the 5th level on the north side does not meet the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st;
- the proposed outdoor amenity space on the 5th level on the south side meets the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st;

- the proposed outdoor amenity space on the 13 level meets the Sun Access Factor criteria of at least 50% on June 21st, September 21st, and December 21st; and
- the proposed outdoor amenity space on the 17th level meets the Sun Access Factor criteria of 50% on June 21st, September 21st, and December 21st.

Based on this analysis, there are outdoor amenity areas that meet the Sun Access Factor at all test times. Further, as the Shadow Study notes, the programming of the outdoor amenity spaces will take the shadow impacts into account at the detailed design stage.

With respect to the public realm, the Shadow Study concludes that the shadowing on Universal Drive does not meet the shadow impact criteria as the opposite boulevard did not have full sunlight between 12:12 p.m. and 2:12 p.m., although met the criteria of having four consecutive hourly test times on September 21st. With respect to shadow impact on Dundas Street, the Shadow Study concluded that the criteria are met.

With respect to shadow impact on Etobicoke Creek, the criteria of 50% Sun Access Factor has been met.

Based on this analysis, it is our opinion that the proposed development will create minimal and acceptable shadowing impacts on communal outdoor amenity areas, private amenity areas, and no impact on public parks, in accordance with Policy 9.5.3.9 of the Mississauga Official Plan.

Wind Impacts

A Pedestrian Level Wind Study was prepared by RWDI in support of the applications. It concludes that the existing wind speeds at the site and in the surrounding area are suitable for the intended pedestrian use and meet wind safety criterion throughout the year, and that the proposed development is expected to produce similar conditions. Winds are expected to increase around the proposed building corners, however, the conditions remain appropriate for the intended sidewalk use in the summer. In the winter, uncomfortable wind conditions are expected in several areas.

Wind conditions at the northeast entrance are anticipated to be moderately above the acceptable level in the summer and uncomfortable in the winter. The other building entrance at the middle of the east façade is expected to have wind conditions suitable for pedestrian use throughout the year.

A number of wind mitigation recommendations, including plantings, screenings and canopies have been considered and incorporated into the design to address the minor concerns noted above. Overall, the pedestrian wind safety criterion is expected to be met at the majority of the assessed locations around the site.

5.7 Urban Design

The subject site is currently developed with a single-storey commercial/retail plaza set back from Dundas and Universal Drive with front and side yard surface parking. The subject site today does not reflect the planned vision for Dundas Street as a higher density, transit-oriented corridor. It currently detracts from the public realm and contributes no prominence or sense of place to this segment of Dundas Street East.

In our opinion, the Proposal represents a significant improvement to the built form and public realm within and adjacent to the site and will help revitalize the Dundas corridor in a manner that is supportive of the planned vision for the area. Based on the analysis set out below, it is our opinion that the proposed building design and public realm design is appropriate and desirable in urban design terms and conforms with the relevant policies of the MOP.

The Proposal has been designed in accordance the relevant policies set out in Chapter 8 (Create a Multi-Modal City) and in Chapter 9 (Build a Desirable Urban Form), as amended by OPA 144, as set out below:

- The proposal will provide a portion of a new public street (Street A) that is consistent with the recommendations of the 2018 Dundas Connects Study, and will enhance connectivity by developing a more fine-grained system of roads through the surrounding area to encourage pedestrian movement.
- The proposal will provide a 1655-square metre POPS space along Dundas Street to provide an attractive new public amenity above existing Regional infrastructure. The POPS will also serve as a plaza space for the non-residential uses located within the ground floor along Dundas Street, and will be designed to address the street, provide clear visibility, access and safety, encourage natural surveillance through active frontages within the building, and promote social interaction with an attractive landscape design.
- The proposed site design will support pedestrian connection to the planned transit stop at Wharton Way with multiple building entrances and a high-quality streetscape design.
- The proposed building will be located parallel to all three street frontages to frame and give structure to the public realm to create a sense of spatial enclosure. The buildings have been set back from all street frontages (20.2m from Dundas to accommodate the POPS, and a minimum of 5 metres from Universal Drive and Street A). The proposal will support the development of a continuous building frontage along Dundas Street.
- The building will be notched at the intersection of Dundas and Universal to create additional landscaped area and bring prominence and a sense of a "gateway" to the intersection. At the intersection of Street A and Universal Drive, the building will be notched so that it is entirely outside of the floodplain and associated buffer. These notches provide additional opportunities beyond the POPS space to provide new landscaped open spaces.
- Servicing and vehicular access will be provided from a driveway connected to Universal Drive as well as a driveway connected to Street A. The existing curb cut along Dundas Street will be removed, which will minimize vehicular conflicts along the corridor. The shared servicing area, which includes all parking space and loading spaces and associated turnarounds, is located entirely within the podium of the building and will therefore be entirely screened from the public realm. Along the edges of the podium, residential units are located along the Dundas Street and Universal Drive street frontages to ensure that all above-ground parking within the podium is well-screened from the public realm.

Urban Design Brief

An Urban Design Study has been prepared by Bousfields Inc. in support of the proposed development. The report concludes that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing character along Dundas Street East and Universal Drive. The proposal is successful in providing an enhanced interface with the public realm and introducing a built form that introduces the planned character of the Subject Site while providing an adequate transition towards existing commercial uses and potential future developments.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. The proposed building height will support the planned intensification and transit infrastructure along Dundas Street East.

The proposed development is in generally keeping with, and maintains, the intent of the urban design policies prescribed in the Official Plan. Overall, it is our opinion that the proposed development is appropriate, desirable and should be approved.

- Active frontages with high levels of glazing will be provided along all street frontages, where possible. At the ground level, residential units will be provided along the west building edge and Street A, retail GFA will be located along Dundas Street, and lobby/lounge areas will be provided along Universal Drive with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.
- Streetscape improvements along all frontages includes tree plantings and lighting and will be designed and situated to encourage pedestrian circulation.
- Along Dundas Street, the 12-storey mid-rise element will frame the POPS and Dundas Street with a good street proportion. The proposed building will fit below an angular plane taken from 80% of the right-of-way of Dundas Street, with minor projections on Building B, which will create a comfortable pedestrian scale along Dundas Street, and also provides a transition in height across the subject site.
- Amenity areas have been provided and located in areas that receive sunlight, where possible, to encourage all-season use.
- Mechanical penthouses have been designed to be integrated into the building design. Balconies will be utilized as part of the building design to create private amenity spaces as well as visual interest.

In our opinion, the proposed development conforms to the built form policies of the MOP. Taken together, the proposed building design and public realm improvements will result in a significant improvement in the subject site that is consistent with the design vision established in the Dundas Connects Master Plan.

5.8 Transportation

A Transportation Impact Study ("TIS") was prepared by LEA Consulting, dated December 2024 in support of the applications. The TIS consisted of intersection capacity analysis for the existing (2024) horizon, 5-year future horizon (2029) and a 10-year future horizon (2034), a sensitivity analysis for the 2034 horizon to include the proposed future street to the north of the site, and a queueing analysis for each study area intersection. The findings of these analyses are provided below.

In terms of vehicle capacity, the subject development is anticipated to generate 267 two-way vehicle trips (74 in; 193 out) during the AM peak hour and 334 two-way vehicle trips (204 in; 130 out) during the PM peak hour. Taking into account the removal of existing trips, the net trip generation is estimated as 206 two-way vehicle trips (36 in; 170 out) during the AM peak hour, and 225 two-way vehicle trips (151 in; 74 out) during the PM peak hour. This is considered acceptable.

In terms of queuing, the majority of the intersections within the study area are expected to operate well under future conditions following development of the subject site, and the subject site will have minimal impact to intersection queues within the area.

From a parking perspective, the TIS acknowledges that the site is located in a PMTSA in close proximity to the future Dundas BRT corridor, and as a result of Bill 185, no minimum parking requirements apply. A comprehensive TDM Strategy is proposed through the TIS to support the parking reduction, which includes such measures as improving pedestrian circulation, providing bicycle parking and repair stations, providing information on public transit, and including car share vehicles on site. As a result, the proposed parking strategy is considered to be appropriate and supportable for the subject site.

5.9 Servicing

A Functional Servicing and Stormwater Management Report ("FSSM Report") was prepared by Crozier Consulting Engineers ("Crozier") dated November 2024 in support of the applications. The FSSM Report concludes that the development can be serviced for water, sanitary, and stormwater in accordance with the City of Mississauga and Region of Peel requirements and standards. The FSSR based this conclusion on the following:

The proposed water demand for the site, including peak hourly demand and fire flow, was assessed. Water demand will be provided through split lines, extending from an existing 300 mm diameter watermain on Universal Drive. Similarly, the proposed internal sanitary servicing for the residential and commercial areas will be connected to an existing 250 mm diameter sanitary sewer within Universal Drive. These connections are expected to provide adequate water and sanitary capacity.

In terms of stormwater, stormwater runoff from the building footprint and residential terrace will be captured and controlled to the capacity of the 750mm diameter storm sewer on Universal Drive, while runoff from the areas surrounding the building and the proposed future street to the north will flow uncontrolled via sheet flow towards the Universal Drive right-of-way.

Additionally, water quantity controls and water balance have been provided through an underground stormwater storage tank located in the underground parking level. This tank is sized to provide 345 m³ of storage with associated dead storage to meet water balance criteria.

Based on the above analyses, Crozier concludes that they are in support of the development application from a water and sanity servicing and stormwater management perspective, and that adequate capacity exists to service the proposed development.

5.10 Noise

A Noise Impact Study ("Noise Study") was prepared by RWDI, dated December 6, 2024 in support of the applications in order to assess the potential noise levels from stationary sources of sound on and surrounding the site, and their impacts on the proposed development. The findings of the Noise Study are as follows:

Based on noise modeling results and setback distances from uses with potential stationary noises, the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective. However, due to the proximity of the proposed development to the commercial and industrial facilities, a warning clause is recommended to inform prospective occupants of the potential for audible noise from these facilities.

At this stage in design the noise levels produced by the development on itself and its surroundings could not be quantitatively assessed. However, the effect on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria.

A number of noise control measures are recommended by RWDI for the development, including installing central air-conditioning so that all suite windows can remain closed, including warning clauses in leases related to transportation sound levels and proximity to surrounding commercial/industrial uses, using features such as window glazing in the bedrooms and exterior balcony doors that provide minimum sound isolation performance measures, and construction of noise barriers along the outdoor amenity areas, where feasible.

The Noise Study concludes that based on the results of the analysis, including implementation of the recommendations included with the noise assessment, the proposed development is feasible to meet the applicable sound criteria.

5.11 Phase 1 and 2 ESA and Land Use Compatibility

Phase I ESA

A Phase I Environmental Site Assessment ("Phase I ESA") was prepared for by Altech Environmental Consulting Inc., dated October 12, 2021 in order to provide an opinion on the potential environmental risks, if any, associated with the subject site.

The Phase I ESA noted that commercial and light industrial properties (mostly retail and restaurants) are neighbouring the subject site in all directions, but no environmental concerns were identified at the subject site based on the current and historic use and features on-site and on the neighbouring properties.

Based on this assessment, a number of recommendations were provided for monitoring environmental safety, including assessing the monitoring wells in the north driveway; sampling and analyzing groundwater, and if there is no future intention to use these structures for monitoring groundwater, decommissioning them according to Regulation 903; housekeeping improvements associated with the existing automotive servicing operation including cleaning the oil/water separator, floor trenches and drains; and disposing properly of any fluorescent lighting with PCB-containing ballasts when re-lamping.

Phase II ESA

A Draft Phase II Environmental Site Assessment ("Phase II ESA") was prepared by Pinchin Ltd. dated June 25, 2022. Based on Pinchin's review of the initial ESA report by Altech, the presence of automotive servicing operation and existing monitoring wells, and surrounding property use, Pinchin recommended a Phase II ESA be completed for the site.

Phase II ESA activities were completed on the site by Pinchin between May 17 and June 9, 2022 which consisted of the advancement of six boreholes,

and sampling of newly installed groundwater monitoring wells. The soil and groundwater quality was assessed based on the Ontario Ministry of the Environment, Conservation and Parks *Table 3 Standards* for industrial/commercial/community land use and coarse-textured soil.

Based on the findings of this Phase II ESA, it is Pinchin's opinion that no further subsurface investigation work is required for the site at this time.

Land Use Compatibility Study

A Land Use Compatibility Study ("LUC Study") was prepared by Gradient Wind Engineering Inc., dated November 7, 2024 in order to provide an assessment of air quality and stationary noise impacts from surrounding industrial use properties on the proposed sensitive use of the lands, being residential units.

Gradient Wind conducted a site visit on March 2, 2023. During the site visit, a circuit was made around Universal Drive, Lenworth Drive, Wharton Way, and Dundas Street East. On site, it was observed that the dominant source of noise was from roadway traffic from Dundas Street East and Universal Drive. No sources of emissions or odour were detected.

The LUC Study concludes that sensitive land use is feasible on the site, that the development meets the minimum recommended separation distance from established industrial operations with a valid ECA, and air quality impacts from surrounding roadways are expected to be minor. Gradient provided a recommendation to design, install, operate, and maintain air filtration at the fresh air intakes of the mechanical systems serving all habitable areas with Minimum Efficiency Reporting Value (MERV) 8 certification filters.



Conclusion

The comprehensive redevelopment of the subject site is supportive of numerous policy directions articulated in the 2024 PPS, the Metrolinx 2041 Regional Transportation Plan, the Region of Peel Official Plan and the Mississauga Official Plan, all of which support and promote intensification on underutilized sites that are well served by municipal infrastructure, including higher-order transit.

It is our opinion that the applicable planning framework is supportive of mixed-use intensification on the subject site given its location within a Council-adopted PMTSA and given the planned vision for the Dundas Street corridor. The Proposal will contribute to the revitalization of Dundas Street with at-grade retail and POPS, while also providing an appropriate level of intensification on the site. The submitted site-specific draft OPA amends the permitted height and minimum density on the subject site (out of an abundance of caution, due to OPA 141 currently under appeal).

From a land use planning perspective, intensification on the subject site is supported by policies which promote the intensification of underutilized sites within built-up urban areas, particularly in locations well served by existing municipal infrastructure, including transit. In this regard, the Proposal will contribute to the revitalization and transformation of the Dundas corridor by redeveloping an underutilized property with a transit-supportive development that optimizes the use of land and infrastructure and enhances the public realm.

From a built form and urban design perspective, the proposal is contextually appropriate. It will fit harmoniously with the existing and planned context in the area. In our opinion the Proposal achieves the criteria for site-specific OPAs in MTSA's outlined in Policy 5.7.4.2, and the proposed building will provide appropriate transition to neighbouring properties and uses. The proposal has been designed to substantially improve the character and quality of the adjacent public realm through setbacks, active uses and high levels of porosity at grade. The proposal will introduce a new public street to increase porosity throughout the area, and will provide a large POPS space along the Dundas Street frontage to introduce a new public amenity. The proposed building will provide framing and enclosure to the public realm, and will provide appropriate sky views and visual separation, thereby adequately limiting shadow and wind impacts.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommended approval of the submitted OPA, ZBA and DPOS.

All of which respectfully submitted,



Stephanie Kwast

Partner

MCIP, RPP

Appendix A



Housing
Issues
Report

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1 Introduction

This Housing Report has been prepared in support of an application by Landeal Asset Management Inc. (the "Owner") to amend the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007, as amended, with respect to the property municipally known as 1995 Dundas Street East (the "subject site").

This Housing Report has been prepared based on the Terms of Reference provided by the City of Mississauga. In accordance with the Terms of Reference, this Report includes the following:

- Description of the site and surroundings;
- Description of the proposal;
- Discussion on relevant processes and applications;
- Identification of any additional considerations;
- Planning rationale based on the provincial, regional and municipal housing policies and objectives; and,
- Analysis and opinion of how the proposed development incorporates applicable provincial, regional, and municipal housing policies, targets and objectives.

2 Site & Surroundings

The subject site, municipally known as 1995 Dundas Street East, is located on the northwest corner of Dundas Street East and Universal Drive, approximately 800 metres west of the Etobicoke Creek, which forms the eastern boundary of the City of Mississauga. (See **Figure A1 – Site Aerial**)

The subject site is generally rectangular in shape with the exception of a rectangular notch at the site's northeast corner. The site has approximately 72 metres of frontage on Dundas Street East, approximately 129 metres of frontage on Universal Drive, a rear length of approximately 77 metres, and a total lot area of approximately 11,779 square metres (2.91 acres).

The site is currently occupied by a single-storey commercial building which contains a mixture of commercial-retail uses including retail stores. The existing building is connected to a separate one-storey plaza on an adjacent property (1989 Dundas Street) that is not part of this application. The northeast corner of the subject site is located within the floodplain associated with the Etobicoke Creek.

The subject site is located along Dundas Street East in Mississauga. Dundas Street East is identified as an Intensification Corridor in the Mississauga Official Plan. The Dundas Connects Master Plan, which was adopted by Council in 2018, envisions the Dundas Corridor as evolving into a mixed-use, transit supportive corridor that will ultimately become a complete street for all users.

Since this time, the federal, provincial and Mississauga governments announced a \$675 million joint investment for transit projects in Mississauga, which included funding for the Mississauga East section of the Dundas BRT line. The Dundas BRT is planned to connect from Kipling Station in Toronto through Mississauga along Dundas Street, to ultimately terminate in Hamilton.

The Dundas BRT line is a 48-kilometre transit line proposed along Dundas Street from Highway 6 in Hamilton through to the Kipling Transit Hub in Toronto. The 7.5-km Mississauga East section of the Dundas BRT, which the subject site fronts onto, provides bus rapid transit from the Hazel McCallion LRT line (along Hurontario) to the Kipling Transit Hub in Toronto, and is now fully funded. The subject site is located approximately 365 metres east of a planned stop at Dundas Street East and Wharton Way.

Currently, the subject site is located along a segment of Dundas Street East that bisects a large industrial/employment area known as the Dixie Employment Area. Although the subject site and the adjacent properties fronting Dundas Street East are no longer designated *Employment Areas*, the lands to the north of the subject site are.

More details about the subject site and surrounding area are provided in the Planning and Urban Design Rationale prepared by Bousfields Inc.



Figure A1 - Site Aerial

3

Description of the Proposal

The Proposal seeks to permit two tall buildings, 24 and 25 storeys in height, atop a 4-storey podium fronting Universal Drive and the proposed east-west public street north of Dundas Street East ("Street A"). A 12-storey mixed-use building is proposed along the Dundas Street frontage, with 667 square metres of retail at grade. The proposed Draft Plan of Subdivision will create Street A at the northern edge of the subject site, which is envisioned to connect to Lenworth Drive to the west as the adjacent properties redevelop.

The total residential gross floor area (GFA) proposed is 60,318 square metres, with a non-residential GFA of 667 square metres proposed on the ground floor along the Dundas Street frontage. The Proposal results in a total GFA of 60,985 square metres a gross density of 5.18 FSI and a net density of 7.0 FSI (net of public road dedication, floodplain buffer and POPs).

Due to the scale of the proposal and the preliminary nature of the architectural plans, specific unit distributions have not been finalized and are anticipated to be revised throughout the development approvals process. The architectural plans forming part of the application package include a total of 941 units with the following unit breakdown:

- 495 one-bedroom units (52.6%)
- 371 two-bedroom units (39.4%)
- 75 three-bedroom units (8.0%) including two-storey townhouse style units

TOTAL: 941 dwelling units

At this time, the tenure of the building has yet to be determined. Details regarding proposed pricing have yet to be determined and will be subject to a variety of criteria including market demand.

At the time of writing, City of Mississauga Planning Committee recently voted to freeze the IZ rates at the 2024 levels pending the completion of an updated assessment report. Based on this recent change, the Inclusionary Zoning (IZ) requirements for the subject site require a minimum of 5% of the residential GFA to be secured as affordable ownership housing, or a minimum of 2.5% of the residential GFA to be secured as affordable rental housing for ownership developments. IZ is not required for purpose-built rental housing. IZ requirements are calculated later in the development review process, and will be based on the in-force rates at that time and are therefore subject to change.

Based on an ownership building with a proposed residential GFA of 60,985 square metres, this results in 3,049 square metres to be provided as affordable ownership housing, OR 1,525 square metres to be provided as affordable rental housing. If the building was constructed as purpose-built rental building, no IZ GFA would be required.

Although the final unit mix has yet to be determined, based on the preliminary unit mix this would result in approximately 47 affordable ownership units (i.e. 5% of the total 941 units), or approximately 24 affordable rental units (i.e. 2.5% of the total 941 units).

4 Relevant Planning Process & Other Related Applications

4.1 Planning History

The subject site is located along the Dundas Street corridor, and was included within the Dundas Connects Master Plan study. The completed master plan was endorsed as the recommended plan for the Dundas Corridor by City of Mississauga Council on June 20, 2018. The recommendations of Dundas Connects have been partially integrated into the Official Plan through OPA 141 (adopted by Council but currently under appeal and not yet in effect) and OPA 142 (in effect for the subject site).

The subject site is also located within a major transit station area ("MTSA") identified in the Region of Peel Official Plan and delineated in the Mississauga Official Plan as the Wharton Protected Major Transit Station Area ("PMTSA"). The Wharton PMTSA is planned to meet a minimum density of 160 people and jobs per hectare and achieve a minimum FSI of 1.0.

More details about the Dundas Connects study and associated policies are included in the Planning and Urban Design Rationale prepared by Bousfields Inc.

4.2 Pre-Application Consultation

With respect to the applications, the Owner and Bousfields participated in an expanded pre-application consultation process that included a formal DARC meeting held on October 4, 2023, as well as informal pre-application meetings and other communications with City staff in mid- to late-2023 and early-to-mid 2024. The meetings were collaborative and were structured to resolve issues prior to the formal submission of the applications.

The pre-application consultation process also included a Community Consultation Meeting held on June 4, 2024 from 7:00 p.m. to 9:00 p.m. at the Burnhamthorpe Community Centre (Fleetwood Room). A Community Meeting Brief has been submitted as part of the application package.

4.3 Required Approvals

In support of the proposed development, and as outlined in further detail in the Planning and Urban Design Rationale prepared by Bousfields Inc., Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications are required to implement the proposed development.

A Site Plan Application will be required and will be submitted at a later date.

5 Identification of Important Considerations

One of the key considerations for this application is the provision of a high-density compact urban form of housing with a mixture of uses along the Dundas BRT route in a PMTSA. As discussed in greater detail in the Planning and Urban Design Rationale prepared by Bousfields Inc., mixed use intensification on the subject site is supportive of numerous policy directions articulated in provincial and municipal policies, all of which promote intensification on sites that are well served by municipal infrastructure, particularly higher-order public transit.

Further, the proposed development is supportive of the recent policy changes related to the Dundas corridor and PMTSAs, which reimagine Dundas Street as a higher density, pedestrian-oriented and transit-supportive corridor where significant growth is intended and encouraged. In our opinion, the proposed development will assist in implementing this vision.

With respect to site constraints, the design of the subject site is limited by a number of factors. Along the Dundas Street frontage there is an easement above Regional infrastructure (Instrument No. 494334) which restricts buildings in this location. In response, the design will include a POPS that will bring an attractive new public amenity to animate the Dundas Street frontage.

In addition, the northeastern corner of the subject site is located within the floodplain associated with the Etobicoke Creek. The building has been setback a minimum of 10 metres from the floodplain limits.

In summary, the proposed building design has responded to these constraints by providing a POPS along the Dundas Street frontage and by setting the proposed building back from the floodplain.

Additionally, the building has been designed to meet current accessibility design standards.

Through ongoing discussions with City Planning and Housing Staff, the owner will discuss strategies and opportunities to further support the provision of housing choice and accessibility for future residents. The following sections outline applicable provincial, regional and municipal policies related to housing and the ways in which the proposal is consistent with and conforms to the applicable policies.

6 Policy & Regulatory Context

The proposal is supportive of numerous housing policy directions as set out in the 2024 Provincial Planning Statement, the Region of Peel Official Plan, and the City of Mississauga Official Plan, all of which encourage the creation of complete communities with a range of housing options, while making efficient use of land and infrastructure within built-up areas, particularly in proximity to higher order public transit. This section will also review the Peel Housing and Homelessness Plan 2018-2028 and the Mississauga Housing Strategy.

More details about the policy and regulatory context that apply to the subject site has been provided in the Planning and Urban Design Rationale prepared by Bousfields Inc.

6.1 Proposed Amendment to O. Reg 232/18: Inclusionary Zoning

On October 25, 2022, the Province proposed amendments to O. Reg 232/18: Inclusionary Zoning to establish an upper limit on the number of units that would be required to be set aside as affordable, set at 5% of the total number of units (or 5% of the total gross floor area of the total residential units, not including common areas). It would also establish a maximum period of twenty-five (25) years over which the affordable housing units would be required to remain affordable. Amendments would also prescribe the approach to determining the lowest price/rent that can be required for inclusionary zoning units, set at 80% of the average resale purchase price of ownerships units or 80% of the average market rent (AMR) for rental units. These proposed amendments would only apply on lands within PMTSAs.

At the time of writing, the regulations have not been changed to reflect these proposed amendments as O. Reg 232/189 has not received Royal Assent.

6.2 Provincial Planning Statement (2024)

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the 2024 Provincial Planning Statement ("2024 PPS") which is now in effect as of October 20, 2024. The new 2024 PPS replaces the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

One of the key policy directions that continues to be expressed in the 2024 PPS is the need to build complete communities with a mix of housing options by promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1 provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among other things:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households;
- b. permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3 (see below);
- c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d. requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

As discussed in greater detail in the Planning and Urban Design Rationale prepared by Bousfields Inc., the subject site is located within an MTSA and a strategic growth area. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, Policy 2.4.1.2 directs that strategic growth areas should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

It is our opinion that the proposed development conforms with the 2024 PPS, in particular, the policies that encourage growth and intensification in strategic growth areas, including MTSA's, and that promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities.

6.3 Provincial Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for Mississauga is 120,000 dwelling units.

6.4 Region of Peel Official Plan

The Region of Peel Official Plan ("RPOP") was adopted by Regional Council on April 28, 2022 and was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision letter dated November 4, 2022. On December 6, 2023, Bill 150, the Official Plan Adjustments Act, 2023 retroactively revoked many modifications made by the Minister to several Official Plans and Official Plan Amendments, including the RPOP 2022. Subsequently, Bill 162, the Get It Done Act, 2024, which received royal assent on May 16, 2024, introduced additional modifications.

At the time of writing, the RPOP is deemed to have been approved, as adopted by Peel Regional Council, with ministerial modifications as outlined in Bill 150 and Bill 162. As such, the RPOP is now in full force and effect. However, on June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received royal assent. Bill 185 has removed the planning responsibilities of Peel Region, among other regions, as of July 1, 2024. With respect to the RPOP, it has now been deemed to be an official plan of the City of Mississauga (and of other municipalities within Peel Region: Brampton and Caledon).

RPOP 2022 outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management. The RPOP outlines that the City of Mississauga will accommodate a population increase of 995,000 persons, 345,000 households and 590,000 jobs through the 2051 planning horizon.

Schedule E5 (Major Transit Station Areas) identifies the subject site as within a Primary Major Transit Station Area and identifies the DUN-17 station stop located to the west of the site at Wharton Way (see **Figure A2**). The DUN-17 stop is located approximately 365 metres west of the subject site.

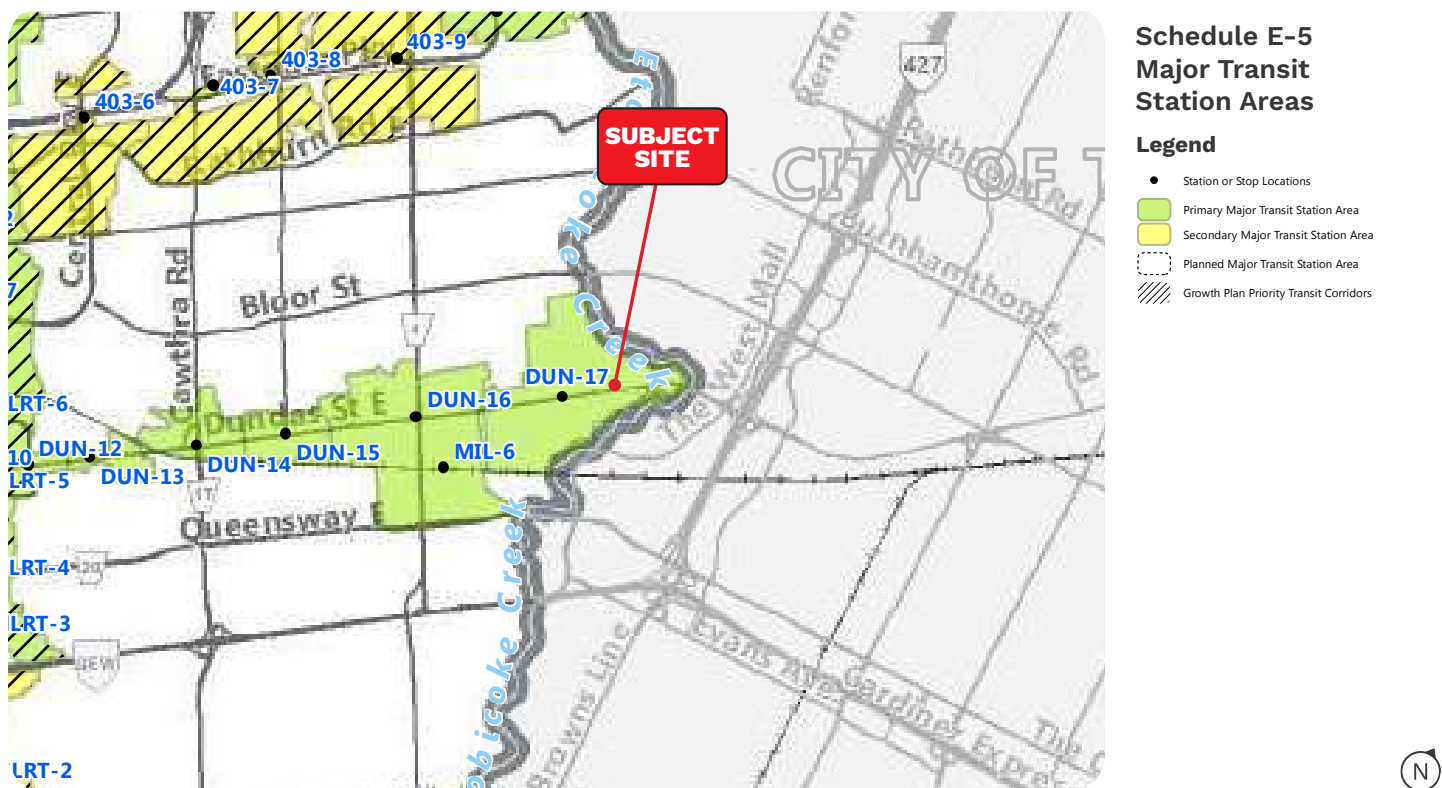


Figure A2 - Schedule E-5 - Major Transit Station Areas

With respect to growth management, Section 5.4 outlines Regional objectives which include supporting planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (Policy 5.4.8).

With respect to MTSAs, Section 5.6.19 provides that MTSAs will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. MTSAs are critical elements to the Region's growth management strategy and have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit.

With respect to housing, Section 5.9 outlines the Region's objectives which include:

- promoting the development of compact, complete communities by supporting intensification and higher density forms of housing;
- achieving Peel-wide new housing unit targets shown in Table 4 of the RPOP, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice. The housing targets from Table 4 are listed below:
 - 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
 - 25% of all new housing units are rental tenure,
 - 50% of all new housing units are in forms other than detached and semi-detached houses; and,
- ensuring an adequate supply of rental housing stock to meet local need.

In implementing these objectives, Policy 5.9.7 directs collaboration with local municipalities to plan for an appropriate range and mix of housing options and densities by implementing the above-noted Peel-wide housing targets.

Policy 5.9.11 requires a Housing Assessment for planning applications of 50 units or more. In our opinion, this Housing Report satisfies this requirement.

Policy 5.9.13 directs the Region to collaborate with local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing needs as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Policies 5.9.39 and 5.9.40 are related to inclusionary zoning. These policies direct local municipalities to establish a policy framework to implement inclusionary zoning in primary MTSA's which, among other things, establishes minimum unit thresholds for inclusionary zoning to apply and a percentage of the gross floor area or an equivalent percentage of units, to be secured as affordable housing.

In our opinion, the proposed development conforms with the housing policies of the RPOP by providing new transit-supportive housing in a mixed-use building through intensification along a planned higher-order transit route, and by securing affordable housing in a PMTSA through the use of inclusionary zoning.

6.5 City of Mississauga Official Plan

The City of Mississauga Official Plan ("MOP") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The MOP was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the subject proposal are under appeal. The most recent consolidation of the MOP is dated March 4, 2024.

The City has recently undertaken significant policy updates to the Official Plan as it relates to the subject site, some of which continue to be under appeal:

- OPA 141 (approved by City Council, under appeal and not in force for the subject site) which introduces general policies for the Dundas Street Corridor and removes the subject site from the Dixie Employment Area and adds it to the Applewood Neighbourhood.
- OPA 142 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which redesignated lands along the Dundas Street corridor, introduced new policies that apply to the corridor, and included heights and land uses to meet the required densities for MTSA's along the corridor.
- OPA 143 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which introduced policies related to MTSA's.
- OPA 144 (adopted by City Council, approved by Regional Council, under scoped appeal but in effect for the subject site) which delineated major transit station areas and introduced additional policies related to MTSA's.

The policy amendments made by these OPAs have been included and referenced in this section below. At the time of writing this report, OPA 141 is not currently in force, and we have identified those policy changes below as "as proposed to be amended by OPA 141".

The City is also currently undertaking an Official Plan Review and has released the draft City of Mississauga Official Plan 2051 (February 2024 version).

Chapter 5

Policy 5.1.4 states that most of the City's future growth will be directed to Intensification Areas, while Policy 5.1.6 encourages compact, mixed use development that is transit supportive, in appropriate locations, in order to provide a range of local live/work opportunities. The subject site is located along an Intensification Corridor (Dundas Street), which are Intensification Areas. Policy 5.5.7 encourages a mix of medium and high density housing, among other uses, within Intensification Areas.

Section 5.4, as amended by OPA 142 and as proposed to be further amended by OPA 141, includes specific policies that apply to the Dundas Street Corridor. The preamble (as proposed to be introduced by OPA 141) states that Dundas Street is expected to continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

As shown in Schedule 2 (**Figure A3**), the subject site is located along an Intensification Corridor and is within a PMTSA.

The Mississauga Official Plan directs that future growth within the City "will be primarily directed to Intensification Areas" and provides that more than three-quarters of the City's growth in population and employment to 2031 is to be accommodated within Intensification Areas. Policy 5.5.1 (as amended by OPA 143) of the Official Plan notes that the focus of intensification in the City will be in identified Intensification Areas such as Intensification Corridors and PMTSAs, as shown on Schedule 2.

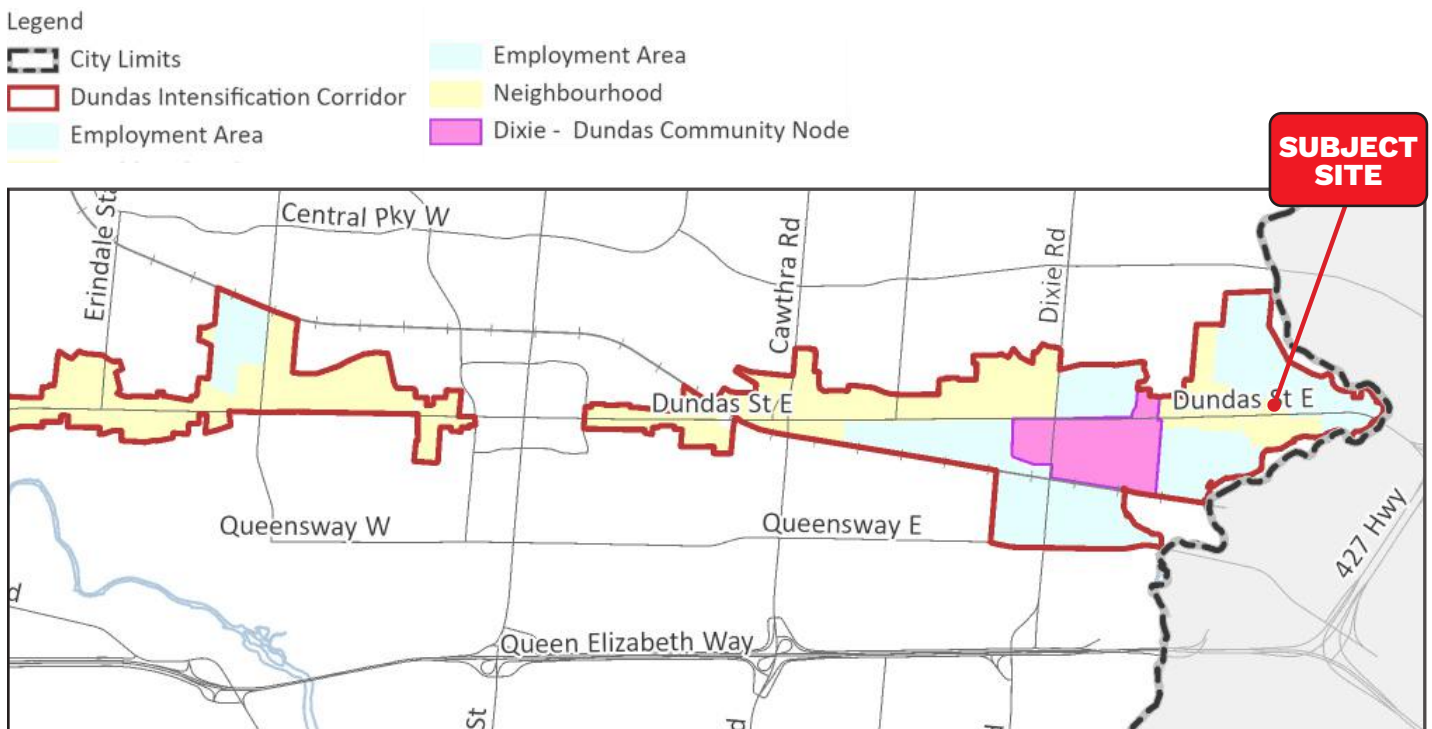


Figure A3 - Schedule 2 – Intensification Areas, as amended by OPA 142, as further amended by OPA 144

Policies 5.5.6 and 5.5.7 (amended by OPA 143, previously Policy 5.5.7 and 5.5.8) state that a mix of medium and high-density housing, community infrastructure, employment and commercial / mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage.

Policy 5.7.2.4 states that development will contribute towards the creation of transit-supportive communities by, among other things:

- including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households; and
- including a range of employment uses to achieve a well balanced mix of office and retail uses.

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). Policy 7.1.3 states that, in order to create a complete community and develop a built environment supportive of public health, the City will:

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

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

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for, among other things, the development of a range of housing choices in terms of type, tenure and price and the production of a variety of affordable dwelling types for both the ownership and rental markets.

Section 7.3 includes policies that relate to inclusionary zoning (IZ). IZ is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan.

Policy 7.3.2 requires that an owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of GFA for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of the MOP, 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:

- The minimum required percentage of GFA 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.
- The IZ requirements of Policy 7.3.2(a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing.

The subject site is located within IZ Area 2 (see **Figure A4**). The tenure of the building has not been determined. Based on correspondence with City staff, it is our understanding that the Planning and Development Committee has adopted City Staff recommendation at its meeting on December 9, 2024, to amend the IZ policies in the Official Plan and Zoning By-law, so that the 2024 IZ rates remain in effect until an updated assessment report is completed. The 2024 IZ rates for ownership developments would require 5% of residential GFA for affordable ownership and 2.5% of residential GFA for affordable rental.

IZ requirements are calculated later in the development review process, and will be based on the in-force rates at that time and are therefore subject to change. In accordance with Table 7-1, for ownership tenure in IZ Area 2, the minimum required percentage of GFA for residential purposes in an ownership building to be set aside as affordable ownership housing uses is 5%. In ownership housing in IZ Area 2, the minimum required percentage of GFA for residential purposes to be set aside as affordable rental housing uses is 2.5%.

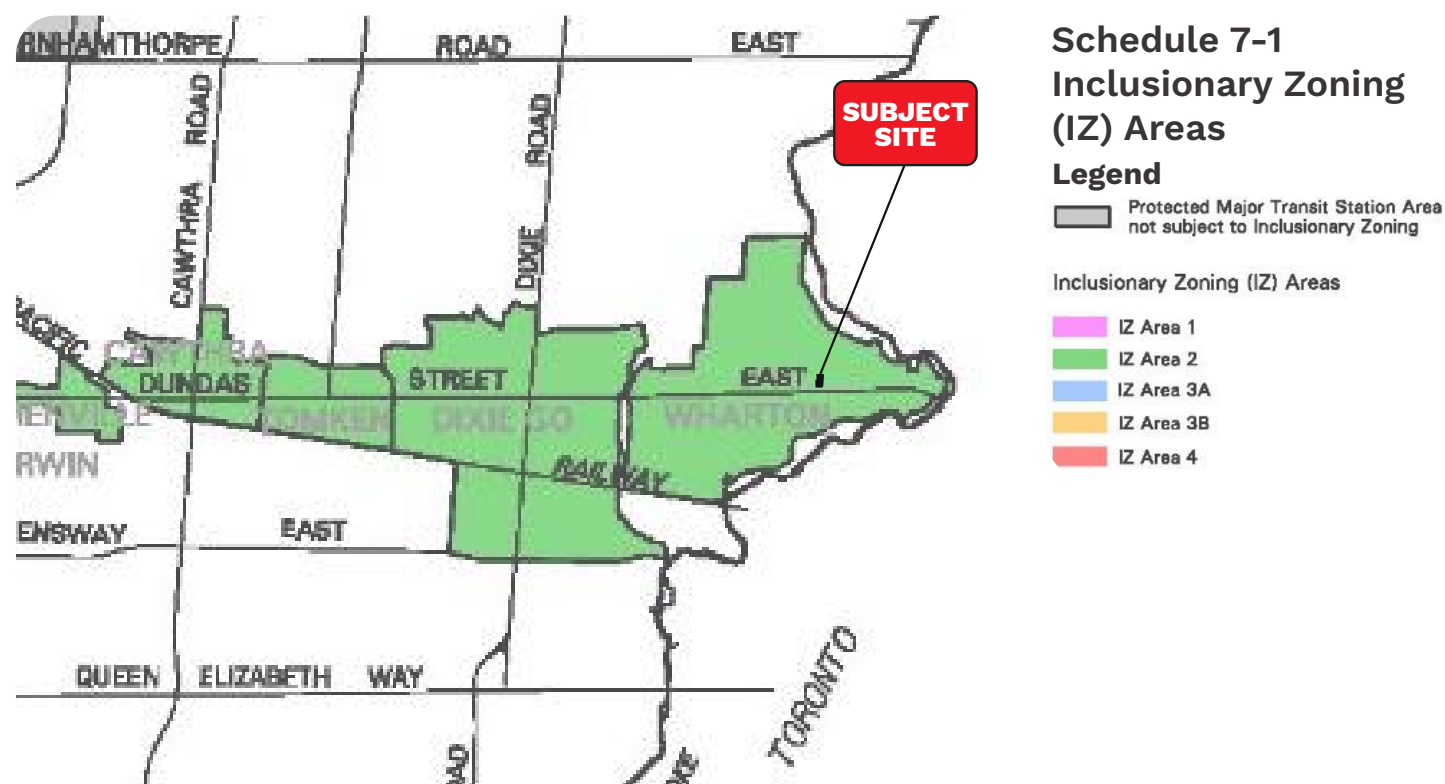


Figure A4 - Map 7-1: Inclusionary Zoning (IZ) Areas

The Inclusionary Zoning requirements of Policy 7.3.2 (a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing.

Inclusionary Zoning requirements for purpose-built rental housing may be introduced through future amendments to the Official Plan.

Policy 7.3.3 outlines the manner through which affordability is determined and is based on income deciles.

Policy 7.3.4 requires the suite mix of the affordable housing component to generally be a balanced mix of one-bedroom units and family sized units (two- and three-bedroom units). Bachelor units will not qualify as affordable housing units for the purposes of IZ requirements.

Policy 7.3.5 requires that affordable rental housing units or affordable ownership housing units will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

- a. 30 years calculated from the date of first occupancy of an affordable rental housing unit; or
- b. 99 years calculated from the later of the date of first occupancy or first closing of an affordable ownership housing unit.

Policy 7.3.7 details how/when the City will receive a portion of the net proceeds from the sale of an affordable ownership housing. Policy 7.3.8 allows IZ requirements to be met at an offsite location at the discretion of the City.

Policy 7.3.12 states that IZ requirements identified in Section 7.3 come into effect on the later of January 1, 2023 or the date the applicable protected MTSA identified in the RPOP is approved by the Minister of Municipal Affairs and Housing. As the MTSA in RPOP are approved, IZ policies are in force for the proposed development.

At the current rates, if the proposed development is constructed as ownership housing, the proposed development will be required to provide a minimum of 5% of residential GFA for affordable ownership housing for a period of 99 years, or a minimum of 2.5% of the residential GFA for affordable rental housing for a period of 30 years. The units to be ultimately secured in an Inclusionary Zoning Agreement will be determined through the development application review process. We note that O. Reg 232/18, as discussed above, may change these requirements as the application progresses through the development application review process. At this time there are no IZ requirements for purpose-built rental housing.

Section 19.23 outlines the items that may be secured in an Inclusionary Zoning Agreement.

In our opinion, the proposed development conforms to the Mississauga Official Plan, particularly the policies that encourage high density redevelopment and range of housing options along the Dundas corridor, the achievement of complete communities, and the policies that require affordable housing through inclusionary zoning.

6.6 Draft Mississauga Official Plan 2051

The City of Mississauga has been undertaking an Official Plan Review and released the draft Mississauga Official Plan 2051 in February 2024. At this time, the City is updating the draft to ensure consistency with the 2024 PPS, and anticipates that an updated draft Official Plan will be brought to Planning and Development Committee in early 2025.

6.7 Peel Housing and Homelessness Plan 2018-2028

Peel Region's 'Home For All – Peel Housing and Homelessness Plan 2018-2028' was adopted in April 2018 and serves to implement a 10-year plan to improve housing outcomes in the Region. While not part of the RPOP, the Housing and Homelessness Plan aims to implement the RPOP housing policies and objectives.

The Housing and Homelessness Plan identifies that of the targeted 7,500 new housing units to be created annually in Peel, 50% is encouraged to be located in medium or high-density development.

The Housing and Homelessness Plan focuses on five key strategies which revolve around short-term and long-term outcomes. These strategies include:

1. Transforms Service: change the delivery of programming through the creation of a new service model to prevent homelessness, diverting people from shelters and matching people with the right service.
2. Build More Affordable Housing: Increase capacity for affordable housing development and reduce costs of development.
3. Provide Incentives to Build Affordable Housing: Encourage the market to produce purpose built rental and affordable home ownership through a modest program of tools and incentives.
4. Optimize Existing Housing Stock: Maintaining existing social and affordable housing stock and leveraging existing private stock to create more and varied affordable housing options.
5. Increase Supportive Housing: Expand the supply of supportive housing and supports provided to existing tenants.

In support of these strategies, the proposed development will provide 882 new dwelling units in a high-density development and will result in affordable housing units through inclusionary zoning.

6.8 Mississauga Housing Strategy

Making Room for the Middle: A Mississauga Housing Strategy ("Making Room Strategy") was adopted by City Council in October 2017. The primary objective of the Making Room Strategy is to address obstacles hindering the availability of affordable housing, close the gap for middle-income housing, enhance systemic improvements, and strengthen accountability measures.

- i. The first objective ("Remove Barriers"), includes creating a supportive policy environment, making lands development ready, and improving other supporting policies and city resources.
- ii. The second objective ("Close The Missing Middle Gap") emphasizes the importance of supporting a diverse supply of second units, creating feasible projects, and supporting first time buyers.
- iii. The third objective ("Champion Systems Reform") promotes a systemic change and various levels of government intervention to improve affordable dwellings types for middle-income households.

To execute the Housing Strategy, the City is seeking the inclusion of affordable middle-income housing units, as outlined in the Housing Report Terms of Reference. As noted above, the proposed development will provide affordable housing in according with the inclusionary zoning provisions.

6.9 Zoning By-law 0225-2007

Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. City Council passed Inclusionary Zoning By-law 0213-2022 on August 10, 2022, which amended By-law 0225-2007 to include inclusionary zoning regulations.

Similar to Section 7.3 of the Official Plan, Table 2.1.34.2 outlines a minimum percentage of residential GFA to be provided as affordable ownership housing. The subject site is located within IZ-2 on Schedule A17 to By-law 0213-2022, and based on the recent decision to freeze the IZ rates to the 2024 levels, if the proposed development is constructed as ownership housing it would be required to provide a minimum of 5% of residential GFA as affordable ownership housing, or a minimum of 2.5% of the residential GFA for affordable rental housing.

7

Analysis & Conclusions

The proposed development is consistent with the 2024 PPS as it provides an appropriate range and mix of housing options through intensification to support the achievement of complete communities. The proposed development provides an appropriate amount of transit-supportive density on lands which are located within a strategic growth area and an MTSA, as defined by the 2024 PPS. Further, the proposed development will support the Provincial housing target established for the City of Mississauga (120,000 units by 2031).

With respect to the Region of Peel Official Plan, the proposed development will contribute to the achievement of the Region's population targets to 2051. Further, the proposed development will contribute a compact, well-designed, transit-supportive, mixed use development within an MTSA to support planning for complete communities. The proposal will support the achievement of an appropriate range and mix of housing options and densities, including affordable housing and family-sized units, to meet local housing needs. In this regard, the proposal will provide new housing units with a range of sizes and unit types within a tall building form and commits to providing affordable housing that meets the inclusionary zoning requirements.

The proposed development conforms to the housing policies of the City of Mississauga Official Plan by providing a new development within an Intensification Area and PMTSA (Wharton Way), and by contributing to the planned minimum density of 160 people and jobs per hectare and minimum FSI of 1.0.

The proposed building will support the redevelopment of the Dundas Street corridor with high-density housing in a compact form. In addition, the proposed development will be mixed use, and will expand access to local retail options. The proposal will expand the range of housing choices in the area and will include affordable housing to meet the inclusionary zoning requirements.

The subject site is located in Inclusionary Zoning Area 2 (IZ Area 2). Given the recent changes endorsed by Planning and Development Committee to freeze the 2024 IZ rates subject to an updated assessment report, the development is required to provide a minimum of 5% of the residential GFA as affordable ownership housing or a minimum of 2.5% of the residential GFA as affordable rental housing if the building is constructed as ownership housing. No IZ GFA will be required if the building is constructed as purpose-built rental housing. At this time, the tenure of the building has not been determined.

We note that O. Reg 232/18, as discussed above, may change these requirements as the application progresses through the development application review process.


Based on an ownership building with a proposed residential GFA of 60,985 square metres, this results in 3,049 square metres to be provided as affordable ownership housing, OR 1,525 square metres to be provided as affordable rental housing. If the building was constructed as purpose-built rental building, no IZ GFA would be required.

Although the final unit mix has yet to be determined, based on the preliminary unit mix this would result in approximately 47 affordable ownership units (i.e. 5% of the total 941 units), OR approximately 24 affordable rental units (i.e. 2.5% of the total 941 units).

At this time, the tenure of the building has not been determined, however discussions in this regard will occur through the development review process. For affordable ownership units in an ownership building, they will be required to be maintained at affordable prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of 99 years from the later date of first occupancy or first closing of an affordable ownership housing unit. For affordable rental units in an ownership building, they will be required to be maintained at affordable rents commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of 30 years from the later date of first occupancy.

We look forward to working with the City throughout the review of the proposed applications.

Attachment A



Housing Information
Form

Part B of Housing Report Submission

At this time, the tenure of the building has yet to be determined. Details regarding proposed pricing have yet to be determined and will be subject to a variety of criteria including market demand.

Proposed Development – Housing Breakdown (All Units)		
Purpose Built Rental Units*		
Bachelor	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$922/month rent	0
	Between \$922 and \$1153/month rent	0
	Between \$1153 and \$1383/month rent	0
	Between \$1383 and \$1614/month rent	0
	More than \$1614/month rent	0
	Tenure to be determined – Proposed unit mix provided in Housing Report	
1 bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
	Tenure to be determined – Proposed unit mix provided in Housing Report	
2 bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
	Tenure to be determined – Proposed unit mix provided in Housing Report	
3+ bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1590/month rent	0
	Between \$1590 and \$1988/month rent	0
	Between \$1988 and \$2385/month rent	0
	Between \$2385 and \$2783/month rent	0
	More than \$2783/month rent	0
	Tenure to be determined – Proposed unit mix provided in Housing Report	
Ownership Units		
Ownership Units to be Sold at Market Prices		Qty. of Units
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Tenure to be determined – Proposed unit mix provided in Housing Report		0
Ownership Units to be Sold as Affordable		Proposed Affordable Sale Price of Unit
Bachelor		\$0
1 Bedroom		\$0
2 bedroom		\$0
3+ bedroom		\$0
Inclusionary Zoning requirements outlined in Housing Report		

Unit Transfer		
Ownership Units to be Dedicated to City/Region	Market Value of Unit	Qty. of Units
Bachelor	\$0	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
n/a		
Secondary Suites		
Private Ownership Secondary Suites		Qty. of Units
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
n/a		
Land		
Land Dedicated to City/Region	Market Value of Land Per Acre	Acres
Street A on Draft Plan of Subdivision	\$Unknown	0.094 hectares
Financial Contribution to Affordable Housing Offsite		
	Amount	
n/a	\$0	

*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.

