

Prepared for 2504228 Ontario Inc.

# 3033 Dundas Street West, Mississauga

## Planning Justification Report

April 17, 2025



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## Appendices

### MUDAP MEETING MINUTES

# 1 Introduction

2504228 Ontario Inc. (hereinafter referred to as the “owner”) is the owner of approximately 0.94 hectares of land, municipally identified as 3033 Dundas Street West in the City of Mississauga. The subject lands are currently vacant. The owner is proposing to develop the subject lands into a 12-storey mixed use building, containing 156 residential units, approximately 1,065 square metres of retail, restaurant, and medical office space, 164 underground parking spaces and 59 at-grade surface parking spaces. Vehicular access will be provided off an interim right-in and right-out from Dundas Street West. The purpose of the proposed development is to create an attractive and liveable space for future residents within a planned transit-rich location to support residential and employment targets of the Province, Region of Peel, and City of Mississauga.

Applications for Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBLA”) are required to facilitate the proposed development. In the City of Mississauga Official Plan, the subject lands are designated ‘Mixed Use’ within the Western Business Park Employment Area. Due to the Employment Area Character Designation, residential uses are currently not permitted. As such, an OPA is required to add a ‘Special Site Area’ within the Western Business Park Employment Area to permit a mixed-use building. This is in line with the Dundas Connects Master Plan, adopted by City of Mississauga Council in 2022, which designates the subject lands as ‘Mixed Use’ within the Erin Mills Neighbourhood.

The subject lands are currently zoned ‘General Commercial’ (C3-46). To facilitate the proposed development, a ZBLA is required to rezone the subject lands to the ‘Residential – Apartment’ Zone (RA3) to allow for the proposed residential uses with site specific modifications to allow for the proposed built form and additional permitted uses, including: retail, restaurant, and medical office.

Arcadis Professional Services (Canada) Inc. (“Arcadis”) has been retained by the owner to provide planning advice and assistance on the development of the subject lands. The authors of this report have come to an independent professional planning opinion which supports the applications as they are reflective of good planning and are in the public interest. This Planning Justification Report (“PJR”) provides a thorough discussion and analysis of current and applicable Provincial legislation and plans, local planning documents, supporting studies, technical works, and other relevant matters in the context of the proposed development.

## 2 Site Description and Surrounding Context

The following subsections provide a review of the context, existing uses, and conditions of the subject lands and surrounding area. These elements frame the discussion on the proposed planning applications, as well as the associated planning comments and justification.

### 2.1 Site Description

The subject lands, municipally known as 3033 Dundas Street West, are located on the north side of Dundas Street West between the intersections of Ridgeway Drive and Winston Churchill Boulevard. The lands are legally described as Part 1 and Part of Lots 11 & 12 in Registered Plan 380, subject to easement TR196069 within the Geographic Township of Trafalgar in the City of Mississauga. The subject lands are an ‘L-shaped’ parcel of land and have an approximate frontage of 96.7 metres along Dundas Street West, a depth of approximately 175.2 metres with an approximate lot area of 9,492 square metres (0.94 hectares).

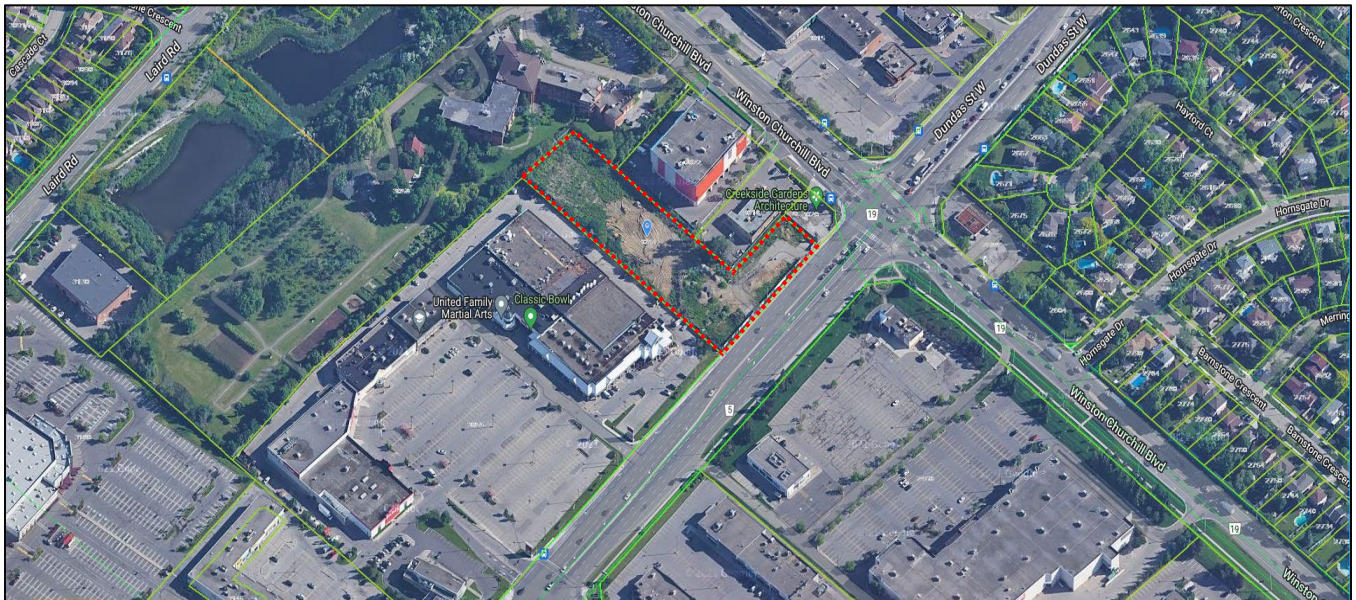
The subject lands have a relatively flat topography, sloping down as it goes towards Dundas Street West. The lands were formerly occupied by a two-storey single detached dwelling on the eastern portion, while the western portion was occupied by a one-storey motel (Halton Motel). All of the buildings were demolished in 2017 and the subject lands are currently vacant. A wooden fence outlines the boundaries of the subject lands.



Please refer to **Figures 2-1 & 2-2** for an aerial overview of the general location of the subject lands. **Figure 2-3** provides the topographical survey of the lands. **Figures 2-4 to 2-7** provide site photographs and street view imagery.



*Figure 2-1: Parcel Mapping of Subject Lands, Retrieved from the City of Mississauga Interactive Mapping*



*Figure 2-2: Aerial Overview of Subject Lands, Retrieved from GeoWarehouse*



Figure 2-3: Topographical Survey, Prepared by Y.Zhang Surveying Ltd.



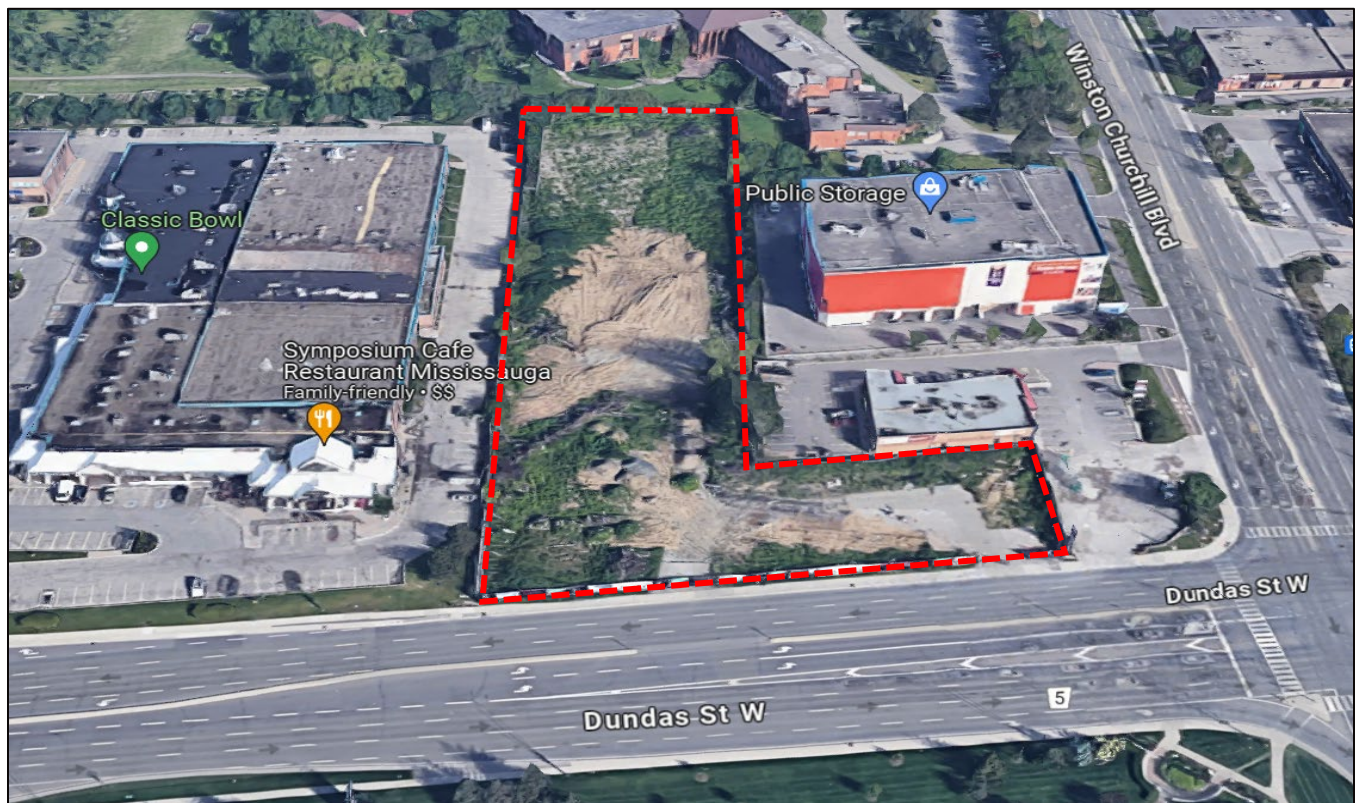


Figure 2-4: 3-D North South View of Subject Lands, Retrieved from Google Earth



Figure 2-5: East West View of Subject Lands, Retrieved from Google Earth





Figure 2-6: View of Subject Lands along Dundas Street, Retrieved from Google Streetview



Figure 2-7: View of Subject Lands from Adjacent Property, Retrieved from Google Streetview

## 2.2 Surrounding Context

In terms of surrounding context, the subject lands are located in the south-western edge of the City of Mississauga, along its border with the Town of Oakville. The subject lands are bound by Laird Road to the north, Winston Churchill Boulevard to the east, Dundas Street West to the south, and Ridgeway Road to the west. The subject lands are well connected to the City, Region, and Province's road network, as Dundas Street West is designated as a Major Regional Arterial Road, and Highway 403 is located within a 1.5-kilometre radius. These roads provide connections to surrounding municipalities such as Brampton and Oakville.

In terms of a greater surrounding context, **Figure 2-8** shows that the subject lands are situated in the midst of an established mixed-use area, which provides a wide range of commercial, industrial/employment, institutional, and residential land uses. The City of Mississauga has planned for intensification in the form of higher density mixed-use developments along the Dundas Street Corridor, due to significant improvements in public transportation (i.e. proposed Dundas Bus Rapid Transit ("BRT")), which will be further explained in Section 2.4. As such, the intersection of Dundas Street and Winston Churchill Boulevard and surrounding radius are identified as a 'Primary Major Transit Station Area' ("PMTSA") within the Region and City's Official Plans.

**North:** Immediately to the north is the three-storey Ivan Frank Homes Retirement Residence, which was subject to a Ministerial Zoning Order ("MZO") Application for a proposed three-storey Long-Term Care Home with 160 beds. A gas station and a multi-tenant commercial plaza, consisting of restaurants, medical clinics, and service commercial uses, is located directly north of the retirement residence at the corner of Laird Drive and Winston Churchill Boulevard. Two stormwater management ponds separate the majority of the retirement residence property

from the low-density residential neighbourhoods to the north. The neighbourhood consists of single-detached dwellings and townhouses. Institutional uses such as Garthwood Public School and Christ the King Catholic School and open spaces (Garthwood Park) are interspersed within the low-density residential neighbourhood.

**East:** To the east of the subject lands is a one-storey multi-tenant commercial building (retail, medical clinic) and a multi-storey personal storage building fronting onto Winston Churchill Boulevard. On the opposite side of Winston Churchill Boulevard are multi-tenant commercial plazas (retail, restaurant, fitness facilities), and large format commercial stores with an abundance of surface parking. Further east is employment (industrial/ commercial) uses within condominiums with different owners. Uses along Dundas Street, east of Winston Churchill Boulevard comprise of auto-dealerships and multi-tenant commercial buildings with surface parking. To the north-east is a large-format grocery store (Longo's) and low-density residential uses. King's Masting Park is in the midst of the low-density neighbourhood.

**South:** Dundas Street is located south of the subject lands, which marks the municipal boundary between Mississauga and Oakville. On the opposite side of Dundas Street is a large multi-tenant commercial plaza, containing large format retailers (Winners, Home Depot, Best Buy), retail, restaurants, grocery stores (Galleria Supermarket), and banks, with an abundance of surface parking. Further south is employment uses (industrial/commercial). A gas station and a low-density residential neighbourhood, containing single detached dwellings and townhouses are located south-east of the subject lands. Similar to the existing development pattern, institutional uses (Thorn Lodge Public School) and open spaces (Thorn Lodge Park and David Ramsey Outdoor Pool) are interspersed within the low-density residential neighbourhoods.

**West:** Immediately west of the subject lands is a large multi-unit commercial plaza, containing large format retailers (Costco, the Brick), private fitness recreational facilities (LA Fitness), gas station, restaurants, retail, entertainment (Classic Bowl), banks, medical offices, and grocery stores (Starsky Fine Foods) with an abundance of surface parking. Employment (commercial) uses contained within multi-tenant condominiums are located north-west of the subject lands, along the Highway 403 Corridor. On the opposite side of the highway are open space (recreational facilities) and entertainment (Drive-In Theatre).

To the North	To the East
<ul style="list-style-type: none"> <li>Ivan Frank Homes Retirement Residence</li> <li>Commercial Plaza &amp; Gas Station</li> <li>Open Space</li> <li>Low-Density Residential (Single Detached &amp; Townhouses)</li> <li>Institutional Uses (i.e. Garthwood Public School, Christ the King Catholic School)</li> <li>Garthwood Park</li> </ul>	<ul style="list-style-type: none"> <li>Commercial Plazas</li> <li>Personal Storage Buildings</li> <li>Employment (Industrial/Commercial)</li> <li>Auto-Dealerships</li> <li>Grocery Stores</li> <li>Low-Density Residential (Single Detached)</li> <li>King's Masting Park</li> </ul>
To the South	To the West
<ul style="list-style-type: none"> <li>Commercial Plazas</li> <li>Employment (Industrial/Commercial)</li> <li>Low-Density Residential (single-detached &amp; townhouses)</li> <li>Thornlodge Public School</li> <li>Thornlodge Park &amp; David Ramsey Outdoor Pool</li> </ul>	<ul style="list-style-type: none"> <li>Commercial Plazas</li> <li>Employment (Commercial)</li> <li>Highway 403</li> <li>Open Space</li> <li>Entertainment</li> </ul>

Table 2-1: Summary of Surrounding Uses





Figure 2-8: Surrounding Uses with an Approximate 800m Radius (shown in yellow), Retrieved from Google Earth

## 2.3 Surrounding Development Applications

Though there are no notable development applications within the immediate surrounding area, there are several development applications along Dundas Street between Highway 403 and Trafalgar Road, which show the emerging character of the Intensification Corridor.

No.	Address	Status	File No.	Description	Distance from Subject Lands
1	1415 Dundas Street East and 3006 William Cutmore Boulevard	Under Construction	24CDM-24006/1308	Mattamy Clockworks – Phase 1 The proposed application is for two twelve-storey residential buildings with 328 residential units. (Figure 2-10)	2.47 km
	3008 William Cutmore Blvd	Site Plan Approved	1308.002/01	Mattamy Clockworks - Phase 2 The proposed application is for a seven-storey/163 unit condominium with 185 parking spaces.	

No.	Address	Status	File No.	Description	Distance from Subject Lands
	1395 and 1405 Dundas Street East and 3010 William Cutmore Blvd	Site Plan Application Received	1308.003/01	Mattamy Clockworks – Phase 3 Phase 3 application which includes 503 total dwelling units consisting of one 7-storey (182 units) and two 12-storey (143 units and 178 units) condominium buildings.	
2	1005 Dundas Street	Draft Plan of Condominium Received	24CDM-24003/1310	The proposal is for a 380-unit apartment condominium with a height of eight storeys along Dundas Street East, stepping down to four storeys at the rear.	3.92 km

Table 2-2: Summary of Surrounding Development Applications along Dundas Street East

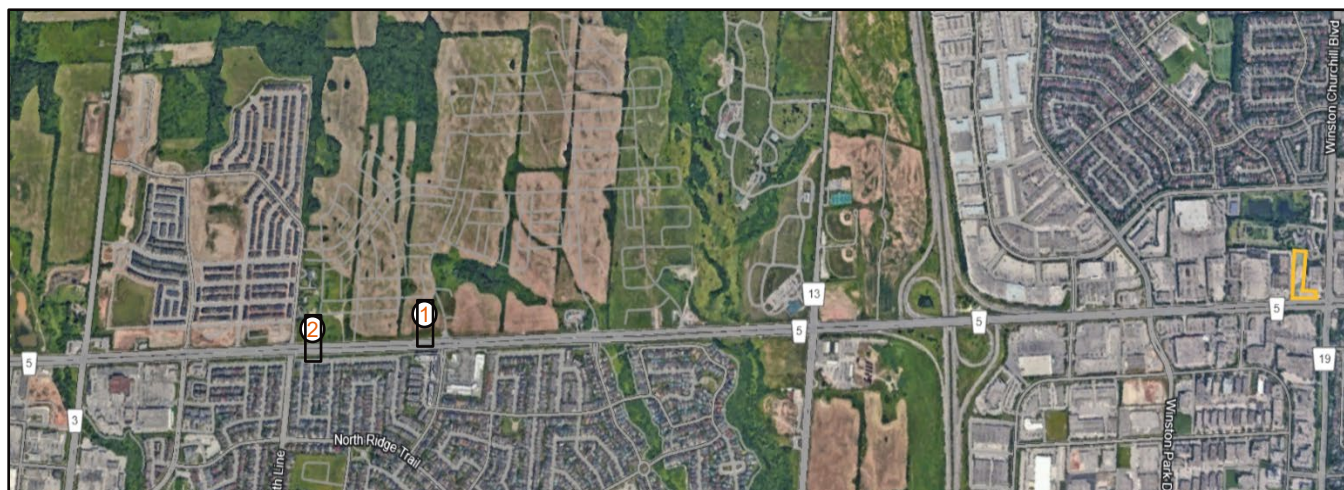


Figure 2-9: Aerial Location Map of Development Applications along Dundas Street East, Retrieved from Google Earth





*Figure 2-10: View of 12-Storey Buildings along Dundas Street East, Retrieved from Google Streetview*

## 2.4 Transit

As seen in **Figure 2-11**, the subject lands are located along Dundas Street, which is a planned BRT Corridor, proposed by Metrolinx. It is planned to run along Dundas Street from Kipling Bus Terminal in Etobicoke to Highway 6 in Waterdown (Hamilton), passing through the municipalities of Burlington, Oakville, and Mississauga. It will have connections to Subway Line 2-Bloor Danforth and GO Transit's Kitchener Line from Kipling Station, GO Transit's Milton Line from Dixie Road and Cooksville GO and the future Hazel McCallion Hurontario Light Rail Transit ("LRT") Route. As such, majority of the transit stops along Dundas Street are identified as PMTSAs within the Regional and Local Official Plans.



Figure 2-11: Dundas BRT Alignment, Retrieved from Metrolinx

Mi-Way is the public transit operator for the City of Mississauga. The closest transit stops are located at the north-west corner of Winston Churchill Boulevard and Dundas Street East, approximately 27 metres from the edge of the subject lands as well as at the intersection of Hampshire Gate and Dundas Street East, approximately 180 metres from the edge of the subject lands. As seen in **Figure 2-12**, these stops are serviced by:

- Bus Route 1 (Dundas), which operates between Kipling Bus/ Subway/ GO Train Terminal and Laird Road/ Ridgeway Road, connecting to Dixie GO, Cooksville GO, the future Hazel McCallion Hurontario LRT, and University of Toronto Mississauga (“UTM”);
- Bus Route 45/45A (Winston Churchill Boulevard) which provides service along Winston Churchill Boulevard between Meadowvale Town Centre and Clarkson GO, connecting to the Winston Churchill/ 403 Station, Oakville Entertainment Centrum and Sheridan Centre; and
- Express Route 101A (Dundas Express) provides express bus service along Dundas Street between Kipling Bus/ Subway/ GO Train Terminal and Ridgeway Drive, connecting to Dixie GO, Cooksville GO, the future Hazel McCallion Hurontario LRT, Westdale Mall and UTM.



Figure 2-12: Mi-Way Transit System Mapping, Retrieved from City of Mississauga

Due to the location of the subject lands in proximity to the municipal boundary of Oakville, it is in close proximity to the following Oakville Transit routes, as identified in **Figure 2-13**:

- Bus Route 24 (South Common) which provides service between Oakville GO and South Common, connecting to Oakville Place, Oakville Town Hall, Sheridan College and Uptown Core;
- Bus Route 6 (Upper Middle) which primarily operates along Upper Middle Road between Laird & Ridgeway and Bronte GO, connecting to Halton Region Centre, Glen Abbey Community Centre, and Sheridan College;
- Bus Route 12 (Winston Park) provides service between Laird & Ridgeway and Clarkson GO, connecting to Oakville Entertainment Centrum; and
- Bus Route 120 (East Industrial) provides service between Laird & Ridgeway and Oakville GO, connecting to Iroquois Shoreline Woods Park, Oakville Town Hall and Oakville Place.





Figure 2-13: Oakville Transit Mapping, Retrieved from Town of Oakville

### 3 Proposed Development

The Owner is proposing to develop the southern portion of the subject lands into a 12-storey mixed-use building containing 156 residential units, 259.53 square metres of restaurant space, 454 square metres of medical office space and 350.85 square metres of retail space. There will be surface parking within the northern portion of the subject lands and three levels of underground parking, providing for a total of 223 stalls. The proposed development will have vehicular access from Dundas Street West, through a right-in/right-out access on an interim basis, with the proposed roadway being designed for conversion into a new north-south public (i.e. municipally owned and operated) roadway contemplated by the Dundas Connects Master Plan.

Table 3-1 below displays the overall site statistics.

ITEM	PROPOSED
Gross Lot Area	9,492 m <sup>2</sup>
Minimum Lot Frontage	96.7 m along Dundas Street West
Number of Dwelling Units	156 dwelling units
Floor Space Index	1.52
Minimum Front Yard	5.9 m
Minimum Rear Yard	142.6 m
Minimum Internal Side Yard	4.4 m
Maximum Building Height	47.8 m (12 storeys)
Minimum Landscaped Area	1,039 m <sup>2</sup>

*Table 3-1: Proposed Site Statistics*

The conceptual plan, including development dimensions, is found in **Figures 3-1 & 3-2**. **Figure 3-3** provides a massing model of the proposed development, identifying the different uses within the building. **Figures 3-4 to 3-6** provide elevations and renderings of the proposed development, highlighting the built form. Please refer to the Architectural Set, prepared by Hout Architecture, for more details (i.e. floor plans, building sections).



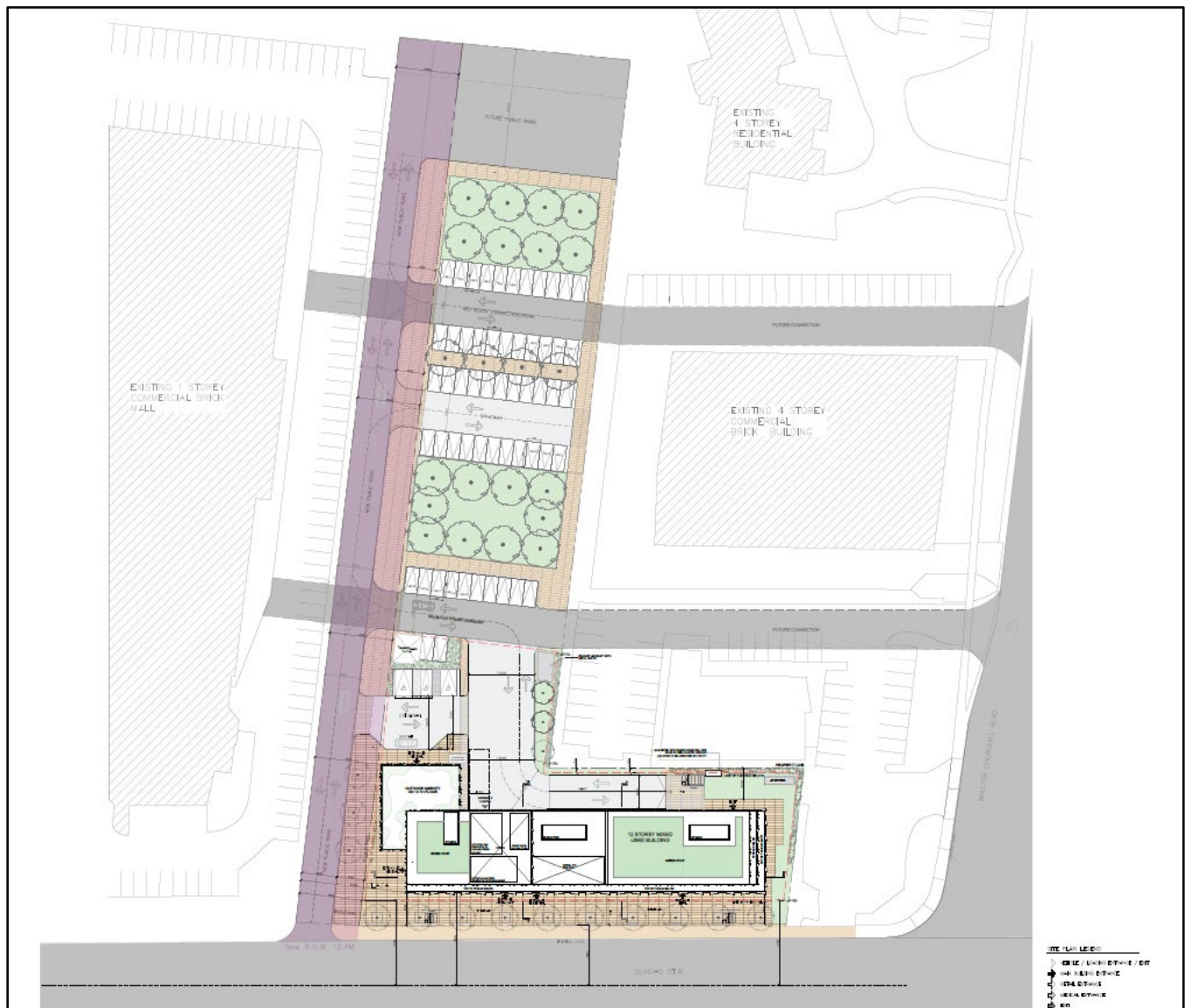


Figure 3-1: Proposed Conceptual Site Plan, Prepared by Hout Architecture

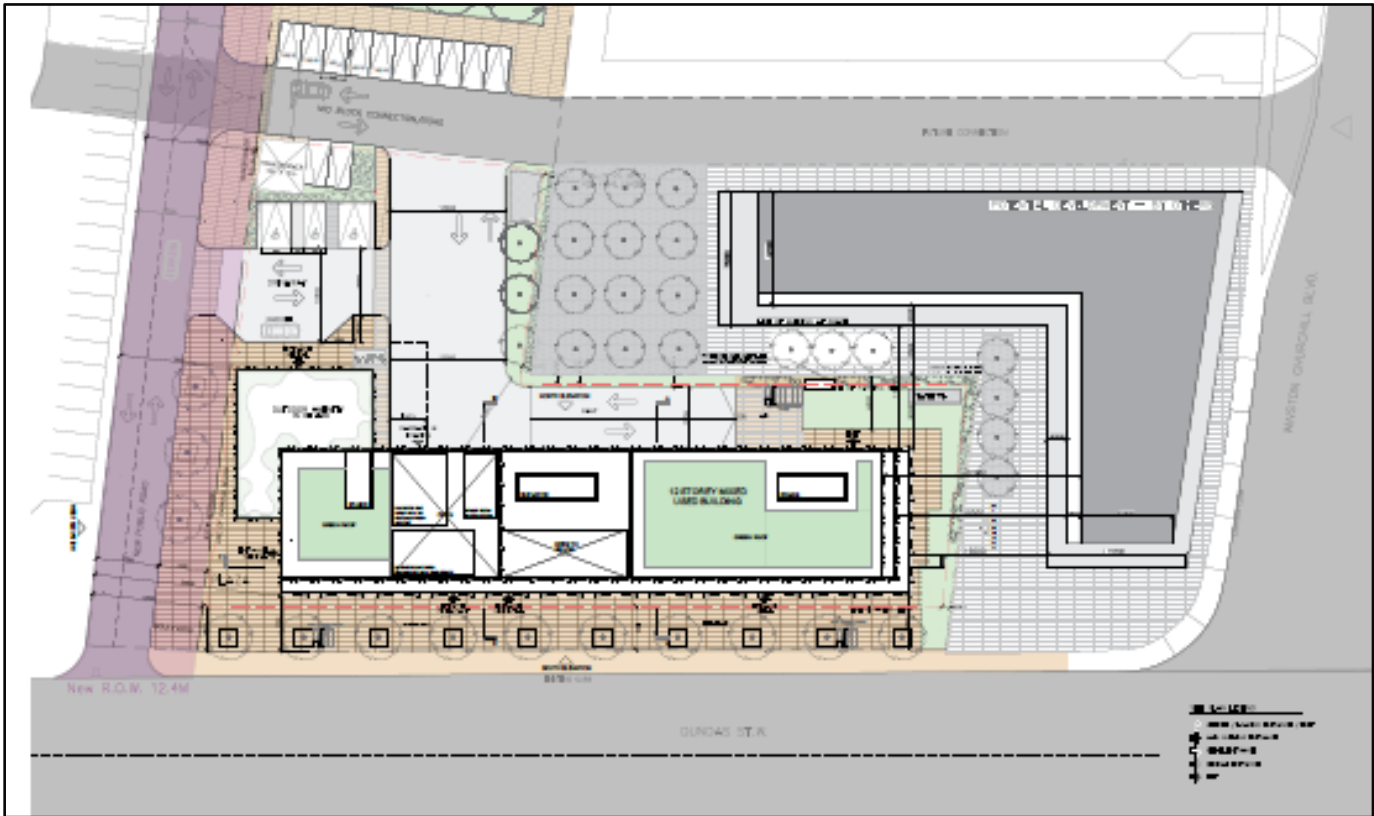


Figure 3-2: Zoomed-in Version of Conceptual Site Plan, Prepared by Hout Architects

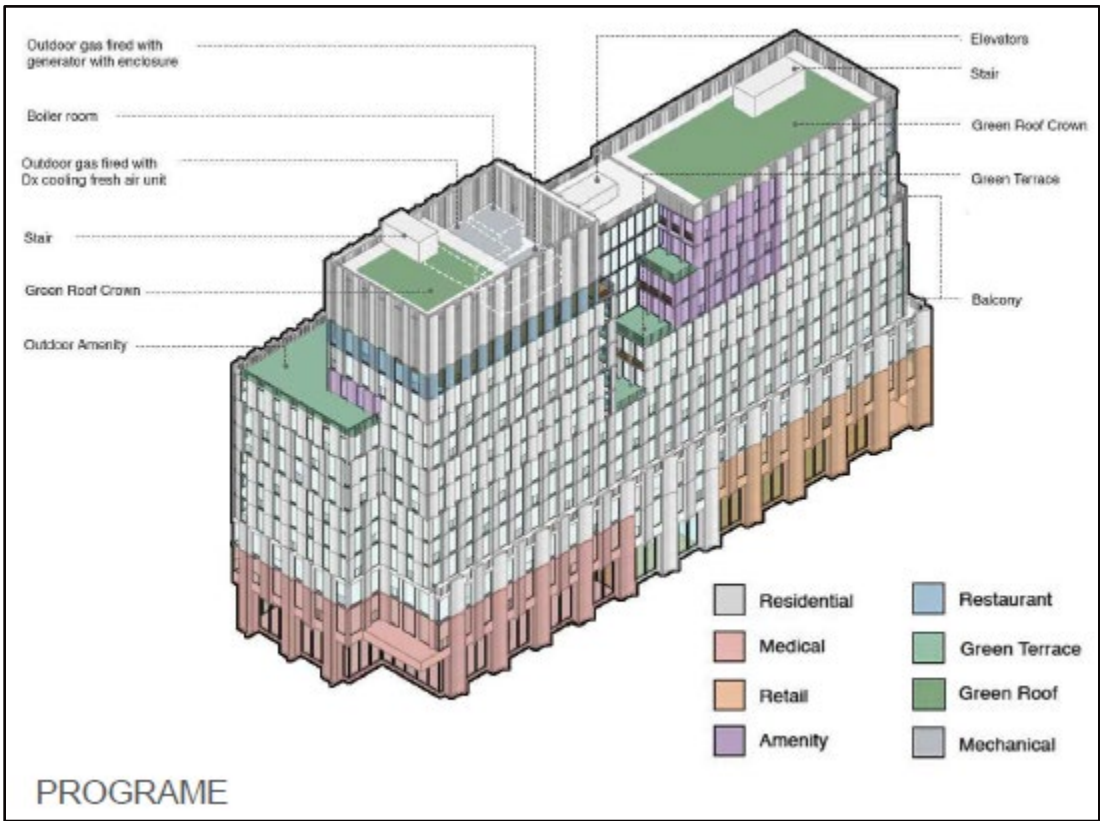


Figure 3-3: Massing Model, Prepared by Hout Architecture



*Figure 3-4: Rendered View looking North-west, Prepared by Hout Architecture*



*Figure 3-5: Rendered View of Proposed Building from Dundas Street East, Prepared by Hout Architecture*





Figure 3-6: Rendered View Looking South from Mid-Block Connection, Prepared by Hout Architecture

### 3.1 Residential Units

Floor 2 proposes 14 units, while Floors 3-8 proposes 17 units per floor. Floor 9 proposes 13 units, Floor 10 proposes 10 units, Floor 11 proposes 11 units and Floor 12 proposes 6 units per floor.

The proposed unit mix provides for a range of 1-to-2-bedroom units able to accommodate a variety of demographic of household types. The following table summarizes the composition of units within the proposed building.

UNIT TYPOLOGY	PROPOSED
Studio	51 units
1-bedroom	30 units
1-bedroom + den	29 units
2-bedroom	7 units

UNIT TYPOLOGY	PROPOSED
2-bedroom + den	39 units
<b>Total</b>	<b>156 units</b>

Table 3-2: Unit Mix

### 3.2 Commercial/Office Units

As identified in **Figure 3-3**, there are a mix of uses located within the proposed building. A total of 579 square metres of non-residential space is provided on the ground floor, comprising of 350.85 square metres of retail space in the eastern portion of the building and 228 square metres of medical office space in the western portion. As seen in **Figure 3-7**, separate entrances are provided for each non-residential use. **Figure 3-8** shows that a second floor is proposed for the medical office, which has an area of approximately 226 square metres. As such, the total area of the medical office space is approximately 454 square metres.

A separate elevator is provided for the restaurant space, located on the 12<sup>th</sup> floor. It has an approximate area of 259.53 square metres as seen in **Figure 3-9**.

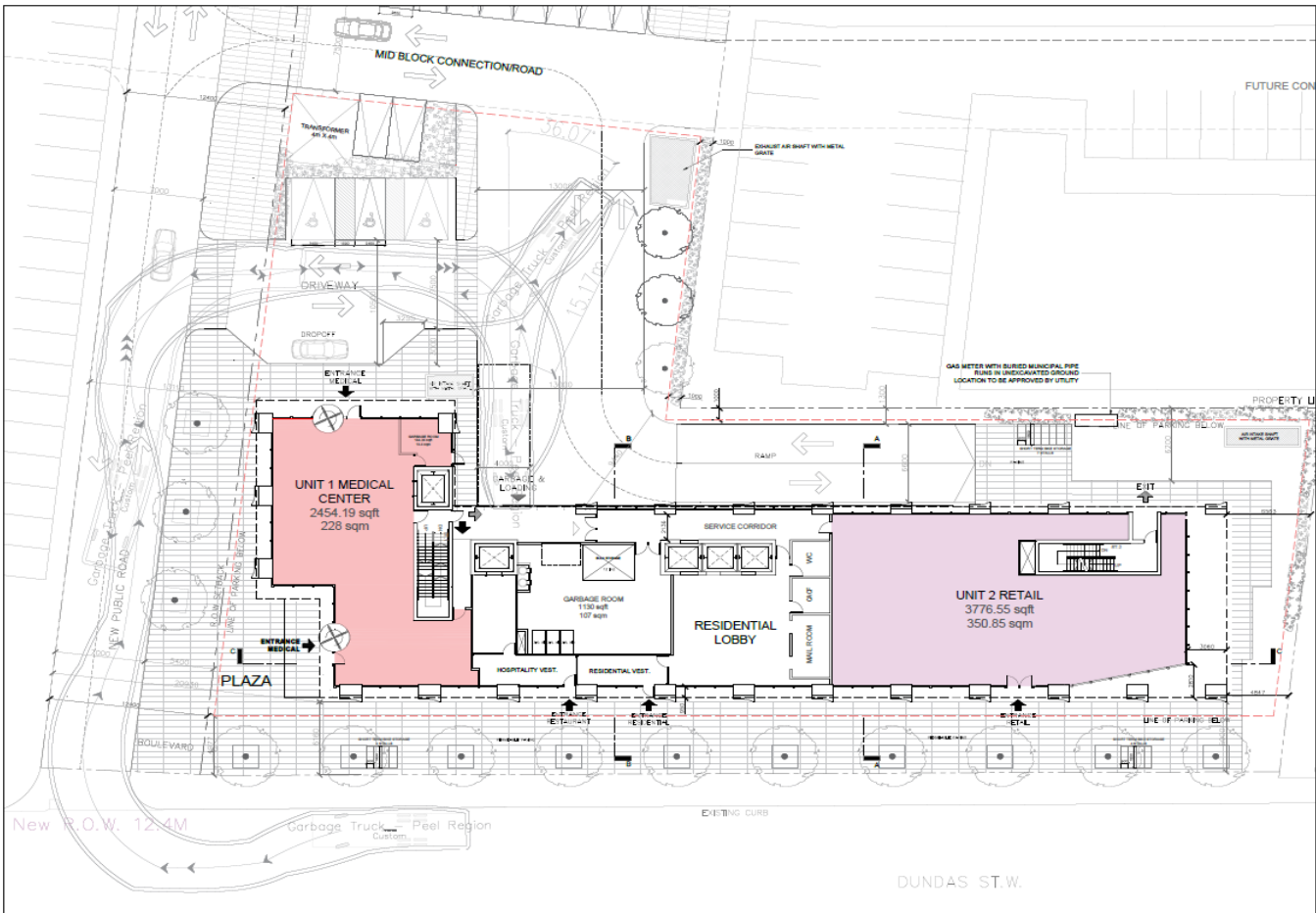


Figure 3-7: Ground Floor Plan, Prepared by Hout Architecture



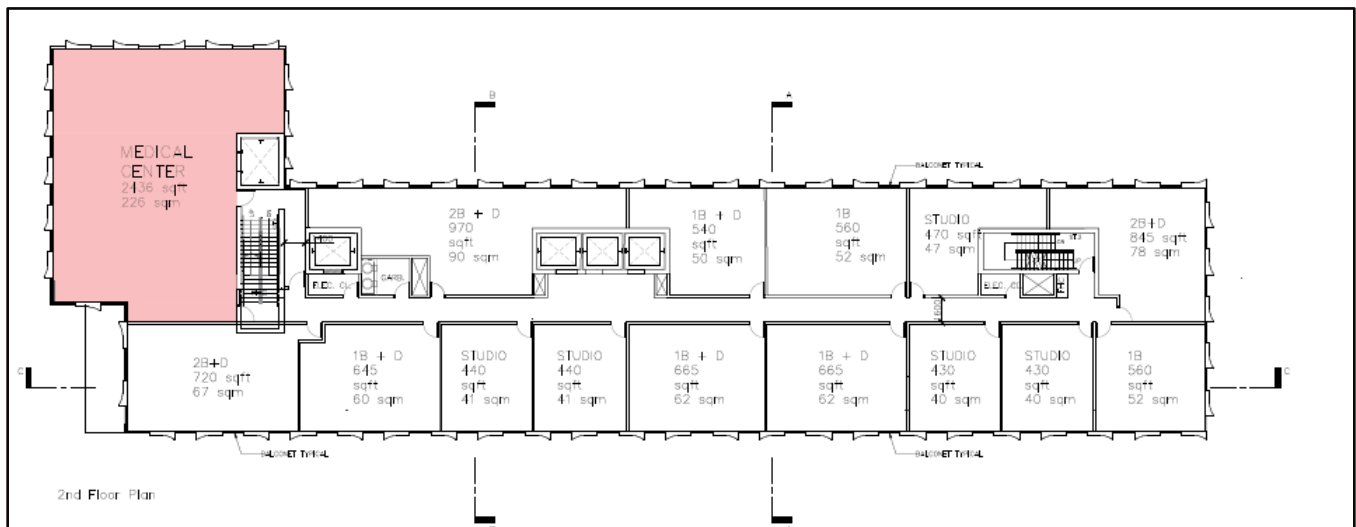


Figure 3-8: Second Floor Plan, Prepared by Hout Architecture

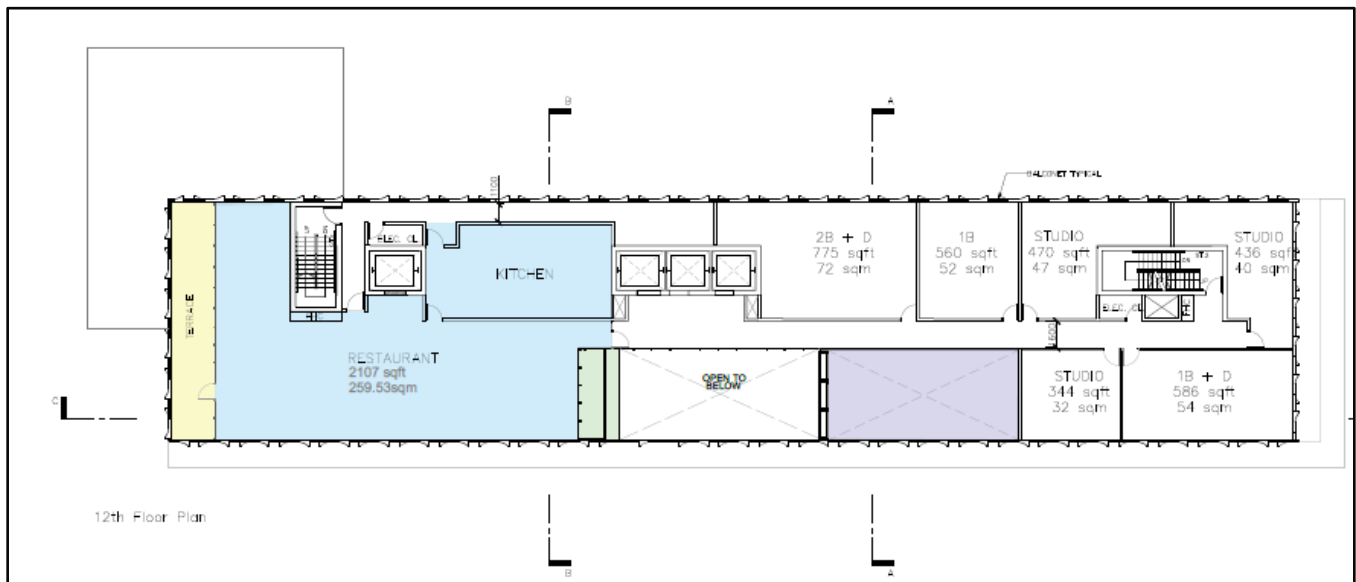


Figure 3-9: Twelfth Floor Plan, Prepared by Hout Architecture

### 3.3 Amenity Spaces

The proposed development will offer a range of public and private indoor and outdoor amenities. In the northern portion of the subject lands, 1,039 square metres of outdoor landscaped areas are provided. The at-grade spaces are contemplated to be publicly accessible outdoor amenity spaces at grade, blended with streetscape elements in the public realm. Within the building, 170 square metres of outdoor private amenity spaces are provided in the form of rooftop amenity spaces and green roofs. Approximately 248 square metres of private indoor amenity areas are provided in the form of gyms and party rooms.

### 3.4 Access & Parking

As part of the Dundas Connects Master Plan, a new east-west public road, connecting Winston Churchill Boulevard and Ridgeway Drive is envisioned in the northerly property limits of the subject lands with a 24-metre right-of-way width. The proposed right-of-way has been accounted for in the conceptual site plan, as seen in **Figure 3-1**. In keeping with the permeability for the ultimate urban condition envisioned by Dundas Connects, between the new east-west public road and the proposed development are several proposed mid-block connections to facilitate a grid road pattern and access to future adjacent developments.

To connect Dundas Street to the proposed east-west public road, a new north-south public road is envisioned along the westerly property limits of the subject lands with an ultimate 20-metre right-of-way width. The future conveyance of this new public road is located partially on the subject lands and partially on the adjacent property to the west. As such, through discussions with Staff, it was decided that the minimum right-of-way on the subject lands is to 12.4 metres, which has been provided in the concept plan. On an interim basis, vehicular access is proposed from the new road to Dundas Street West through a right-in/right-out access until the design of the north-south road has been finalized.

In terms of parking, the subject lands are located within a Council-adopted MTSA which focuses on pedestrian movement and circulation. Recent changes to Section 16 and Section 34 of the Planning Act, R.S.O. 1990, c. P.13 as enacted by Bill 185 restricts an Official Plan or a Zoning By-law to contain policy or regulation which would have the effect of requiring, providing and maintaining parking within certain areas including a PMTSA. The Winston Churchill Boulevard/ Dundas Street intersection has been identified as a PMTSA by the Region of Peel Official Plan. Notwithstanding the latter, 62 surface parking spots are proposed within separated blocks in the northern portion of the subject lands, which is accessed from the new north-south public road through internal driveways. These blocks are separated by landscaped features to facilitate pedestrian movement.

The majority of the parking proposed to service the development will be contained within the 3-storey underground garage. A two-way private roadway will travel east-west from the proposed north-south public road to provide vehicular access to the below-grade parking structure. In addition to car spaces, 105 bicycle parking spaces are proposed for the development.

**Table 3-3** summarizes the composition of vehicle parking spaces.

LEVEL OF PARKING	RESIDENTS	VISITOR	TOTAL
Surface		59 spaces	<b>59 spaces</b>
Underground Level 1	54 spaces		<b>54 spaces</b>
Underground Level 2	54 spaces		<b>54 spaces</b>
Underground Level 3	56 spaces		<b>54 spaces</b>
<b>Total</b>	<b>164 spaces</b>	<b>59 spaces</b>	<b>223 spaces</b>

*Table 3-3: Vehicular Parking Composition*

## 4 Formal Consultation

Prior to submitting an application, a pre-application meeting with the Development Application Review Committee (“DARC”) was formally required. The purpose of a DARC meeting is to review a proposed development and identify

high-level issues to determine the scope of information and studies or reports required to submit a complete application.

Pursuant to the requirements of the City of Mississauga, a Pre-Application meeting with the DARC occurred in February 2024 to discuss the development of the subject lands, the concept plan prepared at the time, and the necessary planning approvals. The meeting confirmed that an OPA and ZBLA would be required. Comments from the Pre-Application Meeting are identified in the Comment Response Matrix included as part of the submission.

Alongside this PJR, the following materials required by the City of Mississauga for a complete OPA and ZBLA Application have been submitted:

- Application Forms and Fees;
- Survey;
- Parcel Register/Easement Information;
- Conceptual Site Plan;
- Context Plan;
- Elevations;
- Cross-Sections;
- Comment Response Matrix;
- Planning Justification Report;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Shadow Study;
- Phase One Environmental Site Assessment;
- Environmental Site Screening Questionnaire and Declaration (“ESSQ”) Form;
- Foundation Investigation;
- Functional Servicing Report / Stormwater Management Report;
- Grading Plan;
- Servicing Plan;
- Underground Parking Plans;
- Storm-Sewer Use By-law Acknowledgement Form;
- Hydrogeological Geotechnical Report;
- Land Use Compatibility Study;
- Noise Feasibility Study;
- Archaeological Assessment;
- Tree Inventory Plan/Tree Preservation Plan/Arborist Report;
- Wind Study;
- Transportation Impact Study, including Turning Movements;
- Right-of-Way Package;
- Urban Design Study; and
- Landscape Plan.

The DARC Requirements Checklist is provided as part of this submission package.

## 5 Mississauga Urban Design Advisory Panel

As part of the DARC Requirements, a meeting with the Mississauga Urban Design Advisory Panel is required. The Mississauga Urban Design Advisory Panel (“MUDAP”) acts as an independent urban design advisory body to the

Planning and Building Department. The Panel is strictly an advisory body and makes recommendations to staff only. It does not have the authority to approve or refuse projects or make policy decisions

The proposed development was presented to the MUDAP on November 19<sup>th</sup>, 2024. The MUDAP provided comments relating to the consideration of the adjoining property in terms of architecture and building heights, resolving the circulation for a mix of uses, increasing the amount of open space, and vehicular circulation. As a result of these comments, the proposed concept plan has been slightly modified to address through providing separate entrances for each of the uses, and increased setbacks from the adjoining property.

The MUDAP Meeting Minutes are provided as part of **Appendix A**.

## 6 Summary of Supporting Studies, Reports and Materials

The City's Pre-Consultation process outlined the information and materials required to be submitted as part of a complete application. In accordance with this document, and in the interest of good planning, technical studies were completed. These reports will be included separately. An overview of these professional studies and reports are provided below.

### 6.1 Shadow Study

A Sun/Shadow Study was prepared by Hout Architecture in April 2025. The purpose of the study was to evaluate sun/shadow impacts arising from the proposed development. The main conclusion is that the proposed development should produce a moderate amount of shadow impacts. Key items from the study include:

- To maximize the use of private residential amenity space, shadow impacts from the proposed development should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings. In September, the residential properties to the south-east of the proposed building appear to receive shadow impacts for only one hour. This is consistent with the requirements.
- Shadows from the proposed developments should allow for full sun at least half of the time. There is no significant amount of communal outdoor amenity areas near the site as it is surrounded by large parking lots and massing. However, the outdoor communal amenity areas, which are part of the proposed development are also affected the shadow impacts. There are outdoor amenity spaces at level 9 of the building and the north-western open area of the building. In June and September, sun exposure in the outdoor amenity area of level 9 falls below 50%. Although the proposed amenity area does not meet the specific criteria, the proposed development includes additional open space that receives more sunlight.
- Developments should be designed to allow full sunlight on the opposite boulevard for atleast two hours that must include a 2 hour period between 12:12 pm and 2:12 pm and an additional 2 hour period from either 9:12 am to 11:12 am or from 3:12 pm to 5:12 pm. On September 21, the opposite boulevard at the south side receives full sunlight from 12:12 pm and 2:12 pm and from 9:12 am to 12: 12 pm, which is following the criteria.
- The shadow from the proposed development does not impact the four-storey building towards the north or its no impact zone.

## 6.2 Arborist Report

An Arborist Report was prepared by Urban Forest Innovations Inc. in October 2016. The purpose of this report was to review the potential impact of the proposed site works upon trees within or close to the limits of disturbance, and outline required and recommended tree protection measures associated with the project development. Though the Arborist Report evaluates a previous design, the building is located in a similar fashion with the rest of the subject lands being developed for surface parking and roadways. Key conclusions from the study include:

- The proposed site works will require the removal of 55 trees on the subject lands;
- 9 inventoried trees are recommended for removal for reasons unrelated to the proposed works;
- 2 inventoried trees are recommended for removal due to the Emerald Ash Boer infestation; and
- 2 inventoried off-site trees will be preserved.

## 6.3 Transportation Impact Study

A Transportation Impact Study (“TIS”) was prepared by Arcadis in April 2025. The purpose of the TIS was to analyze the impact that the proposed development may have on the surrounding transportation network.

Key conclusions from the study include:

- The proposed development is expected to generate 70 vehicle trips during the Weekday AM peak hour (31 inbound trips and 39 outbound trips), and 56 vehicle trips (30 inbound trips and 26 outbound trips) during the PM peak hour. Based on the comparison of Future Background and Future Total Conditions in 2029 and 2036 horizons, the traffic generated by the proposed development is expected to have minor impact on traffic movements within the study area intersections during the Weekday AM and Weekday PM peak hours.
- Based on the location of the proposed site access location, the observable stopping sight distances exceed the minimum distances required by TAC guidelines for vehicles approaching the Dundas Street West site access from both sides.
- As the development site is in the Winston Churchill MTSA and has immediate access to existing and future transit stations, the deficiency of parking spaces is minor (2.2% of the total require parking spaces) and is acceptable. The proposed development does not meet the minimum requirement of the City of Mississauga Zoning By-law, by providing 105 bicycle parking spaces, whereas a minimum of 106 parking space is required.
- The AutoTURN analysis concluded the following:
  - Region of Peel Standard Front-end Waste Collection Vehicle and Medium Single Unit (MSU) Truck are able to ingress and egress the Type “G” loading area;
  - A City of Mississauga Fire Truck and a Pumper Fire Truck is able to circulate the site; and,
  - Passenger Cars can access critical parking spaces.

## 6.4 Noise Feasibility Study

A Noise Feasibility Study (“Noise Study”) was prepared by Softdb in March 2025. The purpose of this study was to assess the noise impact from the surrounding environment on the proposed development, assess the noise impact of the proposed development on the surrounding environment, and assess the noise impact of the proposed development itself.



Key conclusions and recommendations from the study include:

- The maximum predicted sound levels at the façade of the 12-storey building exceeds 55 dBA but not 65 dBA during daytime and exceeds 50 dBA but not 60 dBA during nighttime. Hence, the building components including windows, walls and doors, air conditioning where applicable, should be designed so that the indoor sound levels comply with the sound level limits specified in Table 3, with the inclusion of warning clause Type C in the offers of purchase/sale/lease/rental agreements is required.
- The maximum predicted sound levels at the façade of the 12-storey building exceeds 65 dBA during daytime and exceeds 60 dBA during nighttime. Hence, the building components including windows, walls and doors, air conditioning where applicable, should be designed so that the indoor sound levels comply with the sound level limits, with the inclusion of warning clause Type D in the offers of purchase/sale/lease/rental agreements is required.
- The sound levels at all the OLA locations are predicted to be less than 55 dBA. Therefore, no mitigation measures are necessary. It is recommended that construction of the railing/barriers along the perimeter of the OLAs meet the requirements for a noise barrier as per NPC-300 guidelines. A summary of these details is as follows:
  - The noise barrier should have a minimum surface area density of 20 kg/m<sup>2</sup>.
  - The noise barrier should be structurally sound and shall be designed to withstand wind and snow loads.
  - It must be constructed without any surface cracks or gaps. Any drainage gaps at the base of the barrier should be minimized and localized to preserve its acoustic performance.
- It should be noted that it is also recommended that a Noise Impact Study should be conducted at a later stage of the permitting process when detailed information regarding façade compositions and specifications, railing heights and setback distances for the OLAs, truck operations, the type and the installation location of any mechanical equipment (e.g., HVAC) on the development site is made available.

## 6.5 Urban Design Study

An Urban Design Study (“UDS”) was prepared by Arcadis in April 2025. The purpose of the study was to describe the proposed development and outline how the site conditions, surrounding context and key land use policies have informed the design of the site. Key items from the study include:

- The site plan transforms the existing vacant site by introducing an internal road system that establishes a pedestrian scale environment.
- The proposed building is strategically positioned along Dundas Street West to establish a retail edge for the site and to animate this future transit corridor. Surface parking is positioned behind the building to minimize the visual presence of parking on site, mitigate impacts on the public realm and transition away from the car-centric conditions of the surrounding neighbourhood.
- Within the larger context of this conceptual development, a connected, at grade outdoor amenity space with planting in between building and adequate separation distances that respect privacy and sun/shadow impacts is illustrated. The private road internal to the site also has the potential to form mid-block connections to adjacent properties and the opportunity for shared servicing and loading space with adjacent properties.
- The proposed mixed-use building is appropriately scaled to create a continuous street wall that will frame the public realm and help encourage grade related activity with ground level retail uses. With consideration for the proportions of the proposed building, the 3-storey podium defines a human scaled streetscape that

supports the integration of the proposed development with existing and planned neighbourhood height. The rhythmic placement of gazed entrances along the Dundas Street West façade provides visual cohesion as well as transparency to animate the public realm.

- The upper storeys include a combination of materials, alternating between glass and a light coloured metal mesh façade treatment, reducing the visual bulk of the 12-storey building. Gradual stepbacks include a 3<sup>rd</sup> storey stepback at the podium, as well as a vertical void cut into the façade adjacent to amenity spaces beyond the sixth storey. This provides a visual break in the façade and creates enclosed green roofs and terrace spaces adjacent to upper level amenity and restaurant uses.
- The proposal takes the first step in establishing a pedestrian-scale block pattern that improves walkability and permeability through the site and surrounding properties.

## 6.6 Wind Study

A Wind Study was prepared by the Boundary Layer Wind Tunnel Laboratory in March 2025. Key conclusions from the study include:

- In summer, all ground level locations are rated for standing or better. Wind conditions during the summer are therefore expected to be suited for the intended usage at all testing locations.
- During the winter season, wind speeds are typically higher than those during the summer. At ground level locations throughout and near the development site, some locations increase to a walking category. At entry areas, a walking category would require mitigation to improve to standing. In this respect for comfort considerations, at ground level locations, the following are noted for the winter season:
  - Sidewalk locations along the northwest side of the intersection of Winston Churchill Blvd with Dundas Street W increase to walking yet remain suitable for sidewalk usage.
  - Locations 10 and 12 at the corners of the northeast end of the building are rating for walking. These are not near entries and anticipated to be suited for intended usage.
  - Areas around the southwest end of the building are rated for walking during the winter season. Specifically, Location 6 on the north side of the building is near a drop-off and entrance to the medical centre, and Location 17 is a medical entrance near the south corner. Both are rated for walking during the winter and will require mitigation to improve winds to the recommended comfort level of standing year-round for entryways.
- With respect to the Level 9 outdoor amenity terrace, during the summer season, winds are suited for standing activities along the north portion of the terrace, with the southwest area suited for walking. In the winter, the north side of the Level 9 outdoor amenity space is suitable for walking with the southwest area rated uncomfortable. Often, a summer sitting rating is recommended for terrace spaces where people are expected to linger. The winter rating will depend on the intended usage but should be rated for walking or better unless access is to be restricted.
- The small amenity terraces at Levels 7, 9, and 11 on the south side of the building are suitable for standing or better year-round.
- Neighbouring properties and their entry areas are largely unaffected by the introduction of proposed development.

Key recommendations from the study include:

- Recessing the entrance doors on the northern and western sides of the building would be beneficial. Alternatively, dense evergreens or locally placed windscreens will be required to improve the winds near these entryways. Planned landscaping will be beneficial around the entry areas. Where possible, landscaping should incorporate evergreens to have greater winter benefit.
- For the outdoor amenity terraces, testing was conducted modelling a 1m solid railing around the terrace perimeters. Increasing the perimeter railing height (to 2m or greater) would add some benefit at the main Level 9 terrace. In addition, localized windscreens or planters with coniferous plantings along the northern and western portions of the Level 9 amenity space should be considered. Depending on the level of comfort required, amenity features (vertical fireplaces, moderate height landscaping, windscreens, overhead trellises) may be required throughout the space.

## 6.7 Functional Servicing Report

A Functional Servicing Report (“FSR”) was prepared by Arcadis in April 2025. The purpose of this report was to provide site servicing recommendations for the proposed development to meet the City of Mississauga and Region of Peel requirements for development approval purposes. The main conclusion is that the proposed development may be serviced by connections to the existing municipal services and utilities and the existing municipal infrastructure can support the proposed development, pending confirmation from the Region of Peel relating to water and sanitary service. Key conclusions from the report include:

- Sanitary Discharge
  - Connection/ discharge location: 220mm diameter service connection the existing sanitary sewer. The existing sanitary sewer will be extended West along Dundas Street West, from the existing maintenance hole, at the intersection approximately 56.5m with a minimum pipe size of 250mm.
- Storm Drainage
  - Connection/discharge location: Existing 900mm municipal sewer located on Dundas Street West
- Water Supply
  - Connection location: Existing 400mm diameter municipal watermain on Dundas Street West

### 6.7.1 Stormwater Management Report

A Stormwater Management Report (“SWM”) was prepared by Arcadis in April 2025. The purpose of this report was to outline necessary stormwater controls for compliance with design criteria, which are based on the City of Mississauga Development Requirement Manual (November 2020) and MECP Stormwater Planning & Design Manual (2003). Key conclusions from the report include:

- A SWM Plan is proposed to reduce the increase in runoff volumes and peak flows as a result of change in land use for the proposed development
- In order to meet the design criteria, set forth by the City of Mississauga and the MECP, quantity and quality control measures are proposed;
  - On-site detention facilities with a total active storage volume of 286 m<sup>3</sup> have been proposed so that post-development peak flow rates do not exceed the pre-development peak flow rates;
  - The overall post development flows meet the required pre-development peak flow rates for all design storms;
  - Quality control to an Enhanced Protection Level will be met through a combination of infiltration and an OGS unit; and
  - The first 5mm of runoff will be retained on site using active and passive infiltration measures.

## 6.8 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was completed by ASI in June 2017. Key conclusions from the assessment include:

- The Stage 1 Background Assessment entailed consideration of the proximity of the previously registered archaeological sites and the original environmental setting of the subject lands, along with nineteenth and twentieth century settlement trends. This research concluded that there is potential for the presence of pre-contact Indigenous and historical Euro-Canadian archaeological resources.
- The Stage 2 Field Assessment determined that 21% of the subject lands have been deeply disturbed. The remaining 79% of the subject lands was assessed by means of a test pit survey initiated at five metre intervals and increased to 10 metres when disturbance was observed. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey.
- It is recommended that no further archaeological assessment of the subject lands be required.

## 6.9 Hydrogeological/ Geotechnical Report

A Hydrogeological/ Geotechnical Investigation was completed by HLV2K Engineering Ltd. in May 2024. The purpose of the investigation was to assess the subsurface conditions of the subject lands and provide geotechnical engineering advice and recommendations. Key conclusions from the investigation include:

- Since the project will consist of three levels of underground parking and an excavation to a depth of 11m is expected, the proposed structures can be supported by conventional spread and strip footings or mat (raft) foundations founded on the slightly weathered bedrock (at least 3 m below the top surface of shale bedrock) predominantly reddish shale soils for a geotechnical reaction of 500kPa at the Serviceability Limit States (SLS), and for a factored geotechnical resistance of 700kPa at the Ultimate Limit States (ULS).
- With three levels below ground surface, the floor slab can be cast as slab-on-grade provided a minimum 200 mm layer of clear crushed stone (19 mm maximum size) is placed between the underside of the floor slab and the exposed bedrock surface.
- A temporary shoring system consisting of timber lagging and soldier piles is recommended for the proposed excavations. Alternatively, a caisson wall can be used to support the proposed excavations.

## 6.10 Foundation Investigation

A Foundation Investigation was completed by Canadian Planning and Development Consultants in October 2020. The purpose of the investigation was to review the subsurface soil and groundwater conditions of the subject lands and based on the information, determine relevant soil properties for the design and construction of building foundations, basement and pavement.

Key conclusions from the investigation include:

- Based on the above-noted building design and prevailing subsurface soil and groundwater condition, we anticipate that the footing subgrade will generally consist of very dense sand and gravel which at its undisturbed state, will be suitable for supporting normal spread/strip footings.
- All exterior footings and footings in unheated areas should have a permanent earth cover of at least 1.2 m or equivalent insulation for frost protection.



- It should be noted that the clayey silt till is susceptible to disturbance and loss of strength particularly in the presence of water. Rainwater or groundwater seepage into the excavation should be directed away, and any disturbed material should be removed from the base of the excavation.
- Based on the foregoing, we recommend that the groundwater table in the building areas be lowered to a depth of at least 0.6 m below the base of the excavation by means of a well point de-watering system prior to the commencement of the basement and foundation excavations. Groundwater control and dewatering should be designed and carried out by a specialist Contractor experienced in similar works.
- An underfloor drainage system should be provided to intercept and drain the groundwater. Water collected in this system should be connected to the local storm drainage system either by gravity or by a permanent sump pump.
- The basement walls and basement slab-on-grade should be waterproofed. In addition, a perimeter weeping tile and underfloor drainage system should be provided.

## 6.11 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (“ESA”) was prepared by Safetech Environmental Ltd. in June 2024. The purpose of this assessment was to develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on the subject lands. The main conclusion was that there were no areas of potential environmental concern (“APECs”), which would represent an environmental liability on the subject lands. Therefore, a Phase 2 will not be required.

## 6.12 Land Use Compatibility Study

A Land Use Compatibility Study was prepared by RWDI in March 2025. The purpose of the Land Use Compatibility Study was to identify an existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and/or major facilities. The main conclusion was that the subject lands are expected to be compatible with all surrounding industrial facilities.

Key conclusions from the study include:

- All facilities in the vicinity of the subject lands are beyond the potential influence area for Class I industries provided by the MECP D-6 Guidelines.
- There are currently no future development plans that could impact the proposed development and any future developments would be constrained by existing residential land uses surrounding the subject lands.
- Traffic and rail related impacts are not expected as the subject lands have adequate separation from major highways and rail lines.

# 7 Policy Framework

The following Sections provide an assessment of the proposed development against current and applicable planning legislation and policy, including the Planning Act, Provincial Planning Statement (2024), Region of Peel Official Plan, City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007. These documents are reviewed in detail below and specific policies or provisions are quoted following which a planning comment is provided along with subsection summaries.

## 7.1 Planning Act R.S.O

The Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) deals with land use planning in Ontario and outlines how land is controlled and the roles of various levels of government and the public in regard to land use matters. **O. Reg 543/06** deals with the ability and requirements for a Municipality to enact and amend Official Plans, while **O. Reg 545/06** discusses the ability and requirements for a Municipality to enact and amend Zoning By-laws. Powers with respect to Zoning By-laws under Section 34 in the Planning Act include, amongst other things, the ability to prohibit erecting, locating or using of buildings or structures; for prohibiting any use of land; for regulating the type of construction and the height, bulk, location size, floor area, spacing, character and use of buildings or structure; and for requiring provision and maintenance of parking facilities. The last date of consolidation was March 31<sup>st</sup>, 2025.

**Section 2** of the Planning Act refers to matters of **provincial interest** that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, must have regard to, among other matters to carry out their responsibilities under the Act. Applicable matters listed in that section which pertain to the proposed applications include:

- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) *the orderly development of safe and healthy communities;*
- h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

**Planning Comment:** As identified within the Region of Peel Official Plan and City of Mississauga Official Plan, the subject lands are located within a PMTSA and Intensification Corridor, where growth and development should be focused to support increased density, population and economic activity.

The subject lands are within proximity to a variety and range of complementary land uses, such as institutional (i.e. Garthwood Public School, Christ the King Catholic Public School, Thornlodge Public School), and recreational/open space (i.e. Gartwood Park, King’s Masting Park, Thornlodge Park/ David Ramsey Outdoor Pool). However, the immediate neighbouring uses along the Dundas Street Corridor are primarily commercial and employment. Therefore, the proposed mixed-use development will infill vacant lands to add to the mix of uses and increase net residential density to support the Higher-Order Transit Corridor and commercial/ employment uses with increased clientele.

The proposed development will be designed to be compliant with Accessibility for Ontarians with Disabilities Act (“AODA”) Standards to ensure that there is adequate accessibility for persons with disabilities. Further details will be provided at the Site Plan Stage.

The Province, Region, and City emphasize the importance of sustainable and efficient development, in which growth and development should be directed to lands which result in the protection of environmental resources and the utilization of existing infrastructure, services, and amenities. Supporting technical studies have been prepared to demonstrate that the proposed compact development makes an efficient use of lands, infrastructure, and services as well as to support the proposed development, including the FSR/SWM and the TIS/Parking Study prepared by Arcadis.

The proposed layout of the concept plan aims to ensure that the grid pattern envisioned within the Dundas Connects Master Plan is achieved, while maintaining an adequate developable area on the subject lands for the proposed development. As seen in **Figure 7-1**, stepbacks and adequate separation distances will provide compatibility with

neighbouring commercial and institutional land uses, which will not result in any adverse impacts on existing or future conditions.

The proposed development as a compact, high-density, and mixed-use development will support the achievement of a complete community by providing a built form and mix and intensity of development which will contribute to the diversity of land uses within the community and meet the needs of future residents.

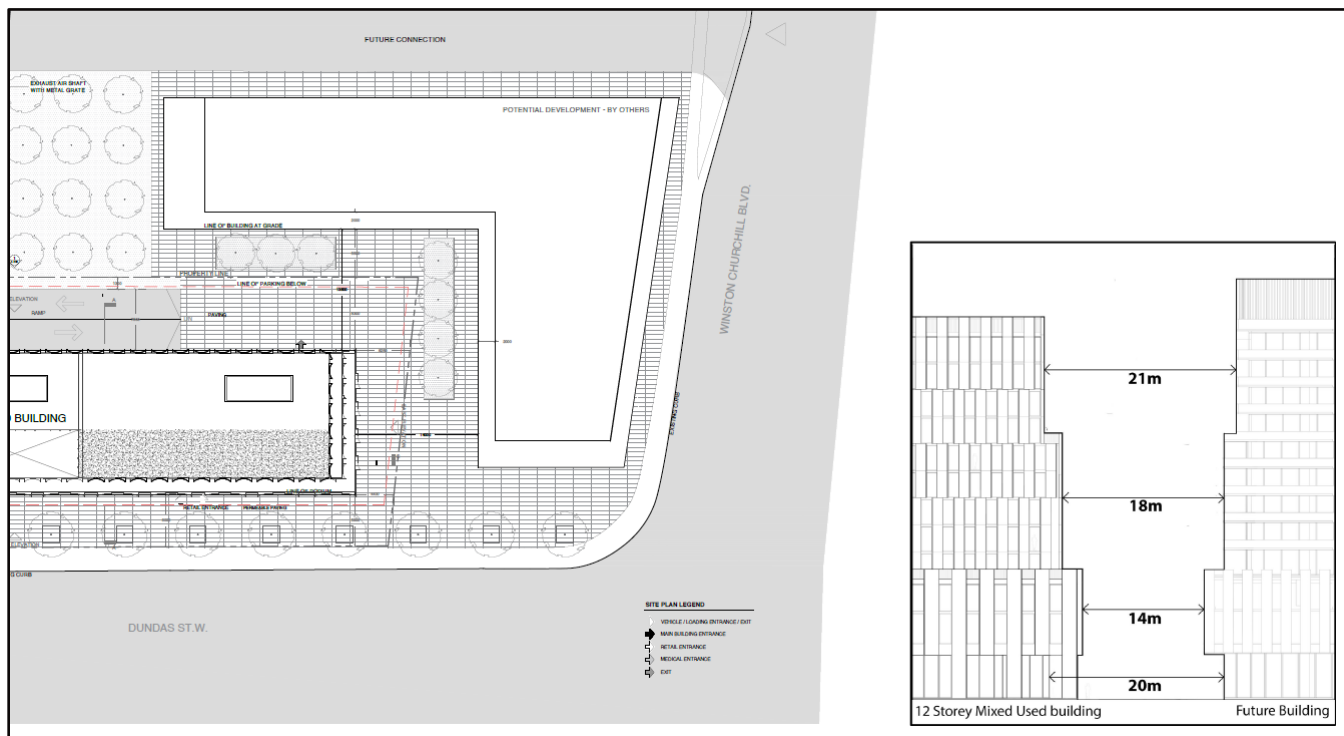


Figure 7-1: Conceptual Site Plan with Future Potential Building on Adjoining Property, Prepared by Hout Architecture

- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
  - i) is well-designed,
  - ii) encourages a sense of place, and
  - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

**Planning Comment:** The subject lands are located within a PMTSA and Intensification Corridor, which are to be the focus of urban development in accordance with local planning policy direction and is the appropriate location for the type and scale of mixed-use intensification proposed.

The proposed development will contribute to residential growth within a PMTSA that is currently primarily comprised of commercial and employment uses by providing a total of 156 residential units. The proposed unit mix is provided in **Table 3-2**. The inclusion of apartment units with different bedroom sizes will help accommodate a range of incomes and residents, including seniors and smaller households. The proposed tenure is to be confirmed at a later stage. In addition, the compact built form is expected to be more attainable compared to single detached dwellings.

The proposed development will contribute to providing additional employment opportunities for current and future residents, by providing 1,065 square metres of medical office, retail, and restaurant space.

Furthermore, the proposed development is not anticipated to have a negative impact on public health and safety as demonstrated by the supporting technical studies submitted (i.e. Noise Study, Land Use Compatibility Study). Attributable to its location along the Dundas BRT Corridor, the subject lands are well serviced by existing and planned inter-regional and intra-regional transit. The proposed development will promote sustainable development patterns, improve public health and support public transit through increased residential and commercial density along a higher-order transit corridor in a compact built form within an existing mixed-use community. This will reduce additional land consumption and encourage alternative modes of transportation, through pedestrian friendly streetscape with active at-grade uses, reduced parking standards and bicycle parking spaces.

The proposed development demonstrates a high standard of urban design and will create a strong identifiable image at the municipal boundary line between Mississauga and Oakville to encourage a sense of place. Consideration has been given to reduce the visual bulk of the proposed building, and will not result in any significant adverse impacts on adjacent properties, maintaining their sense of place.

**Section 3** provides that the Minister may issue policy statements, and that a decision by a council or board in respect of an exercise that affects a planning matter shall be consistent with the policy statements and shall conform with the provincial plans that are in effect on that date.

**Planning Comment:** The following section of this PJR will address conformity with the Provincial Planning Statement and the subsequent section will address that the proposed applications conform to applicable provincial plans.

**Planning Act Conclusion:** The proposed applications are subject to **Section 22** and **34** of the Planning Act, as an amendment is required to the City of Mississauga Official Plan and Zoning By-law. The applications will be processed in accordance with those sections of the Planning Act. The proposed development is consistent with the Planning Act as it will:

- provide adequate sewage and water services, by efficiently utilizing existing and planned municipal infrastructure;
- provide intensification of vacant lands within a PMTSA and Intensification Corridor for mixed-use developments to support the higher order transit corridor and existing commercial/employment land uses along Dundas Street, while being compatible with surrounding uses;
- adds to the mix and range of housing options in the surrounding area, through including apartment units within a variety of unit sizes;
- contribute to providing additional employment opportunities, through including 1,056 square metres of commercial, medical office, and restaurant space;
- support public transit and mitigate greenhouse gas emissions, by encouraging active transportation through reduced parking standards, supplying bicycle parking stalls, and implementing proposed TDM measures; and
- create an identifiable focal point at the edge of the Mississauga/ Oakville border.



### 7.1.1 Bill 185 – Cutting Red Tape to Build More Homes Act 2024

The Provincial government has set a goal of building at least 1.5 million homes by 2031<sup>4</sup>. In line with this goal, Bill 185, Cutting Red Tape to Build More Homes Act, 2024 (“Bill 185”) was introduced, which focuses on streamlining approvals and increasing housing and infrastructure development. Bill 185 received Royal Assent on June 6<sup>th</sup>, 2024 and is in force and effect.

Schedule 12 of Bill 185 makes amendments to the Planning Act, including:

3. *New subsections 16 (22) to (24) limit the ability of official plans to contain policies requiring an owner to provide or maintain parking facilities within protected major transit station areas, certain other areas surrounding and including an existing or planned higher order station or stop and other prescribed areas. Related amendments are made to section 34.*

As the subject lands are located within a PMTSA, with respect to the Planning Act, parking facilities are not required to be incorporated into the proposed development. However, the proposed development provides 223 parking spaces in blocks of surface parking within the northern portion of the subject lands and a three (3) storey underground parking garage. It has been designed to hide the parking spaces from view to encourage active transportation and public transit. The active at-grade uses will foster an inviting pedestrian environment.

The development proposes residential and commercial intensification in an appropriate and strategic location, and assists with the City in exceeding its currently planned intensification and housing targets. Specifically, the subject lands are along the Dundas Street Intensification Corridor and within a PMTSA, and the proposed development will help to achieve a complete, walkable, and transit-supportive community, which is the goal of an MTSA.

## 7.2 Provincial Planning Statement 2024

The Provincial Planning Statement (“PPS”), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”). It builds upon housing-supportive policies from both documents and provides municipalities with the tools and flexibility they need to build more homes. The PPS, 2024 was approved by the Lieutenant Governor in Council, Order in Council No. 1099/2024 and was issued under section 3 of the Planning Act and came into effect October 20<sup>th</sup>, 2024. It replaces the Provincial Policy Statement that came into effect on May 1<sup>st</sup>, 2020.

For the purposes of this PJR, the version of the PPS utilized was the online version found here: <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>.

The PPS is to be read in its entirety. With respect to the specific policies in the PPS 2024 document, several are applicable to the subject lands in general, to the proposed development, and OPA and ZBLA specifically.

### 7.2.1 Chapter 2 of the PPS: Building Homes, Sustaining Strong and Competitive Communities

#### Subsection 2.1: Planning for the People

**Policy 2.1.1** *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*

**Policy 2.1.2** *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*

**Policy 2.1.3** *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.*

*Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*

**Policy 2.1.4** *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

**Policy 2.1.6** *Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

**Planning Comment:** The PPS provides that forecasts should be based on Ontario Population Projections published by the Ministry of Finance. Until that time, previous forecasts contained in the Growth Plan should be applied. Schedule 3 of the Growth Plan outlines that the Region of Peel's forecasted population to 2051 is 2,280,000 and forecasted employment to 2051 is 1,070,000. As the Province identified the Region as an "upper-tier municipality without planning responsibilities", the City is currently undergoing its Official Plan Review with the objective to delete the Regional Official Plan policies that are redundant or irrelevant, while the remaining applicable policies of the Regional Official Plan will be added as part of the Municipal Official Plan.

The subject lands are located within a PMTSA and an Intensification Corridor, where growth and development are to be directed. They are currently connected to existing municipal services and the FSR/SWM prepared by Arcadis confirm that the proposed development can be constructed to meet the requirements of the City of Mississauga and Region of Peel.

The proposed development will assist in accommodating forecasted population and employment growth, by providing 156 residential units and 1,065 square metres of commercial, medical office, and restaurant space. This will also increase the range and mix of housing options and densities which will help accommodate a range of incomes and residents. In terms of accessibility, the proposed development will be designed to be compliant with AODA Standards to ensure that there is adequate accessibility for persons with disabilities. Detailed design elements will be provided through later project phases, such as at the Site Plan Approval stage.

The subject lands are an appropriate location for a mixed-use development, as they are within proximity to a variety of complementary land uses, amenities and services (i.e. commercial, employment, institutional, and parks/open

space) and have access to public transit options. The proposed development will support the achievement of complete communities, by providing residential intensity along a primarily commercial corridor and planned higher order transit services and increasing the diversity of commercial uses. It will support the existing and future commercial/ employment land uses through increased population and potential use from the added population.

## **Subsection 2.2: Housing**

**Policy 2.2.1** *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:*

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) 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;*
- 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, including potential air rights development, in proximity to transit, including corridors and stations.*

## **Subsection 2.3: Settlement Areas and Settlement Area Boundary Expansions**

**Policy 2.3.1.1** *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

**Policy 2.3.1.2** *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive.*

**Policy 2.3.1.3** *Planning authorities shall 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.*

**Policy 2.3.1.4** *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

**Policy 2.3.1.5** *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

**Policy 2.3.1.6** *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

#### **Subsection 2.4 Strategic Growth Area**

**Policy 2.4.1.1** *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

**Policy 2.4.1.2** *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, 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** *Planning authorities should:*

- a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) *consider a student housing strategy when planning for strategic growth areas; and*
- e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

#### **Subsection 2.4.2. Major Transit Station Areas**

**Policy 2.4.2.1** *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. 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** *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*

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

**Policy 2.4.2.3** *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*

- a) *planning for land uses and built form that supports the achievement of minimum density targets; and*
- b) *supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*



**Policy 2.4.2.4** *For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:*

- a) *development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
- b) *there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*

**Policy 2.4.2.5** *Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.*

**Policy 2.4.2.6** *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*

- a) *connections to local and regional transit services to support transit service integration;*
- b) *infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) *commuter pick-up/drop-off areas.*

#### **Subsection 2.4.3 Frequent Transit Corridors**

**Policy 2.4.3.1** *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate*

**Planning Comment:** The subject lands are located within an Intensification Corridor and an identified PMTSA, due to the planned Dundas BRT, where significant growth and development should be focused. Currently this section of the Dundas Street Corridor is characterized primarily by commercial and employment uses. These uses are primarily contained in fragmented parcels with no current timeline on relocation or redevelopment. As such, the vacant subject lands are an optimal location for the proposed high-density mixed-use development, which will support the existing and planned transit service levels, by increasing the number of potential transit users and contributing to the minimum 160 persons and jobs density target with minimal displacement of existing employment uses.

The proposed development will contribute to achieving the previously established minimum targets for intensification, by providing 156 residential units with an appropriate range and mix of housing options. The proposed apartment units will diversify the existing housing stock within the community and help accommodate a range of incomes and residents as it provides a variety of unit compositions as described in **Section 3** of this PJR. Additionally, it will support the achievement of complete communities, through the integration of a mix of residential and commercial uses within a compact built form. It will make efficient use of municipal services as well as the planned and existing public transportation options. The FSR/SWM prepared by Arcadis outlines that the proposed development can connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing connections to existing municipal infrastructure can be installed.

As stated previously, the subject lands have a locational advantage to be transit supportive due to its presence along the Dundas BRT Corridor. Although parking should not be required as per Bill 185, a reduced number of parking spaces have been provided within surface parking spaces to the rear and an underground parking garage has been provided in an effort to balance market demand and sustainability. Regarding active transportation and transit-supportive development, the subject lands being located within proximity to a variety of land uses, amenities, and services, will support pedestrian access to these elements. Furthermore, the proposed development has strategically incorporated pedestrian-friendly streetscapes (e.g. wide sidewalks and landscaped elements) and

included bicycle parking spaces and lockers to reduce the reliance on automobiles and promote active transportation.

The proposed development provides contextually appropriate and well-designed residential and commercial intensification for the subject lands and surrounding context. Furthermore, key architectural elements such as the setbacks and step backs have been designed to ensure an appropriate transition to adjacent areas. Overall, the proposed development will aid in achieving a complete community, a range and mix of housing options, and intensification.

## **Subsection 2.8 Employment**

### **Subsection 2.8.1 Supporting a Modern Economy**

**Policy 2.8.1.1** *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

**Planning Comment:** The proposed development incorporates 1,065 square metres of retail, medical office, and restaurant space, which will diversify the existing range of commercial/ employment uses along the Dundas Street Corridor. As it is within a compact, mixed-use built form, it will contribute to supporting a sustainable economy within the urban area, assist the City in achieving employment targets and contributing to a complete community.

The provision of residential units will protect and support the existing skilled labour force within the community, by providing a range of housing options in close proximity to existing employment areas. As provided by the Land Use Compatibility Study prepared by RWDI, there are no land use compatibility concerns.

## **Subsection 2.9 Energy, Conservation, Air Quality and Climate Change**

**Policy 2.9.1** *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) *support the achievement of compact, transit-supportive, and complete communities;*
- b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) *support energy conservation and efficiency;*
- d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

**Planning Comment:** The proposed development will promote the reduction of greenhouse gas emissions and prepare for the impacts of a changing climate as it is a compact, high-density, and mixed-use built form which will make efficient use of existing public and municipal services and transportation systems as confirmed by the FSR/SWM prepared by Arcadis and TIS prepared by Arcadis. Additionally, the proposed development has been designed to be transit-supportive, through reduced parking counts, bicycle parking and pedestrian friendly streetscapes, which will reduce the reliance on the automobile to access different uses. Future project phases will allow the continued consideration, design, and implementation of sustainability measures.

## **7.2.2 Chapter 3 of the PPS: Infrastructure and Facilities**

### **Subsection 3.1 General Policies for Infrastructure and Public Service Facilities**

**Policy 3.1.1** *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*

- a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) *leverage the capacity of development proponents, where appropriate; and*
- c) *are available to meet current and projected needs.*

**Policy 3.1.2** *Before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

**Policy 3.1.3** *Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.*

**Policy 3.1.4** *Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.*

**Policy 3.1.5** *Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.*

### **Subsection 3.2 Transportation Systems**

**Policy 3.2.1** *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*

**Policy 3.2.2** *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

**Policy 3.2.3** *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

### **Subsection 3.3 Transportation and Infrastructure Corridors**



**Policy 3.3.1** *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*

**Policy 3.3.2** *Major goods movement facilities and corridors shall be protected for the long term.*

**Policy 3.3.3** *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. 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, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*

**Policy 3.3.4** *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*

**Policy 3.3.5** *The co-location of linear infrastructure should be promoted, where appropriate.*

### **Subsection 3.5 Land Use Compatibility**

**Policy 3.5.1** *Major facilities and sensitive land uses shall 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.*

**Policy 3.5.2** *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall 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 is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

### **Section 3.6 Sewage, Water and Stormwater**

**Policy 3.6.1** *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) *ensure that these services are provided in a manner that:*
  - 1. *can be sustained by the water resources upon which such services rely;*
  - 2. *is feasible and financially viable over their life cycle;*
  - 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
  - 4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;*
- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

**Policy 3.6.8** *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

**Planning Comment:** The FSR/ SWM prepared by Arcadis outlines that the proposed development can connect to existing watermain and storm sewers and that erosion/sediment controls, sanitary servicing, and water servicing can be provided to meet applicable standards. Please refer to the FSR/SWM which provides additional detailed information on the proposed servicing scheme for the subject lands, in regard to stormwater management, sanitary sewer servicing, and domestic and fire water supply servicing.

As identified in the Regional and Local Official Plans, Dundas Street is a Higher Order Transit Corridor. The implementation of the Dundas BRT will serve inter-municipal and inter-regional travel demands by public transit and connect urban centres and mixed-use nodes. In regard to transportation systems supporting the proposed development, the TIS prepared by Arcadis confirm that there is no capacity issues anticipated from site-generated traffic. Please refer to the TIS for more details. A Land Use Compatibility Study was prepared by RWDI, which confirm that there are no land use compatibility concerns anticipated from the proposed development.

**Subsection 3.7 Waste Management**

**Policy 3.7.1** *Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.*

**Planning Comment:** As provided in the TIS, prepared by Arcadis, waste management vehicles are able to turn within and service the proposed development.

**Subsection 3.9 Public Spaces, Recreation, Parks, Trails and Open Space**

**Policy 3.9.1** *Healthy, active, and inclusive communities should be promoted by:*

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

**Planning Comment:** The active at-grade uses, ground floor height, podium level, and placement of parking to the rear and within the underground parking garage will contribute to a consistent street-edge, which will enhance the public realm and foster a positive pedestrian experience. The rhythmic placement of glazed entrances along the Dundas Street façade provides visual cohesion as well as transparency to animate the public realm, as provided within the UDS, prepared by Arcadis.

It includes 1,039 square metres of outdoor landscaped areas, which are contemplated to be privately-owned but publicly accessible outdoor amenity spaces at grade, blended with streetscape elements in the public realm. Within the building, 170 square metres of outdoor private amenity spaces are provided in the form of rooftop amenity spaces and green roofs on the eleventh floor. Approximately 248 square metres of indoor private amenity areas are provided in the form of gyms and party rooms. Furthermore, there are a variety of public parks within proximity to the subject lands for use by future residents including Gartwood Park, King's Masting Park, Thornlodge Park/ David Ramsey Outdoor Pool.

**PPS Conclusion:** The proposed development is consistent with the PPS, as it:

- provides residential and commercial intensification within the Winston Churchill Boulevard/ Dundas Street PMTSA and Dundas Street Intensification Corridor;
- is located at an appropriate location for residential and commercial intensification due to the proximity to a variety of land uses, amenities and services;
- contributes to meeting the existing and previously planned targets of 160 persons and jobs per hectare, by providing 156 residential units and 1,065 square metres of medical office, retail and restaurant space;
- supports the achievement of a complete community, as there is a mix of uses within a compact built form;
- increases the range and mix of housing options within the neighbourhood and the City, by offering a variety of apartment unit sizes and types which will help accommodate a range of incomes and socio-economic characteristics;
- makes efficient use of the subject lands, roads and municipal services;
- encourages transit and active transportation, by providing an appropriate amount of bicycle parking spaces, reduced parking counts and pedestrian friendly streetscapes;

### 7.3 Region of Peel Official Plan

On July 1<sup>st</sup>, 2024 through changes to the Planning Act, the Province identified that the Region of Peel as an “upper tier municipality without planning responsibilities”. As a result, the Region of Peel Official Plan is no longer a Regional Plan, but will now be a Local Plan of the three municipalities. The City of Mississauga is currently undergoing its Official Plan Review with the objective to delete the Regional Official Plan policies that are redundant, while the remaining applicable policies to Mississauga will be added as part of the Draft City of Mississauga Official Plan.

For the purposes of this report, the version of the plan available online at <https://peelregion.ca/sites/default/files/2024-07/official-plan-review-consolidation-clean%20%281%29.pdf> was used for information purposes only, while the policies applicable to the subject lands, proposed development and OPA/ ZBLA are provided below.

The following designations were obtained from the Region of Peel Official Plan schedules and apply to the subject lands.

SCHEDULE	DESIGNATION
Schedule E-1: Regional Structure	Urban Area
Schedule E-2: Strategic Growth Areas	Primary/ Secondary Major Transit Station Area

SCHEDULE	DESIGNATION
Schedule E-5: Major Transit Station Areas	Dun-2
Schedule F-1: Rapid Transit Corridor	Dundas Street West (Bus Rapid Transit/ Highway 407 Transitway)
Schedule F-2: Major Road Network	Dundas Street West (Major Road)

Table 7-1: Regional Official Plan Designations

## 7.3.1 Chapter 5: Regional Structure

### Subsection 5.4 Growth Management

*The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe and the GTHA in particular. One of the guiding principles of the Growth Plan that should assist in the decision-making process of land development, resource management and investment is to “build compact, vibrant and complete communities”. The Growth Plan encourages planning for development of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within Peel.*

*To ensure that growth management and sustainability objectives are achieved, this Plan identifies specific growth management designations, policy areas, and structural elements such as Strategic Growth Areas, Urban Growth Centres, Major Transit Station Areas, Delineated Built-up Areas, Employment Areas, and Designated Greenfield Areas. Each of these areas has a specific role in managing growth and policy direction is provided in the Plan. Schedules E-1, E-2, E-3, E-4 and E-5 show these areas within Peel Region. The Plan also provides policy direction for the Water Resource System, Greenlands System, Rural System, Agricultural System, and Greenbelt Plan Area which also support the growth management objectives of the Region*

**Objective 5.4.1** *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas*

**Objective 5.4.2** *To establish minimum intensification, employment density, and greenfield density targets.*

**Objective 5.4.3** *To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*

**Objective 5.4.4** *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*

**Policy 5.4.11** *Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification*

**Planning Comment:** As identified in **Figure 7-2**, the subject lands are part of the Urban Area. The proposed development is an appropriate form of intensification to better optimize the vacant parcel of land and capitalize on the location along the Dundas Street BRT corridor. It will contribute to achieving existing and previously planned intensification targets and aid in accommodating forecasted employment and population, by providing 156 residential units and 1,065 square metres of commercial, medical office and restaurant space.



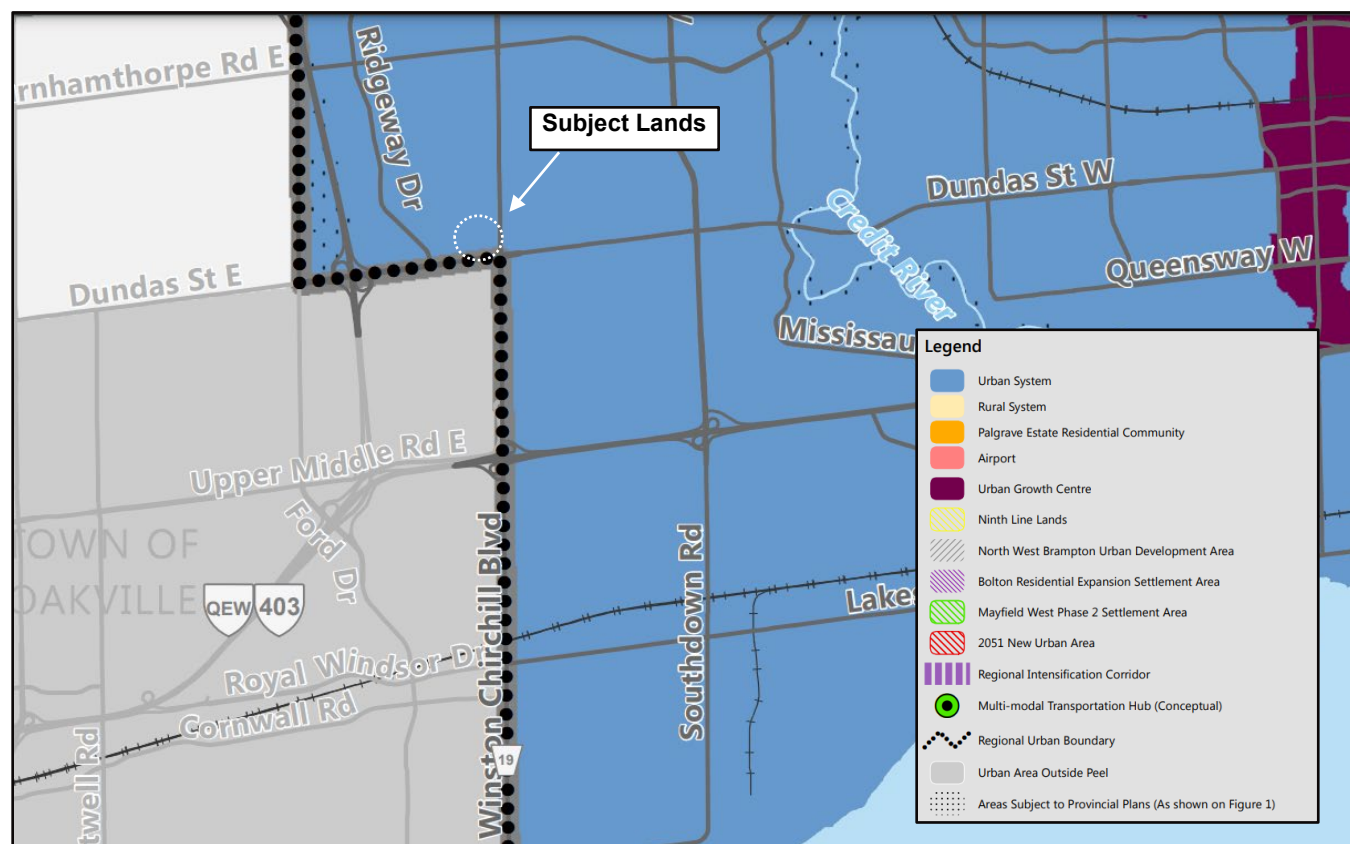


Figure 7-2: Excerpt of Schedule E-1: Regional Structure, Retrieved from the Region of Peel Official Plan

### Subsection 5.4.18 Intensification

**Objective 5.4.18.1** To achieve efficient and compact built forms.

**Objective 5.4.18.2** To optimize the use of existing infrastructure and services.

**Objective 5.4.18.3** To revitalize and/or enhance developed areas.

**Objective 5.4.18.4** To intensify development on underutilized lands.

**Objective 5.4.18.5** To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

**Objective 5.4.18.8** To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

### Policies

**Policy 5.4.18.10** Facilitate and promote intensification.

**Policy .4.18.11** Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

**Policy 5.4.18.12** Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

**Policy 5.4.18.13** To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Mississauga: a minimum of 96 per cent

**Planning Comment:** The subject lands are a vacant parcel of land, located in a developed area consisting of a variety of uses, including residential, commercial, institutional, employment and open space. However, the immediate Dundas Street Corridor consists of primarily commercial and employment uses. As such, the proposed mixed-use development will contribute to the diversification of the existing commercial corridor and complement the mix of land uses, by providing an increased residential density to support existing and planned commercial and employment uses and planned higher order transit. It will be an appropriate form of intensification with a compact built form to accommodate previously forecasted population employment growth, through providing an additional 156 residential units. This will contribute to the minimum 96% target for all residential development occurring within the Built-Up Area of Mississauga. The proposed infill will promote the efficient use of a vacant urban parcel and optimize available municipal infrastructure as confirmed by the FSR prepared by Arcadis.

In addition to commercial and employment uses located within walking distance of the subject lands, the planned higher order transit system along Dundas Street identified in **Figure 7-3** provides an opportunity for the proposed development to be transit supportive and pedestrian friendly. Providing reduced parking standards, bicycle stalls and creating a pleasant pedestrian realm will increase the possibility for transit usage and walkability, thereby reducing the dependence on the automobile.

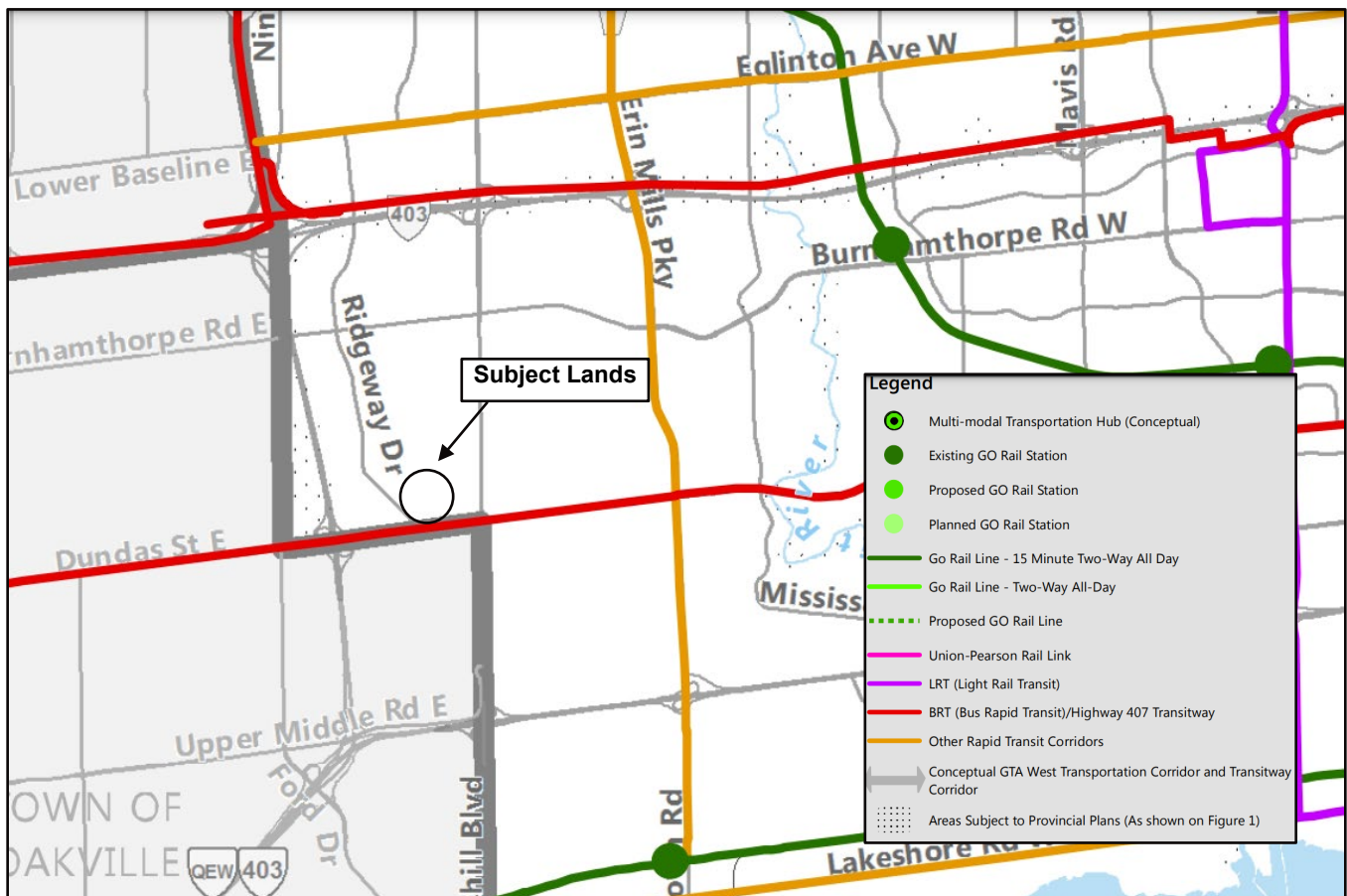


Figure 7-3: Excerpt of Schedule F1: Rapid Transit Corridors, Retrieved from Region of Peel Official Plan

## Subsection 5.6 Urban System

**Objective 5.6.1** To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

**Objective 5.6.2** *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

**Objective 5.6.3** *To achieve 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.*

**Objective 5.6.4** *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

**Planning Comment:** As identified throughout this PJR, the subject lands are located within a mixed-use community, with convenient access to employment opportunities along Dundas Street West and recreational opportunities throughout the neighbourhoods to the north and south-east.

The proposed mixed-use development will add to and complement the mix of uses within the neighbourhood, by diversifying the existing commercial corridor, through varying commercial uses and providing an increased residential density to support existing and planned commercial and employment uses. It will achieve the idea of sustainable development and healthy complete communities, as it promotes a compact built form, which efficiently utilizes the subject lands and infrastructure.

As stated throughout this PJR, the subject lands have the locational advantage to reduce auto-dependency as it is located along the Dundas BRT Corridor and in proximity to a variety of complementary land uses and amenities. The proposed development will provide reduced parking standards from the Zoning By-law (notwithstanding Planning Act provisions for PMTSAs) and an increased residential density, which will support an increase in transit usage. Bicycle lockers, at-grade active uses, and large sidewalks will be constructed to facilitate a conducive pedestrian environment.

#### **Subsection 5.6.17 Strategic Growth Area**

*The Strategic Growth Areas identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:*

- 1. Urban Growth Centres*
- 2. Major Transit Station Areas*
- 3. Nodes/Centres*
- 4. Intensification Corridor*

#### **Objectives**

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

**Objective 5.6.17.3** *To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*

**Objective 5.6.17.4** *To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

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

**Policy 5.6.17.10** *Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and*

greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

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

#### **Subsection 5.6.19 Major Transit Station Areas**

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

**Objective 5.6.19.5** *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*

**Objective 5.6.19.6** *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:*

- a) *Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.*

**Policy 5.6.19.8** *Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.*

Dundas BRT	DUN-1	Ridgeway	Mississauga	No	Primary	-	160
	DUN-2	Winston Churchill	Mississauga	No	Primary	-	160
	DUN-3	Glen Erin	Mississauga	No	Primary	-	160
	DUN-4	Erin Mills	Mississauga	No	Secondary	-	100
	DUN-5	UTM	Mississauga	No	Secondary	-	50

**Planning Comment:** As identified in **Figure 7-4 & 7-5**, the subject lands are located within the PMTSA due to the planned Dundas BRT where increased residential and employment densities are planned for. Currently this section of the Dundas Street Corridor is characterized primarily by commercial and employment uses. These commercial and employment uses are primarily contained in fragmented parcels under different ownership with no current timeline on relocation or redevelopment. As such, the vacant subject lands are an optimal location to infill the streetscape with the proposed high-density mixed-use development, which will support the existing and planned transit service levels, by increasing the number of potential transit users and contributing to the existing and previously planned minimum 160 persons and jobs density target with no displacement of existing employment/commercial uses.

The proposed development will integrate a compatible mix of land uses within a compact built form. The multiple residential units will provide housing opportunities for a labour force which could work within the nearby employment or commercial areas, while the medical office, retail and restaurant spaces will support the needs of current and future residents within walking distance. Furthermore, the proposed development has strategically incorporated pedestrian-friendly streetscapes (e.g. wide sidewalks and landscaped elements) and included bicycle parking spaces and lockers to reduce the reliance on automobiles and promote active transportation.

The subject lands have a locational advantage to be transit supportive due to its presence along the Dundas BRT Corridor. Although parking should not be required as per Bill 185, a reduced (relative to the current zoning



standards) number of parking spaces have been provided within surface parking spaces to the rear and an underground parking garage has been provided in an effort to balance market demand and sustainability.

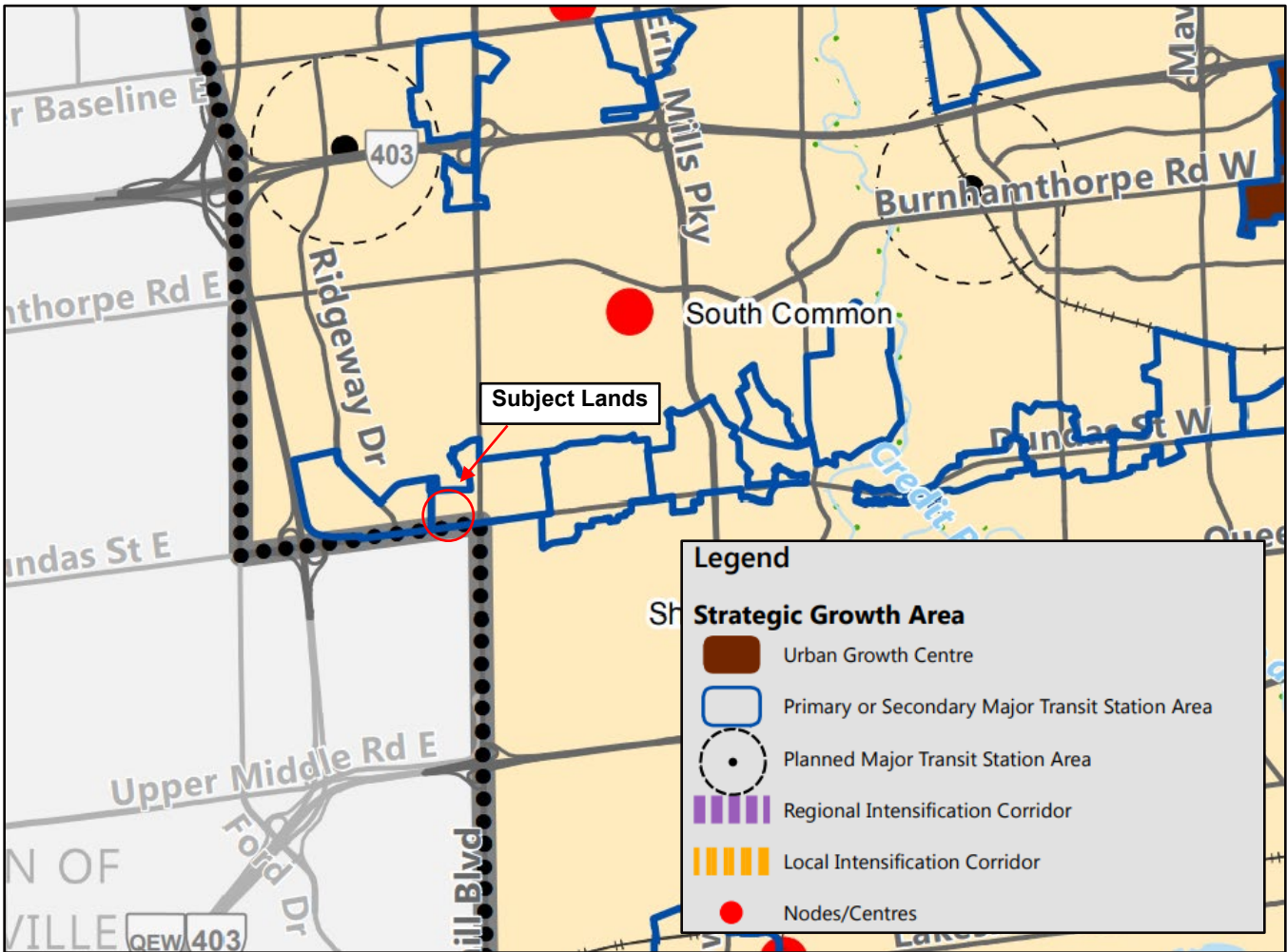


Figure 7-4: Excerpt of Figure E-2: Strategic Growth Area, Retrieved from the Region of Peel Official Plan

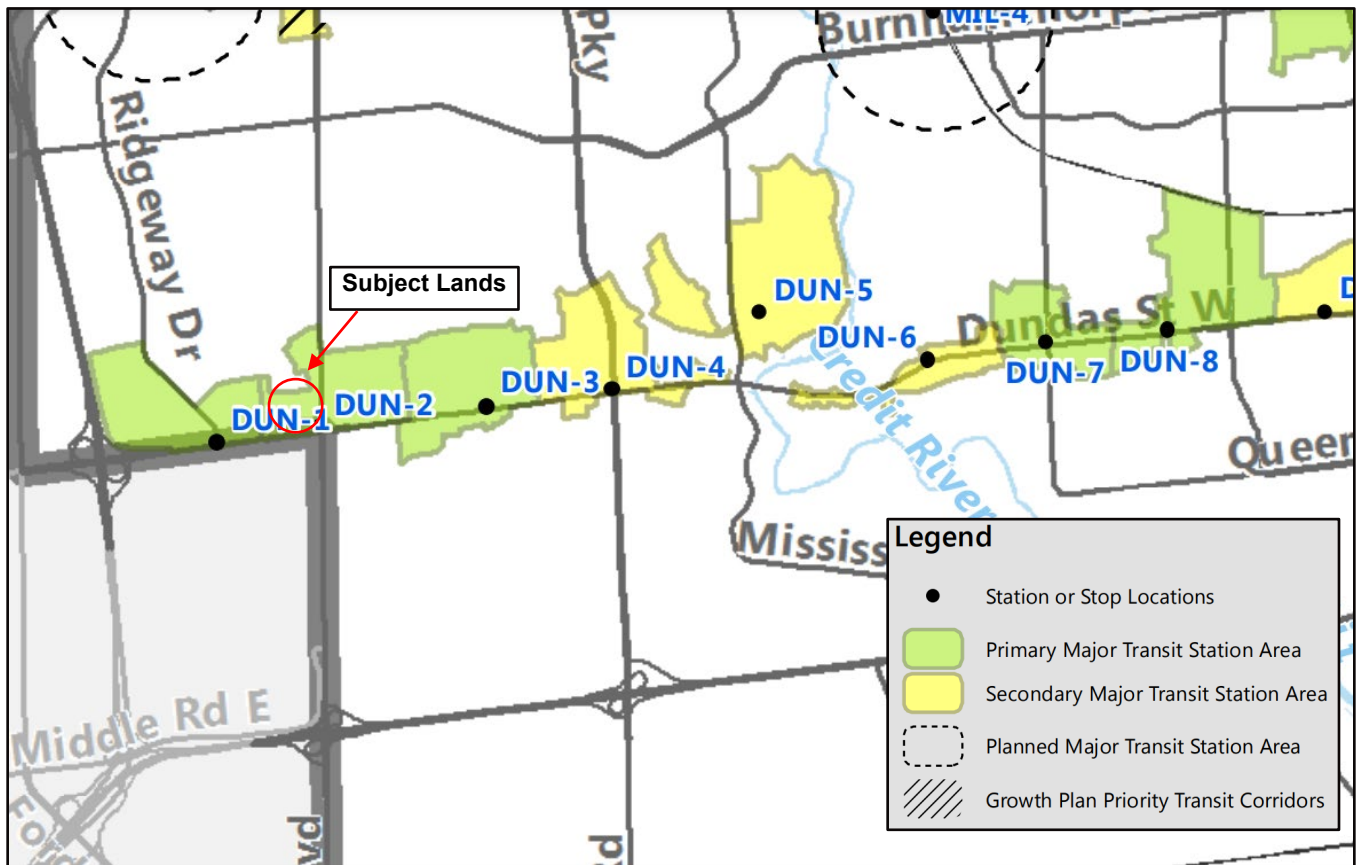


Figure 7-5: Excerpt of Schedule E-5: Major Transit Station Areas, Retrieved from the Region of Peel Official Plan

**ROP Conclusion:** The proposed development conforms to the Regional Official Plan policies, as it:

- is an efficient use of vacant urban land and municipal services, through infilling a gap within the Dundas Street streetscape;
- provides an appropriate form of intensification within a high-density compact urban form;
- assists in accommodating previously forecasted population and employment, through providing 156 residential units and 1,065 square metres of commercial, medical office and restaurant space;
- promotes sustainable development, by creating a walkable complete community, where the commercial uses will diversify the existing commercial and employment corridor and the residential units can support existing and future commercial uses and access employment opportunities;
- is located within a Strategic Growth Area and PMTSA, where growth and development are to be directed;
- facilitates transit-supportive elements by providing a decreased parking ratio, helping to foster an increased modal share in transit;
- creates an inviting pedestrian realm through the inclusion of active at-grade uses, wider sidewalks, and coordinated built form and streetscape design; and
- supports active transportation through including a number of bicycle parking stalls and pedestrian elements.

# 7.4 City of Mississauga Official Plan

The City of Mississauga Official Plan was adopted by City Council in September 2010, and was approved by the Region of Peel in September 2011. The Mississauga Official Plan came into partial effect on November 14<sup>th</sup>, 2012, when the Ontario Municipal Board approved the Official Plan with some modifications and except for those policies still under appeal. The Mississauga Official Plan provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga. It provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. It also forms the basis for detailed land use designations, and urban design policies. The current consolidated version incorporates all Local Planning Appeal Tribunal (“LPAT”) decisions and City Council approved OPAs, as of August 7<sup>th</sup>, 2024. The municipal Official Plan is currently being reviewed to ensure that it adds the regional official plan policies and reflects the changing needs of the community.

The City of Mississauga Official Plan (“the Plan”) consists of a principal document and a series of local area plans, provided under separate cover.

For the purposes of this report, the version of the plan available online at <https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/> was used.

The following designations were obtained from the City of Mississauga Official Plan schedules and apply to the subject lands.

SCHEDULE	DESIGNATION
Schedule 1 – Urban System	Employment Area Intensification Corridor
Schedule 1b – Urban System (City Structure)	Employment Area
Schedule 1c – Urban System (Corridors)	Intensification Corridor
Schedule 2 – Intensification Areas	Intensification Corridor
Schedule 5 – Long Term Road Network	Dundas Street West (Arterial)
Schedule 6 – Long Term Transit Network	Higher Order Transit Corridor Intensification Corridor
Schedule 8 – Designated Right-of-way Widths	Dundas Street West (40 metres)
Schedule 9 – Character Areas	Western Business Park Employment Area
Schedule 10 – Land Use Designation	Mixed Use within an Employment Area

Table 7-2: City of Mississauga Official Plan Designations

## 7.4.1.1 Chapter 5: Direct Growth

### Section 5.1 Introduction

**Policy 5.1.1** *The population and employment forecasts for Mississauga are shown in Table 5-1.*

<b>Year</b>	<b>Population</b>	<b>Employment</b>
2009	730 000	453 000
2011	738 000	455 000
2021	768 000	500 000
2031	805 000	510 000

Figure 7-6: Excerpt of Table 5-1: Population and Employment Forecasts of the City of Mississauga Official Plan

**Policy 5.1.2** *Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.*

**Policy 5.1.3** *Forecast 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, livable, universally accessible communities; and*

**Planning Comment:** The subject lands are the appropriate location to accommodate previously forecasted population and employment growth, as they are located within an established mixed-use area in close proximity to community services (i.e. institutional uses, open space and parks) and higher order transit routes. Existing municipal sewage and water infrastructure are available along Dundas Street West.

The proposed development is a valuable inclusion to the community, as it will help achieve a sustainable, complete community, where residents can live, work and play in their neighbourhoods without utilizing a vehicle. An additional 156 residential units and 1,065 square metres of commercial, medical office, and restaurant space will contribute to meeting long-term needs and accommodate the forecasted population and employment growth identified in **Figure 7-6**.

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

**Planning Comment:** As the subject lands are located along the Dundas BRT Corridor, which is currently and planned to be serviced by intraregional and interregional transit service, the proposed development will have a compact built form that is designed to be transit-supportive by, for example, reducing required parking ratios from the current Zoning By-law. The proposed development includes 156 residential units and 1,065 square metres of commercial and employment space, which will contribute to the diversification of the existing uses along the immediate section of the Dundas Street Corridor. This will provide live-work opportunities within the building itself and for the overall community.

**Policy 5.1.9** *New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing*



and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.

**Planning Comment:** Supporting technical studies have been prepared to demonstrate that the proposed development will not exceed the capacity of existing and planned engineering services, and transit, including the FSR/SWM and the TIS/Parking Study prepared by Arcadis.

**Section 5.3 City Structure**

*The City Structure is the basis of the following urban hierarchy:*

- *The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;*
- *Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city;*
- *Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;*
- *Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes;*
- *Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses; and*
- *Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.*

LOCATION	HEIGHT
Employment Area	<b>Min:</b> 2 in Major Transit Station Areas and Intensification Corridor <b>Max:</b> Not specified
Corridors	<b>Min:</b> 2 except in Employment Area <b>Max:</b> As per city Structure element

Table 7-3: City Structure Heights

**Subsection 5.3.6 Employment Areas**

**Policy 5.3.6.1** *Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.*

**Policy 5.3.6.2** *Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.*

**Policy 5.3.6.3** *Employment uses that support opportunities for residents to work in Mississauga will be encouraged.*

**Policy 5.3.6.4** *Mississauga will provide the necessary infrastructure to support existing and planned employment uses.*

**Policy 5.3.6.5** *Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review.*

**Policy 5.3.6.7** *Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking.*

**Policy 5.3.6.8** *Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans.*

#### **Section 5.4 Corridors**

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

**Planning Comment:** As identified in **Figures 7-7 to 7-9**, the subject lands are currently located within a Corridor Element of an Employment Area. As such, while Employment Areas discourage residential land uses, the Corridor Element advocates for mixed-use buildings, which are contextually appropriate to the Employment Area. As such, the subject lands are appropriate for the proposed higher-density mixed-use building, due to its location along a Corridor, identified for intensification as a result of its designation as a PMTSA in the Regional Official Plan. The commercial components of the proposed mixed-use building (i.e. medical office, retail, and restaurant) achieve the objectives of Employment Areas, by adding potential employment opportunities to accommodate existing and future employment needs and diversify the existing economic activity along Dundas Street West. As confirmed by the FSR prepared by Arcadis, there is sufficient servicing infrastructure to support the proposed uses.

The proposed development achieves the objectives of the Corridor Element, as it provides a compact built form, which includes a mix of uses and efficiently utilizes the subject lands and infrastructure. The proposed commercial/office uses will add and complement the existing mix of commercial and employment uses within the area, while the increased residential density will support the existing and planned uses along Dundas Street West. It will be designed to be transit supportive due to its location along the planned Dundas Street BRT. Providing reduced parking ratios, in addition to the placement of the spaces to the rear and within the underground, will support resident travel choice and provide opportunities to increase transit usage.

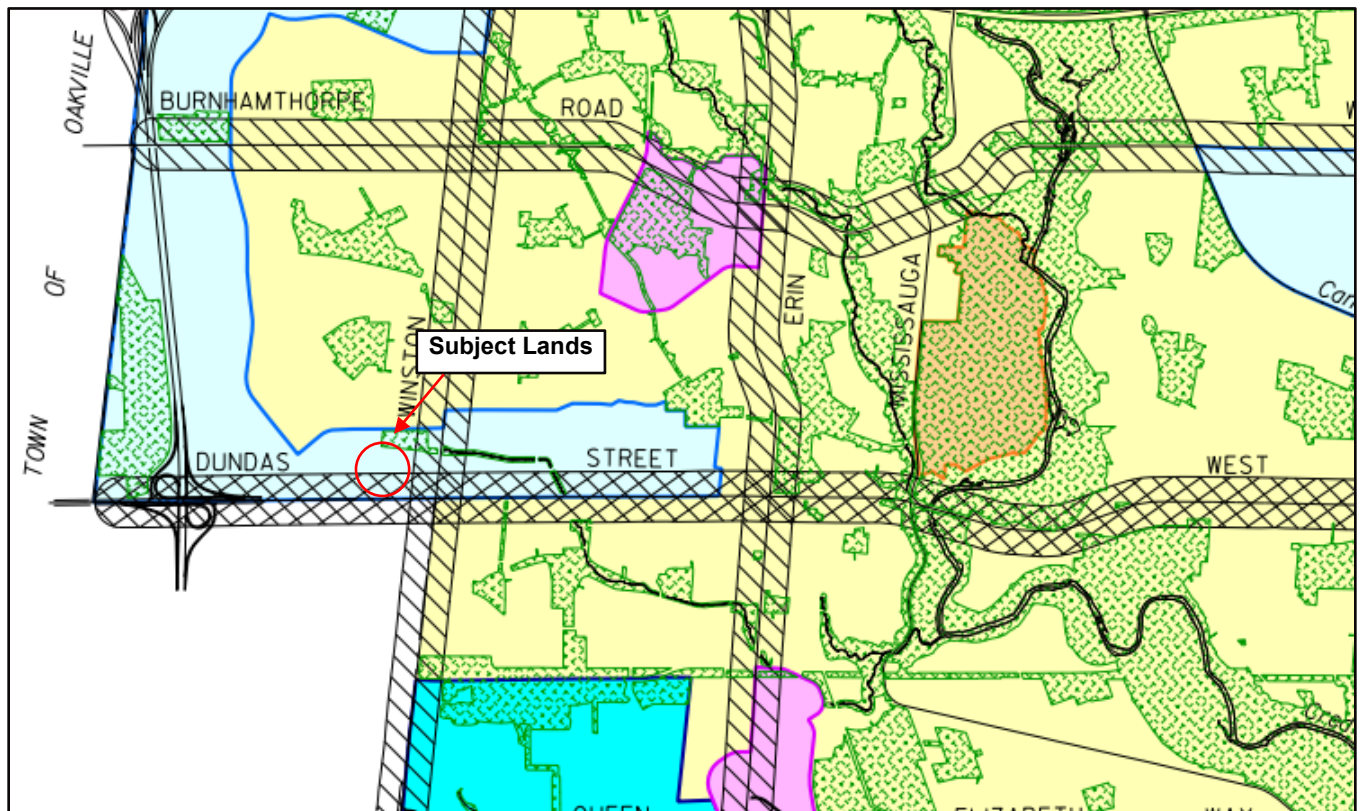


Figure 7-7: Excerpt of Schedule 1: Urban System, Retrieved from City of Mississauga Official Plan

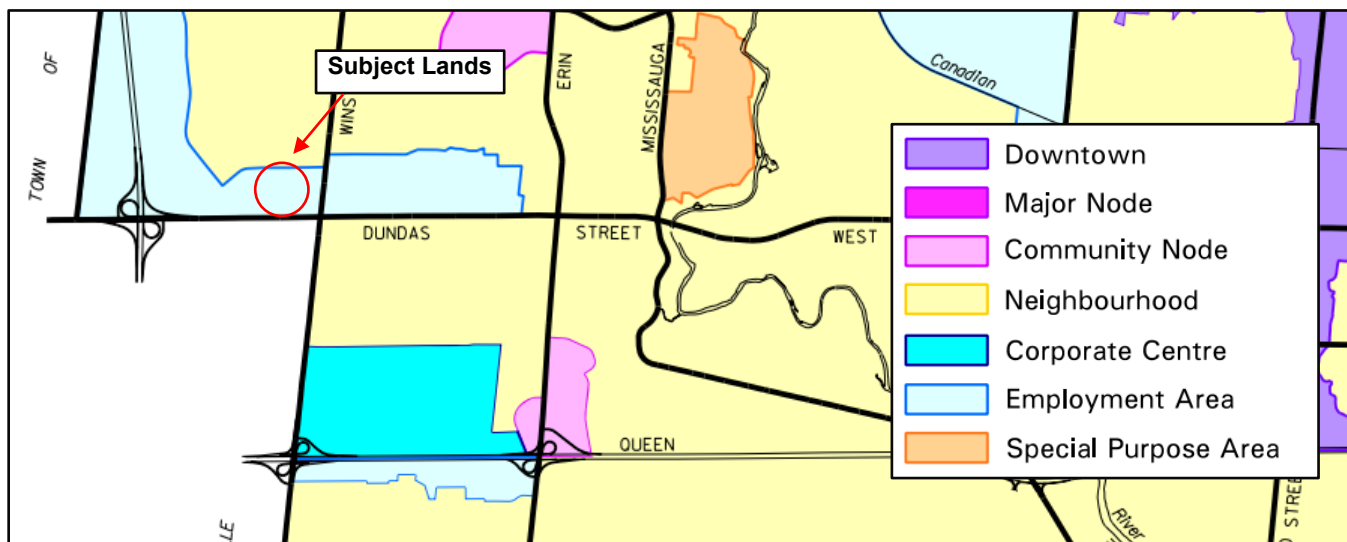


Figure 7-8: Excerpt of Schedule 1b: Urban System – City Structure, Retrieved from City of Mississauga Official Plan

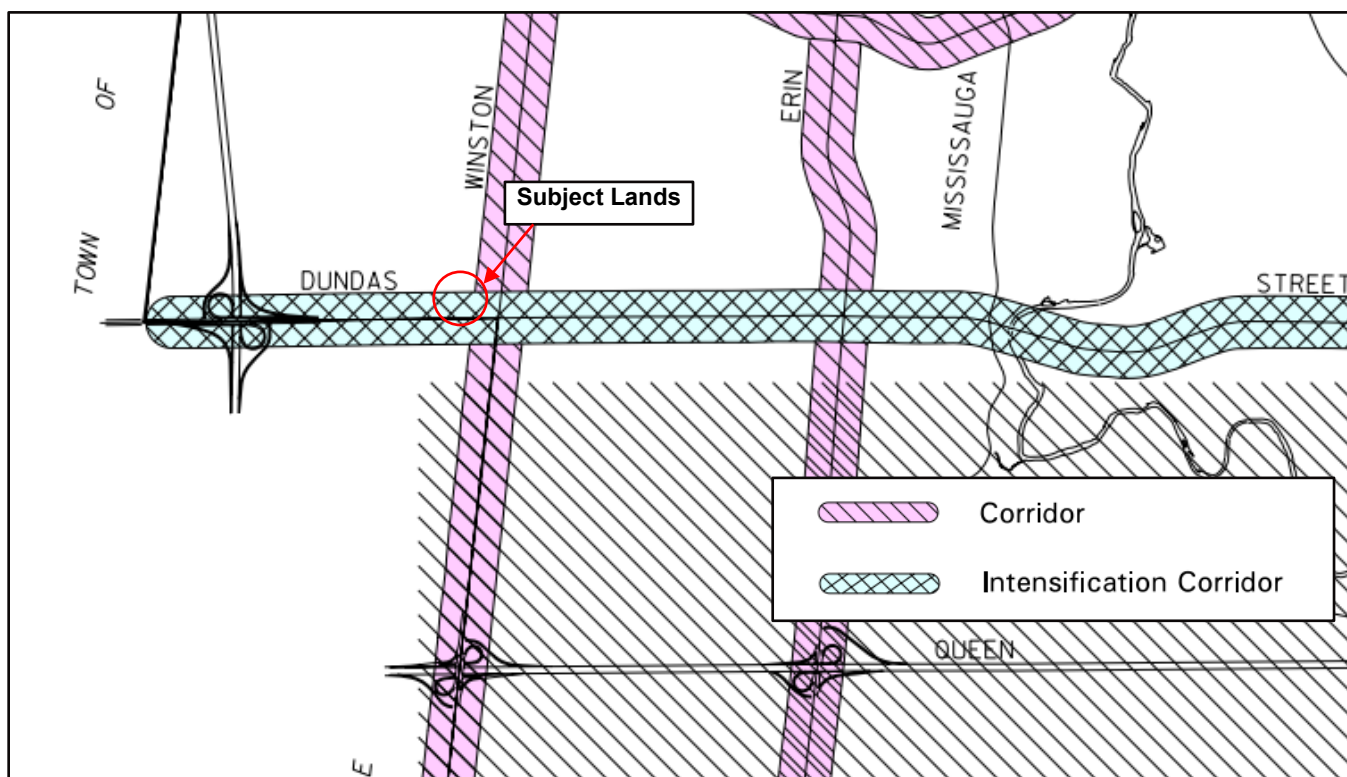


Figure 7-9: Excerpt of Schedule 1c: Urban System - Corridors, Retrieved from City of Mississauga Official Plan

**Policy 5.4.8** 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. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.

**Planning Comment:** As identified in **Table 7-3**, the subject lands are subject to a minimum building height of two storeys, due to its designated along an Intensification Corridor within an Employment Area, while there is no



specific maximum building height for Employment Areas. As such, the proposed 12-storey mixed-use building complies with the minimum building height identified.

## **5.5 Intensification Areas**

**Policy 5.5.1** *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*

**Policy 5.5.5** *Development will promote the qualities of complete communities.*

**Policy 5.5.7** *A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

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

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

**Policy 5.5.14** *Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*

**Planning Comment:** As identified in **Figure 7-10**, the subject lands are located along an Intensification Corridor. Due to its locational advantage along a planned BRT Corridor and within a regionally-identified PMTSA, the subject lands are an appropriate location for high-density mixed-use buildings. The proposed development will provide a form of intensification, which is respectful of the Corridor Element and Employment Area, while capitalizing on the access along the Dundas BRT Corridor. It will provide 1,065 square metres of commercial/ medical office/ restaurant space to diversify the existing economic base and provide 156 residential units to support the existing uses along the Corridor.

The proposed high-density mixed-use development will support the achievement of a complete community, through providing a compact urban form within a mixed-use area to foster a live, work and play environment, which is accessible through transit and active transportation. Reduced parking standards will aim to foster an increase in transit usage. Furthermore, the proposed development has strategically incorporated active at-grade uses and pedestrian-friendly streetscapes (e.g. wide sidewalks and landscaped elements) and included bicycle parking spaces and lockers to promote active transportation.

As confirmed by the FSR and the TIS, prepared by Arcadis the proposed development will optimize the use of available municipal infrastructure.

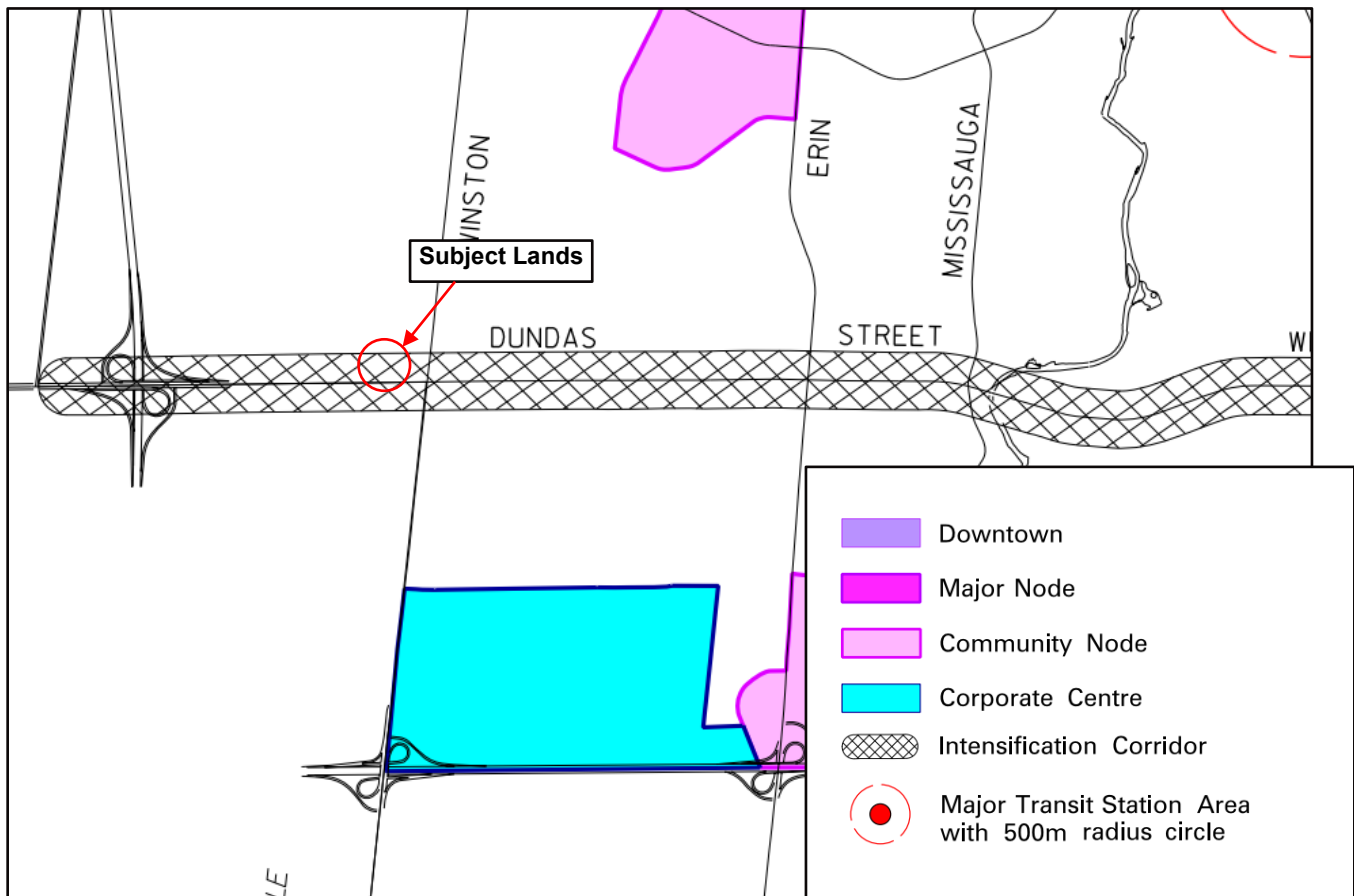


Figure 7-10: Excerpt of Schedule 2: Intensification Areas, Retrieved from City of Mississauga Official Plan

## 7.4.1.2 Chapter 6: Value the Environment

### Section 6.2 Living Green

**Policy 6.2.7** *Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.*

### Section 6.4 Water

#### Subsection 6.4.2 Stormwater and Drainage

**Policy 6.4.2.2** *Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.*

**Planning Comment:** Please refer to the SWM Report, prepared by Arcadis for recommendations on quantity and quality control measures.

### Section 6.5 Air Quality

**Policy 6.5.1** *To improve air quality, Mississauga will:*

- a. *give preference to compact, mixed use and transit oriented development that reduces car dependency;*
- c. *direct growth to Intensification Areas;*

- d. *encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes; and*

**Planning Comment:** The subject lands are identified as part of an Intensification Corridor, where growth is to be directed. The proposed high-density mixed-use building is compact and adds to the mix of uses within the surrounding context, diversifying the existing economic base with additional commercial uses and supporting the existing commercial and employment uses with increased clientele. This will encourage a balance of housing and jobs, providing residents to live, work and play within their community, without utilizing their vehicles. This, coupled with bicycle parking facilities and reduced parking standards, will promote transit and active transportation modes.

## **Section 6.10**

### **Subsection 6.10.1 Stationary Noise**

**Policy 6.10.1.1** *In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.*

**Policy 6.10.1.3** *The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.*

**Policy 6.10.1.5** *Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.*

### **Section 6.10.3 Road Noise**

**Policy 6.10.3.2** *Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.*

**Policy 6.10.3.3** *Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.*

**Policy 6.10.3.4** *Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.*

**Policy 6.10.3.7** *As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.*

**Planning Comment:** Described within the Noise Study prepared by SoftDB, recommendations are provided to mitigate noise impacts.

### 7.4.1.3 Chapter 7: Complete Communities

#### Section 7.1 Introduction

**Policy 7.1.3** *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;*
- d. *encourage land use planning practices conducive to good public health.*

**Planning Comment:** The proposed mixed-use development will facilitate a compact built form and contribute to creating a complete community, by adding and complementing the mix of uses within the neighbourhood. The integration of these uses will encourage people to walk or take transit for their daily needs, reducing automobile usage. Furthermore, the reduced parking ratio and inclusion of bicycle parking stalls, coupled with recommended TDM measures, will facilitate alternative methods of transportation.

**Policy 7.1.6** *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

#### Section 7.2 Housing

**Policy 7.2.1** *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.*

**Policy 7.2.2** *Mississauga will provide opportunities for:*

- a. *the development of a range of housing choices in terms of type, tenure and price;*
- b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*

**Planning Comment:** The proposed development will develop a vacant property, which has full access to community infrastructure and municipal services. It will consist of apartment units of differing sizes to accommodate residents with different housing preferences, as shown in **Table 3-2**. As an example, the City of Mississauga has a large share of seniors in its population, therefore there is a need to provide smaller unit sizes. By offering a range of 1- and 2-bedroom units, the proposed development will accommodate an appropriate mix of unit typologies, which will also range in price. The tenure of the proposed development is undecided at this stage, as the owner is determining the best suitable option for the community. Therefore, it could function as a purpose-built rental or condominium building. A purpose-built rental should generally be more attainable than the market-based condominium units, while a condominium building may include both market based and affordable ownership units.

#### Section 7.3 Inclusionary Zoning

**Policy 7.3.1** *Inclusionary Zoning 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. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives:*

- a. *Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds;*

**Policy 7.3.2** *An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, 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:*



- a. *the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table 7-1;*
- b. *notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for low- income households at the City's discretion through a site specific zoning by-law amendment;*
- c. *through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within protected Major Transit Station Areas that are not currently identified within an IZ Area on Map 7-1;*
- d. *IZ Area 4 is within an Employment Area and would require a land conversion to permit residential uses. Inclusionary Zoning requirements of Section 7.3 and 19.23 of this Plan will only apply to development on lands within IZ Area 4 in the event that residential uses are permitted; and*
- e. *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 this Plan.*

**Policy 7.3.4** *The suite mix of the affordable housing unit component will generally be a balanced mix of onebedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines.*

**Policy 7.3.9** *Inclusionary Zoning By-laws will not apply to:*

- a. *long-term care buildings, retirement buildings, hospices, staff/student residences, group homes, or not-for profit buildings;*
- b. *Region of Peel or Peel Housing Corporation projects;*
- c. *approved development, as specifically identified as exempt in the zoning by-law, that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands;*
- d. *development or redevelopment meeting the exemption criteria under the Planning Act or related Ontario Regulations; and*
- e. *notwithstanding 7.3.2, in no case will Inclusionary Zoning By-laws apply to development or redevelopment of less than 10 residential units.*

**Policy 7.3.12** *Inclusionary Zoning requirements identified in Section 7.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing.*

**Planning Comment:** As identified in **Figure 7-11**, the subject lands are located within a PMTSA and within an Inclusionary Zoning Area. The tenure of the proposed development is undecided at this stage, as the owner is determining the best suitable option for the community. Therefore, it could function as a purpose-built rental or condominium building. It is understood that should the development be a purpose-built rental, it would not be subject to inclusionary zoning at this time. If the tenure is condominium, discussions with staff on the applicability of any requirements can occur at that time.

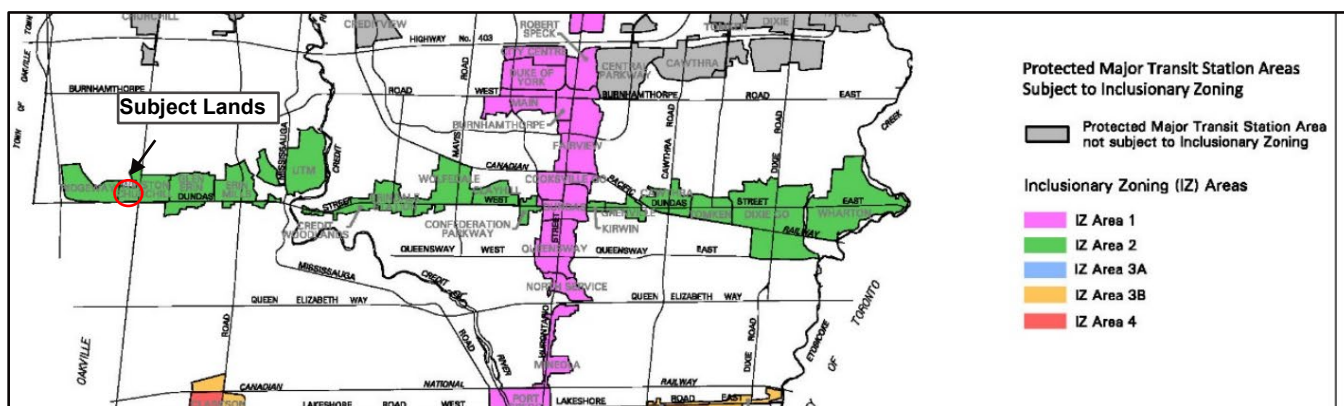


Figure 7-11: Excerpt of Map 7-1 Inclusionary Zoning Areas

<b>Table 7-1 – Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing</b>				
<b>IZ Area as identified on Map 7-1</b>	<b>Tenure of Affordable Housing Units</b>	<b>Applies January 1, 2023 to December 31, 2023</b>	<b>Applies January 1, 2024 to December 31, 2024</b>	<b>Applies January 1, 2025</b>
<b>IZ Area 1</b>	<b>Affordable Ownership Housing Units</b>	4%	7%	10%
	<b>Affordable Rental Housing Units</b>	2%	3.5%	5%
<b>IZ Area 2</b>	<b>Affordable Ownership Housing Units</b>	3%	5%	7%
	<b>Affordable Rental Housing Units</b>	1.5%	2.5%	3.5%
<b>IZ Area 3A and IZ Area 3B</b>	<b>Affordable Ownership Housing Units</b>	3%	4%	5%
	<b>Affordable Rental Housing Units</b>	1.5%	2%	2.5%
<b>IZ Area 4</b>	<b>Affordable Ownership Housing Units</b>	10%	10%	10%
	<b>Affordable Rental Housing Units</b>	5%	5%	5%

Table 7-4: Excerpt of Table 7-1

#### 7.4.1.4 Chapter 8: Create a Multi-Modal City

##### Section 8.1 Introduction

**Policy 8.1.1** *Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation*

**Policy 8.1.8** *To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.*

**Planning Comment:** The proposed development will encourage a shift towards more sustainable modes such as transit and active transportation, by providing a mix of uses, appropriate density, pedestrian supportive design, reduced parking ratios and bicycle parking stalls. The TDM recommendations within the TIS prepared by Arcadis will be further examined at site plan stage.

## **Section 8.2 Multi-Modal Network**

**Policy 8.2.1.1** *The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:*

- a. *protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;*

**Planning Comment:** As identified in **Table 7-2**, Dundas Street is identified to have an ultimate right-of-way of 42 metres. The northern limits of the ultimate Dundas Street Right-of-Way is shown on the Conceptual Site Plan.

### **Subsection 8.2.2 Road Network**

**Policy 8.2.2.1** *Mississauga's road network will consist of the following road classification::*

- a. *arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives;*

**Planning Comment:** Identified in **Figure 7-12**, Dundas Street is identified as an Arterial Road. As part of the Dundas Connects Master Plan, a new north-south public road connecting Dundas Street to another proposed east-west public road is envisioned along the westerly property limits of the subject lands with an ultimate 20-metre right-of-way width. As such, direct vehicle access to Dundas Street is contemplated through this proposal as an interim measure, so that vehicular access will ultimately be provided through the new public road, which will connect to Dundas Street. A right-in/right-out access will be utilized until the design of the north-south public road has been fully implemented.

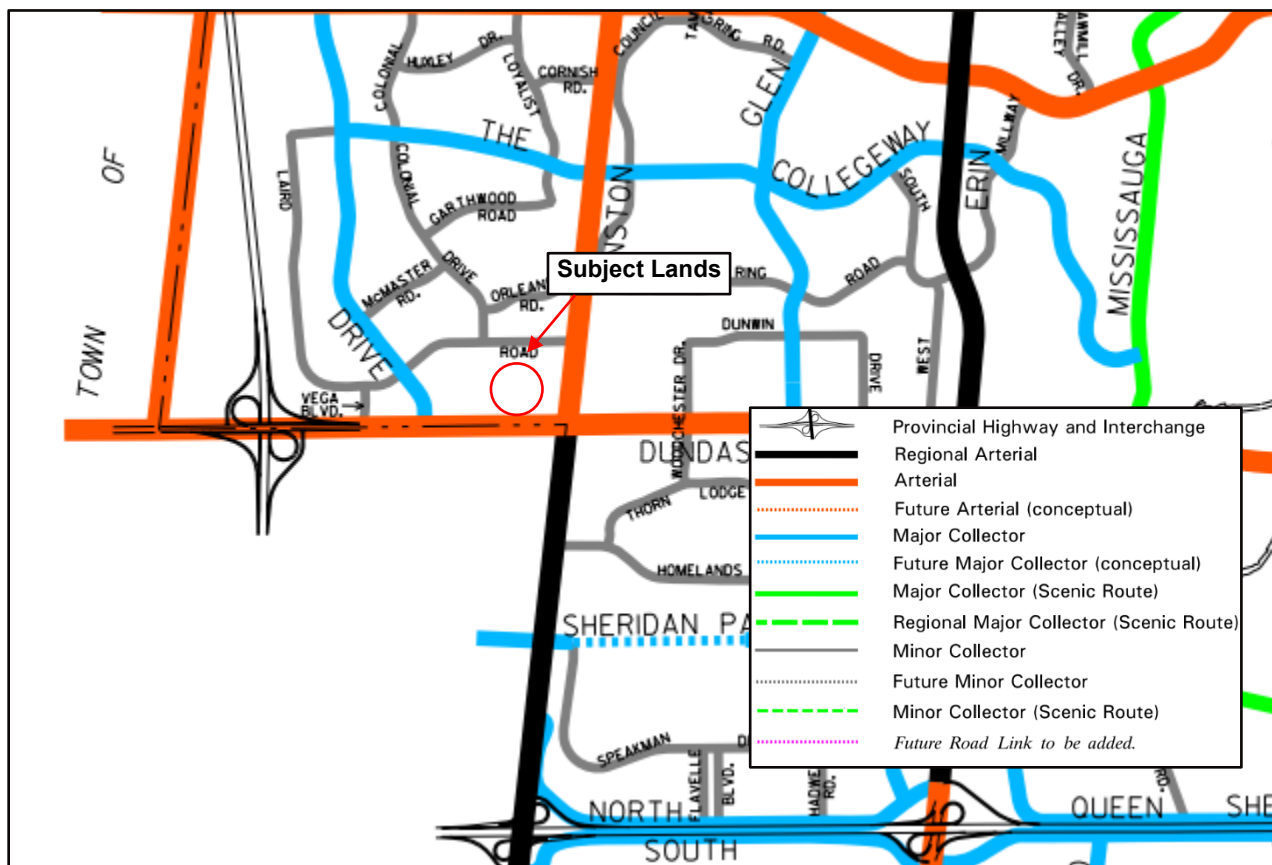


Figure 7-12: Excerpt of Schedule 5: Long Term Road Network, Retrieved from City of Mississauga Official Plan

### Subsection 8.2.3 Transit Network

*The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors.*

**Policy 8.2.3.4** *The City will initiate express transit on Intensification Corridors and will continue to employ express services as part of the implementation of the Mississauga Bus Rapid Transit.*

**Policy 8.2.3.9** *Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.*

**Planning Comment:** Identified in **Section 2.4** and **Figure 7-13**, Dundas Street is identified as a Higher Order Transit Corridor, which currently has express bus service connecting Kipling Station and Ridgeway Drive, and planned BRT, connecting Kipling Station to Hamilton. Therefore, the proposed compact mixed-use development has the locational advantage to be transit supportive and pedestrian oriented, which will be further supported by reduced parking ratios, bicycle parking, and pedestrian amenities.



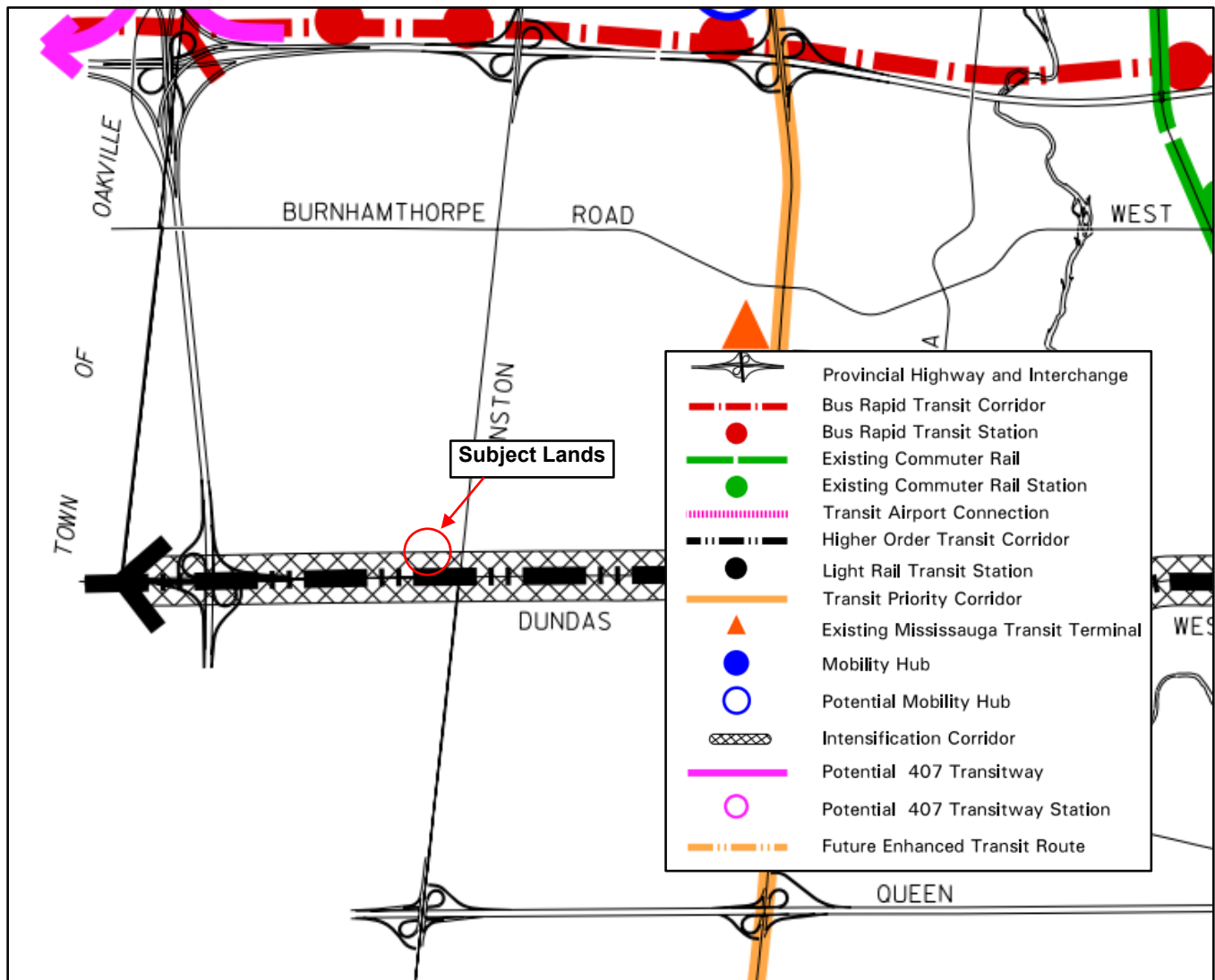


Figure 7-13: Excerpt of Schedule 6: Long Term Transit Network, Retrieved from City of Mississauga Official Plan

#### Subsection 8.2.4 Active Transportation

**Policy 8.2.4.4** Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate.

**Policy 8.2.4.3** Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.

**Planning Comment:** The proposed development will provide bicycle parking stalls to encourage residents to utilize active transportation methods to access complementary uses and transit. In addition, it will provide pedestrian amenities along the sidewalks surrounding the building to address pedestrian needs.

#### Section 8.4 Parking

**Policy 8.4.2** Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

**Policy 8.4.3** Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. *access to transit;*
- b. *level of transit service;*
- c. *traffic generation; and*
- d. *impact on the surrounding area.*

**Policy 8.4.7** *Within Intensification Areas, Mississauga will give consideration to:*

- a. *reducing minimum parking requirements to reflect transit service levels;*
- b. *establishing maximum parking standards to support transit investments, particularly higher order transit investments;*
- c. *limiting surface parking by requiring a portion be provided within structured parking facilities;*
- d. *requiring structured parking facilities to be underground, where viable;*
- e. *proactively maximizing on-street public parking in appropriate locations;*

**Planning Comment:** As identified throughout this section, the subject lands are located within an Intensification Corridor. While Bill 185 removed from the ability for Official Plan policies and Zoning By-law provisions from requiring parking within MTSAs, reduced parking standards have been provided compared to the existing Zoning By-law to reflect existing transit service levels and encourage a higher use of transit. Parking spaces are located at the rear of the building and within the three levels of underground parking.

## **Section 8.5 Transportation Demand Management**

**Policy 8.5.1** *Mississauga will encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.*

**Policy 8.5.4** *Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.*

**Planning Comment:** Providing reduced parking ratios and an improved pedestrian realm will promote transit usage and active transportation, reducing vehicular dependence. In addition, the TDM measures recommended within the TIS prepared by Arcadis implemented at site plan stage will also reduce vehicle dependency.

## **7.4.1.5 Chapter 9: Build a Desirable Urban Form**

**Policy 9.1.1** *Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.*

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

**Policy 9.1.4** *Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.*

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

**Policy 9.1.9** *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes*

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

**Planning Comment:** The subject lands are located within a Corridor component of the Employment Area structure, in addition to being designated as part of the Intensification Corridor. The proposed mixed-use development will

provide a compatible mix of uses, where the commercial uses (i.e. medical office, retail, restaurant) will contribute and diversify the existing mix of employment and commercial uses along the Dundas Street Corridor, while the residential uses will support the existing and future employment and commercial uses through increased clientele. Provided by the UDS prepared by Arcadis, the proposed development will support the integration with existing and planned neighbourhood heights, as it will provide stepbacks at the 3<sup>rd</sup> storey level and visual breaks into the façade, reducing the bulk of the 12-storey building. The inclusion of a mix of uses, reduced parking ratios and the inclusion of bicycle parking spaces will ensure that the proposed development is transit supportive and promote active transportation.

### **Subsection 9.2.1 Intensification Areas**

*Intensification Areas are the principal location for future growth and consist of:*

- *Downtown;*
- *Major Nodes;*
- *Community Nodes;*
- *Corporate Centres;*
- *Intensification Corridors; and*
- *Major Transit Station Areas.*

**Policy 9.2.1.3** *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*

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

**Policy 9.2.1.8** *The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas*

**Policy 9.2.1.10** *Appropriate height and built form transitions will be required between sites and their surrounding areas.*

**Policy 9.2.1.17** *Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.*

**Policy 9.2.1.21** *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*

**Policy 9.2.1.22** *Development will be designed to support and incorporate pedestrian and cycling connections.*

**Policy 9.2.1.23** *Active uses will be required on principal streets with direct access to the public sidewalk.*

**Policy 9.2.1.24** *Development will face the street*

**Policy 9.2.1.25** *Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*

**Policy 9.2.1.28** *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*

**Policy 9.2.1.29** *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape*

**Policy 9.2.1.31** *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*

**Policy 9.2.1.32** *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*

**Policy 9.2.1.35** *Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.*

**Planning Comment:** As identified throughout this report, the subject lands are located within the Winston Churchill/ Dundas Street MTSA, which is the preferred location for the type of high-density compact built form proposed. The proposed development provides a high standard of urban design, which will create a strong identifiable image at the municipal boundary line between Mississauga and Oakville to encourage a sense of place. By placing the parking spaces to the rear and within the underground and incorporating active uses at grade along Dundas Street, the proposed development will create an aesthetically pleasing pedestrian environment, which will encourage active transportation. The rhythmic placement of glazed entrances along the Dundas Street West façade provides visual cohesion as well as transparency to animate the public realm. Consideration has been given to reduce the visual bulk of the building, through incorporating stepbacks at the podium level, upper storeys and the middle of the building form.

### **Section 9.3 Public Realm**

**Policy 9.3.1.5** *The improvement of existing streets and the design of new streets should enhance connectivity by:*

- a. *developing a fine-grained system of roads;*
- b. *using short streets and small blocks as much as possible, to encourage pedestrian movement;*

**Planning Comment:** The proposed layout of the concept plan provides the grid pattern envisioned within the Dundas Connects Master Plan is achieved, while maintaining an adequate developable area on the subject lands for the proposed development. The internal road network establishes a pedestrian scale environment, as connections to existing roads on adjacent properties are provided, enabling permeability and connectivity to the surrounding community.

### **Section 9.4 Movement**

#### **Subsection 9.4.1 Transit and Active Transportation**

**Policy 9.4.1.1** *The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.*

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

**Policy 9.4.1.3** *Development will support transit and active transportation by:*

- a. *locating buildings at the street edge, where appropriate;*
- b. *requiring front doors that open to the public street;*
- c. *ensuring active/animated building 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.*

**Planning Comment:** The subject lands are located along a Corridor, slated for Intensification. In addition to providing an abundance of bicycle parking stalls, the proposed development will provide a transit and active transportation supportive urban form by providing reduced parking standards, pedestrian travel routes, at-grade uses, and appropriate built form. The proposed high-density building will include at-grade commercial uses, which



will activate the streetscape and enhance the public realm. The proposed entrances will be open to the public street, while the sidewalks will be wide enough and include pedestrian amenities to create a more inviting pedestrian realm.

### **Section 9.5 Site Development and Buildings**

**Policy 9.5.1.2** *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a. *Natural Heritage System;*
- b. *natural hazards (flooding and erosion);*
- c. *natural and cultural heritage features;*
- d. *street and block patterns;*
- e. *the size and configuration of properties along a street, including lot frontages and areas;*
- f. *continuity and enhancement of streetscapes;*
- g. *the size and distribution of building mass and height;*
- h. *front, side and rear yards;* i. *the orientation of buildings, structures and landscapes on a property;*
- i. *views, sunlight and wind conditions;*
- j. *the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- k. *privacy and overlook; and*
- l. *the function and use of buildings, structures and landscapes.*

**Policy 9.5.1.3** *Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*

**Policy 9.5.1.9** *Development proposals will 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.*

**Planning Comment:** The proposed development is designed to fit harmoniously with the surrounding built environment, as provided by the UDS, prepared by Arcadis. The three-storey podium will relate the proposal to existing uses and scale of the surrounding community, while massing and adequate separation distances have been provided to minimize sun/shadow impacts.

### **Subsection 9.5.3 Buildings**

**Policy 9.5.3.2** *Buildings must clearly address the street with principal doors and fenestrations 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** *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.*

**Policy 9.5.3.7** *Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.*

**Planning Comment:** The proposed building is strategically positioned and appropriately scaled along Dundas Street West to establish a retail edge for the site and to animate this future transit corridor. With consideration for the proportions of the proposed building, the three-storey podium defines a human-scaled pedestrian-oriented

streetscape that supports the integration of the proposed development with existing and planned neighbourhood height. The rhythmic placement of gazed entrances along the Dundas Street West façade provides visual cohesion as well as transparency to animate the public realm. The upper storeys include a combination of materials, alternating between glass and a light-coloured metal mesh façade treatment, reducing the visual bulk of the 12-storey building.

#### **Subsection 9.5.5 Parking Servicing and Loading**

**Policy 9.5.5.1** *Parking should be located underground, internal to the building or to the rear of buildings*

**Policy 9.5.5.3** *Where surface parking is permitted, the following will apply. Parking should:*

- a. not be located between the building and the street;*
- b. incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;*
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;*
- d. incorporate universal design principles;*
- e. be configured to permit future development;*
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;*
- g. provide appropriate landscape treatment to provide shading of parking areas; and*
- h. provide landscape buffering at the street edge.*

**Planning Comment:** Majority of the parking spaces are located within the underground parking structure, while surface parking is located to the rear of the building, separated by internal driveways and landscaped islands. As provided by the UDS, public view of parking are screened by shifting surface parking towards the rear of the site and using soft landscaping. Plantings, trees and outdoor amenity space are also integrated into the surface parking lot, providing a larger permeable area that can support stormwater management and filter negative effects related to noise, air, and visuals from the public realm. Walkways connect the surface parking lot to building entrances and primary roadways, enhancing pedestrian comfort and movement through the site.

### **7.4.1.6 Chapter 10: Foster a Strong Economy**

#### **Section 10.1 Introduction**

**Policy 10.1.1** *Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.*

#### **Subsection 10.4 Retail**

**Policy 10.4.5** *Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies.*

**Planning Comment:** The subject lands are located along an Intensification Corridor. The proposed development incorporates 1,065 square metres of retail, medical office, and restaurant space, which will diversify the existing range of commercial/ employment opportunities along the Dundas Street Corridor.

### **7.4.1.7 Chapter 11: General Land Use Designations**

#### **Section 11.2 General Land Use**

#### **Subsection 11.2.6 Mixed-Use**

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

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

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

**Policy 11.2.6.3** *Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.*

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

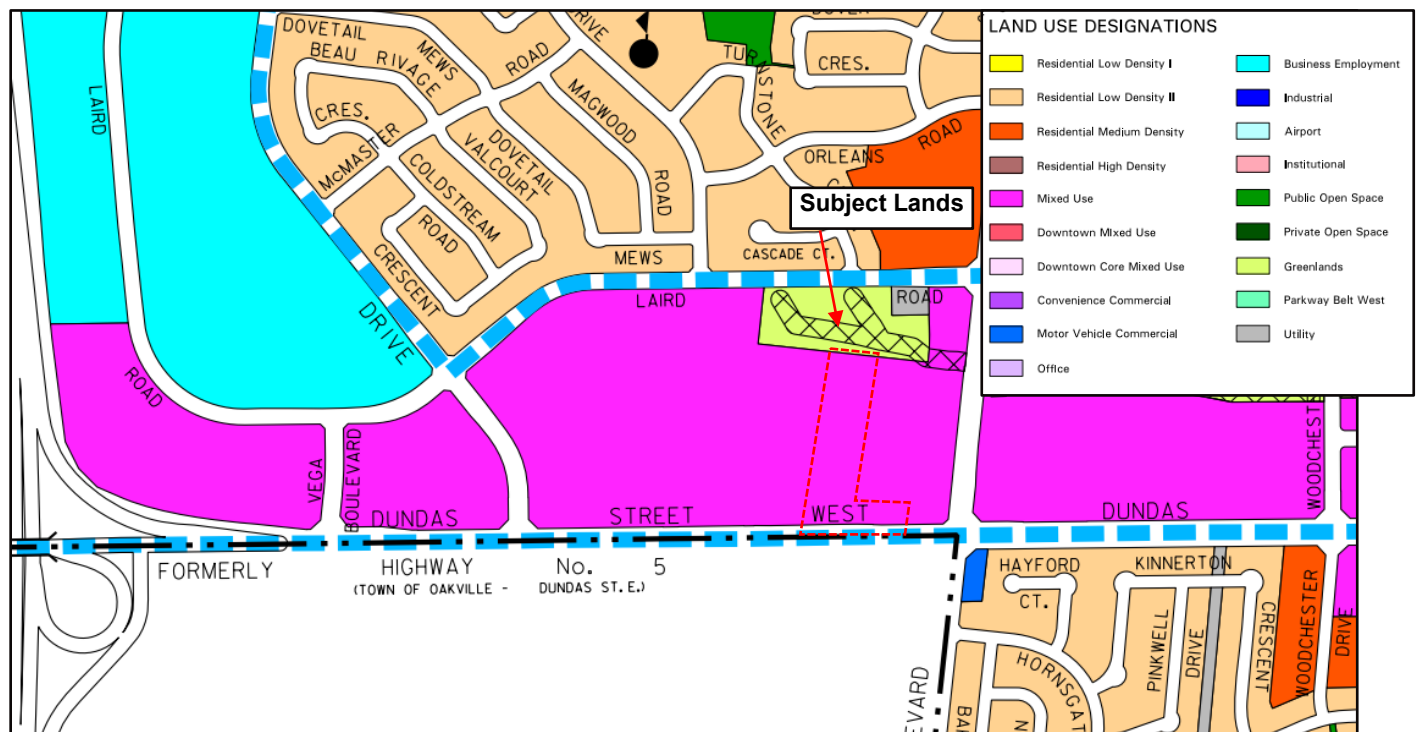


Figure 7-14: Excerpt of Schedule 10: Land Use Designations, Retrieved from City of Mississauga

## 7.4.1.8 Chapter 17: Employment Areas

### Subsection 17.1.1 General

**Policy 17.1.1.1** Lands on a Corridor will not be subject to the two storey height minimum except along Intensification Corridors and within Major Transit Station Areas. Character Area policies may establish height requirements.

**Policy 17.1.4.2** Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. Residential.

**Planning Comment:** As seen in **Figures 7-14 & 7-15**, the subject lands are designated 'Mixed-Use', however it is also located within the Western Business Park Employment Area, which does not allow residential uses even within the Mixed-Use Designation. As such, an OPA will be required to identify the subject lands as a Special Site Area to the Western Business Park Employment Area Schedule, as seen in **Figure 7-16**. The Special Site Area policies will allow for residential uses, in conjunction with other permitted uses on the subject lands. This is in line with the permitted uses of the general 'Mixed-Use' Designation, which includes residential in conjunction with other permitted uses, secondary office, retail and restaurant uses.

Currently this section of the Dundas Street Corridor is characterized primarily by commercial and employment uses. These commercial and employment uses are primarily contained in fragmented parcels under different ownership with no current timeline on relocation or redevelopment. As such, the vacant subject lands are an optimal location to infill the streetscape with the proposed high-density mixed-use development, which will support the existing and planned transit service levels, and contributing to the existing and previously planned minimum 160 persons and jobs density target with no displacement of existing employment/ commercial uses.

As stated above, the planned function of the Mixed-Use Designation is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. The proposed development includes:

- medical office and retail space at grade,



- medical office on Floor 2;
- residential uses on Floors 2-12; and
- restaurant space on Floor 11.

As such, the proposed development supports the predominant intent of the Mixed-Use Designation, by providing a diverse range of permitted uses. The multiple residential units will provide housing opportunities for the labour force and increase potential clientele for the nearby employment and commercial areas, while the medical office, retail and restaurant spaces will support the needs of current and future residents within walking distance.

As identified in **Table 7-3**, the Employment Area Character along an Intensification Corridor has a minimum height of two storeys but does not have a maximum height policy. The proposed 12-storey mixed-use building is permitted within the designation.

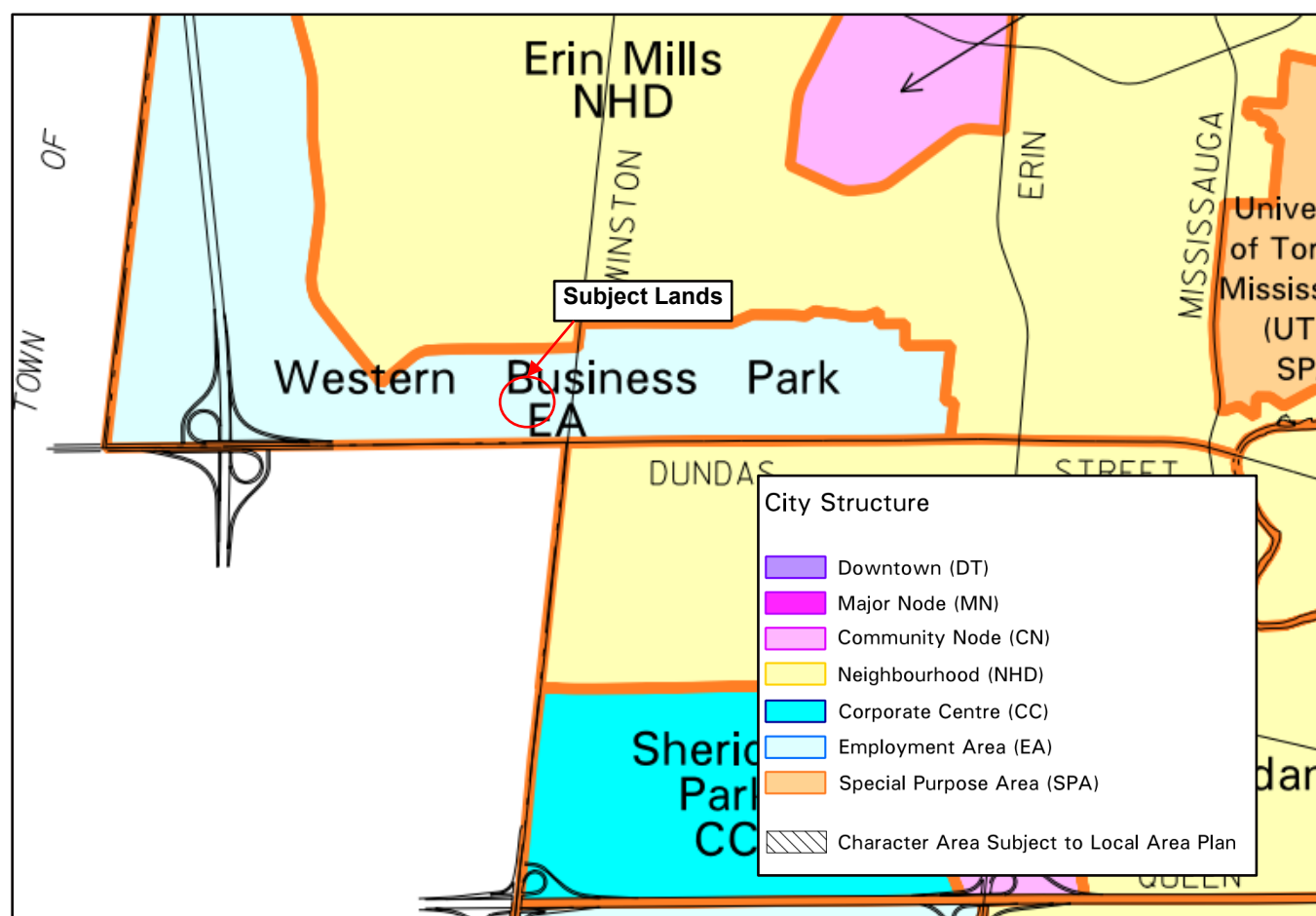


Figure 7-15: Excerpt of Schedule 9: Character Area, Retrieved from City of Mississauga Official Plan

## Subsection 17.9 Western Business Park

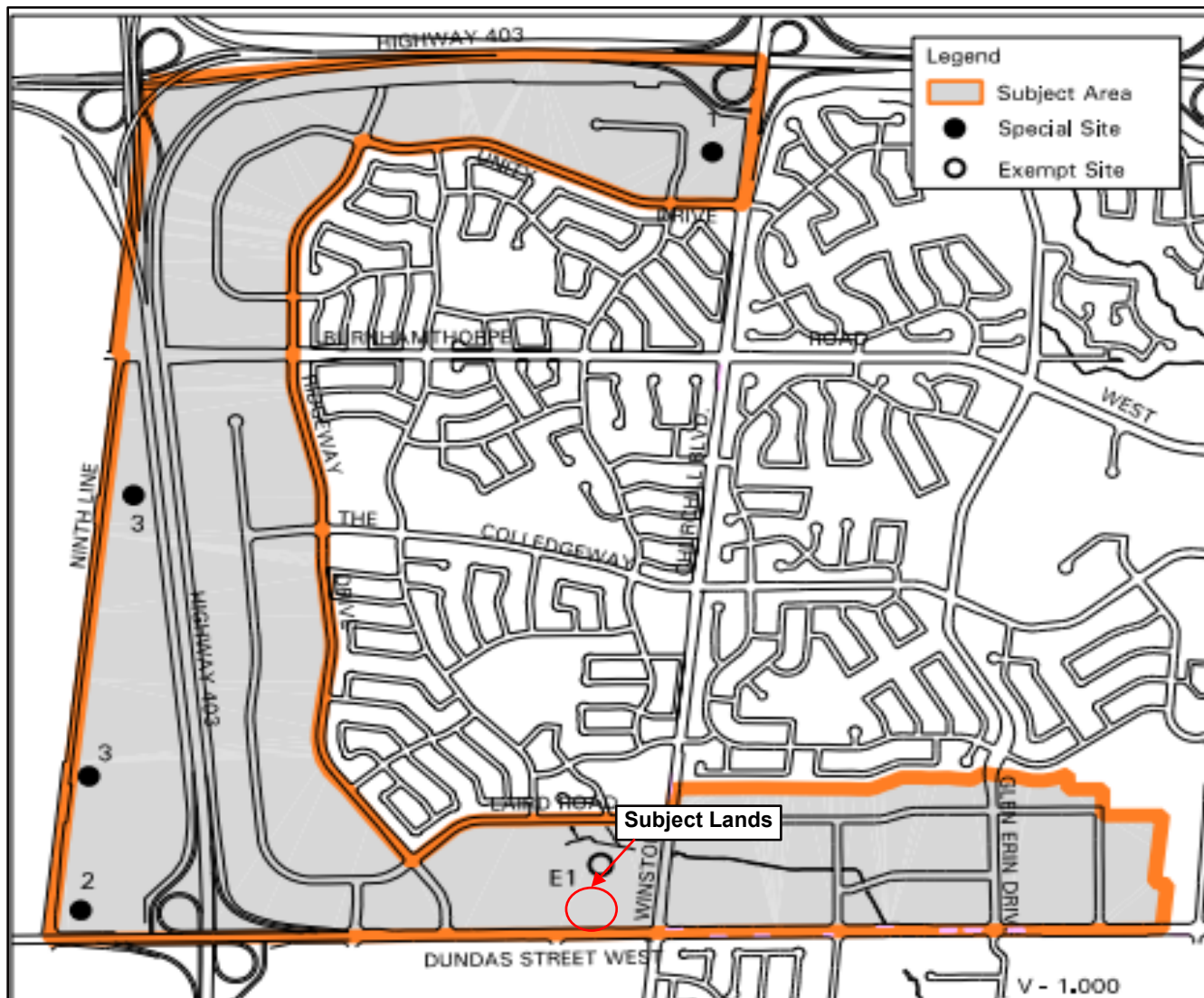


Figure 7-16: Excerpt of Western Business Park Employment Area

**City of Mississauga Official Plan Conclusion:** The proposed development conforms to the intent of the City of Mississauga Official Plan; as it will:

- add to the diversity of uses along the primarily commercial and employment Dundas Street Corridor, by including a residential, commercial, and office uses and increasing clientele to service the commercial uses;
- conform to the Employment Area Structure Element and Corridor Designation, as it will provide a high-density mixed-use building in an appropriate area, supporting residents as well as employment and commercial uses;
- encourage transit and active transportation, by providing reduced parking ratios, pedestrian amenities and bicycle parking stalls;
- conform to the vision of creating a complete community, by providing a mix of uses within a high-density mixed-use building in proximity to a number of complementary uses;

- direct growth to an appropriate location, which is located within an Intensification Corridor along an identified Higher Order Transit Corridor and efficiently utilizes a vacant parcel of land, existing municipal water and sewage infrastructure;
- contribute to the diversification of the existing housing stock in the wider neighbourhood area, which is primarily low detached and mid-rise dwellings; and
- meeting housing needs of a diverse population, including an aging population through a variety of unit sizes.

## 7.4.2 Dundas Connects Master Plan

The Dundas Connects Master Plan is the City's project to guide future urban growth and intensification along the Dundas Street Corridor. It was endorsed by City Council on June 18<sup>th</sup>, 2018. It integrates land use and transportation planning to develop a vibrant and connected Dundas BRT Corridor in the City of Mississauga.

As identified in **Figure 7-17**, the subject lands are located within the Winston Churchill Focus Area. The following policies are relevant to the designation:

- *Plan for a mix of land uses*
- *Mixed Use should be encouraged along the Dundas Street corridor and Winston Churchill Boulevard corridor*
- *Commercial parking facility, motor vehicle rental, and motor vehicle sales along the Dundas Corridor should be combined with another use and not as a standalone use*
- *Uses that promote active frontages (e.g., restaurants and retail stores) will be encouraged on the ground floor as identified on Figure 5-19 as Mixed Use Active*
- *Buildings that do not front Dundas Street can be considered for single use*
- *New open spaces (e.g., Destination Parkland, Community Parks, Urban Parks / Squares)*

### **Policy 5.1.6.4 OTHER FOCUS AREAS / MAJOR TRANSIT STATION AREAS – WEST OF COOKSVILLE FOCUS AREA**

#### *Height*

- *Minimum height: 3 storeys (10 metres)*
- *Maximum height, north side of Dundas Street: Equivalent to width of Dundas Street right-of-way, up to a maximum of 12 storeys (40 metres)*

#### *Setbacks and Massing*

- *Minimum Building Setbacks from recommended Dundas Street Right-of-Way (ROW): 4.0 metres*
- *Maximum Building Setbacks from recommended Dundas Street ROW: 5.5 metres*
- *Minimum ground floor height: 4.5 metres*
- *Minimum commercial floor height: 4.5 metres*

**Planning Comment:** The proposed development provides a mix of uses (i.e. residential, commercial, office) within a compact built form. It includes restaurant and medical office spaces on the ground floor to activate the streetscape. It proposes a maximum height of 12 storeys, identified for the north side of Dundas Street, west of the Cooksville Focus Area. The overall building is setback at least 5.9 metres from the front property line to accommodate future right-of-way widening for the Dundas BRT and to provide an adequate building setback in support of an enhanced public realm.

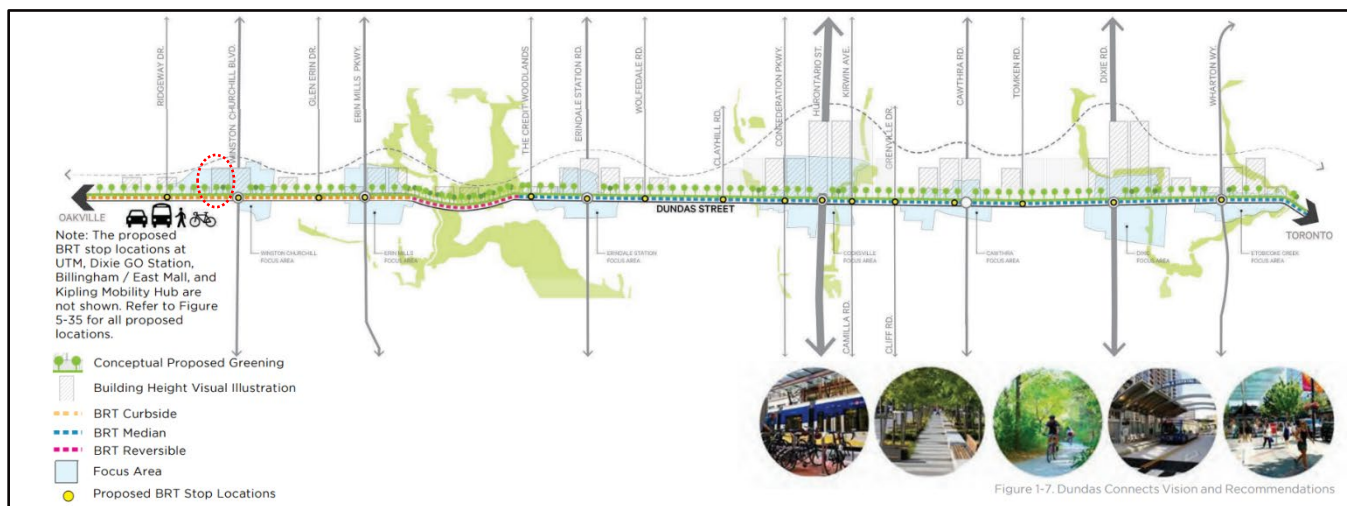


Figure 7-17: Dundas Connects Master Plan

The key corridor design recommendations are to:

- Create a Complete Street for All Users
- Reallocate Road Space to Meet Projected Needs
- Enhance Pedestrian Space
- Provide Safe Cycling Infrastructure
- Enhance Access
- Coordinate with Utilities to Realize Streetscape Plan



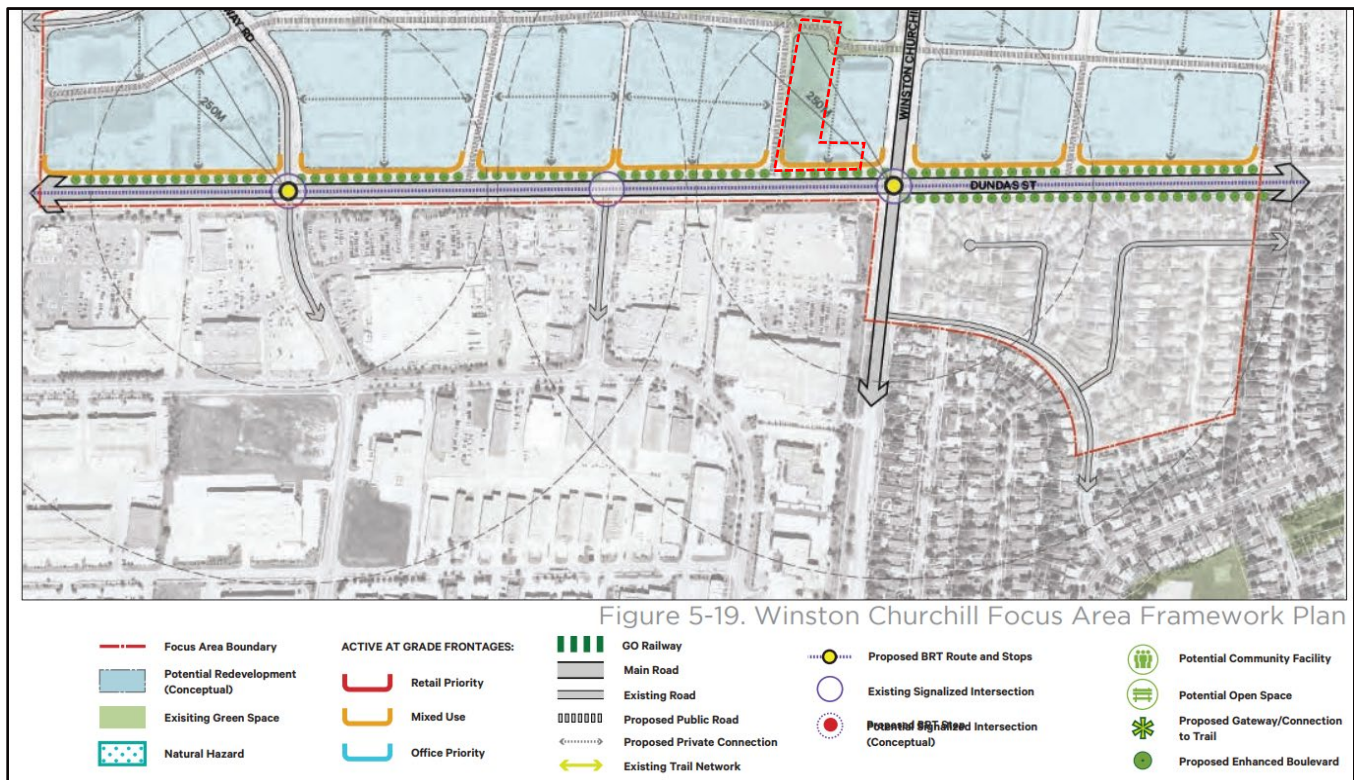


Figure 7-18: Excerpt of Figure 5-19 Winston Churchill Focus Area Framework Plan

**Planning Comment:** As identified in **Figure 7-19**, a new east-west public road, connecting Winston Churchill Boulevard and Ridgeway Drive is envisioned in the northerly property limits of the subject lands with a 24-metre right-of-way width. The proposed right-of-way has been accounted for in the concept plan. In keeping with the permeability for the ultimate urban condition envisioned by Dundas Connects, between the new east-west public road and the proposed development are several proposed mid-block connections to facilitate a grid road pattern and access to future adjacent developments.

To connect Dundas Street to the proposed east-west public road, a new north-south public road is envisioned along the westerly property limits of the subject lands with an ultimate 20-metre right-of-way width. The future conveyance of this new public road is located partially on the subject lands and partially on the adjacent property to the west. As such, through discussions with Staff, it was decided that the minimum right-of-way on the subject lands is to be 12.4 m, which has been provided in the concept plan. On an interim basis, vehicular access is proposed from the new road to Dundas Street West through a right-in/right-out access until the full design of the north-south road has been finalized and implemented.

The Dundas Connects Master Plan is being implemented through the following projects:

- Downtown Fairview, Cooksville and Hospital Policy Review;
- Major Transit Station Areas;
- Right-of-way Width Mississauga OPA;
- Special Policy Area Review; and
- Transit Project Assessment Process ("TPAP").



The following OPAs for MTSAs, pertaining to the Dundas Street Corridor have been approved by Council, but have been partially appealed. These are not included within the Official Plan Consolidation. A high-level review is provided for each OPA.

#### **7.4.2.1 MOPA 141**

Mississauga OPA (“MOPA”) 141 was approved by City Council on August 10<sup>th</sup>, 2022. The MOPA contains amendments to the Mississauga Official Plan pertaining to the Dundas Corridor, which provides amendments to the Corridor policies, the Neighbourhoods Structure Element, and the Western Business Park Employment Area.

##### **Section 5.4**

##### **Dundas Street Corridor**

*Dundas Street will 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 tallest mid-rise buildings will be located at the intersections of, Winston Churchill Boulevard, Erin Mills Parkway, Erindale Station Road, and Cawthra Road, with lower building heights in between these areas.*

*The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support existing employment uses and industries. 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.*

**Policy 5.4.18** Development will 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 setbacks 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*

**Policy 5.4.19** *Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas.*

**Planning Comment:** The subject lands are located in close proximity to the Winston Churchill Boulevard/ Dundas Street intersection, where the tallest mid-rise buildings are to be concentrated. The proposed 12-storey building incorporates a podium of three storeys and provides step backs above the podium level to define a human-scaled streetscape that supports the transition of the proposed development with existing and planned neighbourhood heights.

The immediate Dundas Street Corridor consists of primarily commercial and employment uses. The proposed mixed-use development is in line with the vision for the Dundas Street Corridor, as it will contribute to the diversification of the existing commercial/ employment corridor, while providing increased residential density to support existing and planned commercial and employment uses.

The active at-grade uses, ground floor height and placement of parking to the rear and within the underground parking garage will contribute to a consistent street-edge, which will enhance the public realm and foster a positive pedestrian experience.

**Policy 5.4.22** *The road network will be expanded to provide increased connectivity, 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:*

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

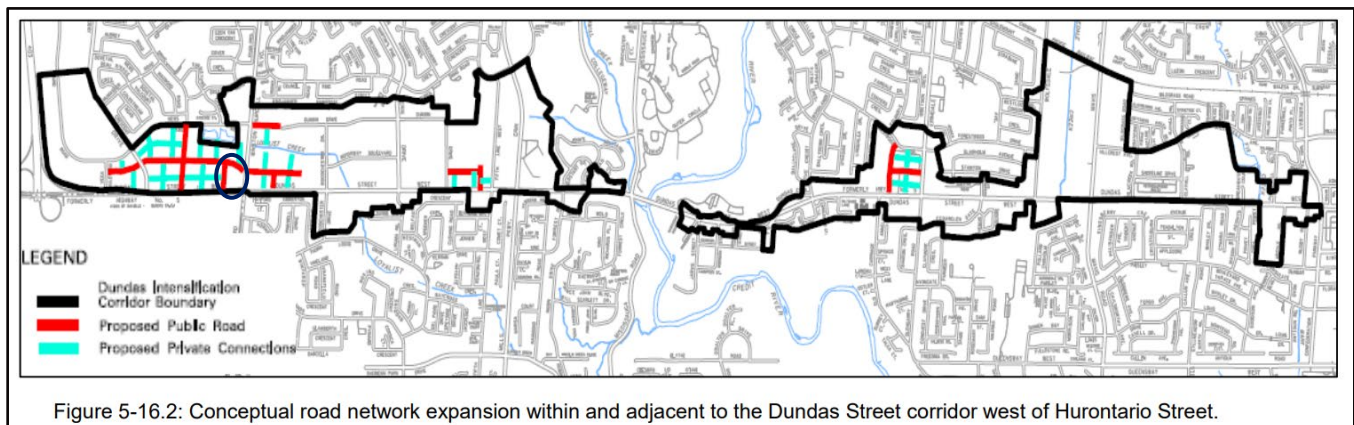


Figure 7-19: Excerpt of Figure 5-16.2: Conceptual Road Network Expansion from MOPA 141

**Planning Comment:** Identified in **Figure 7-19** and the Dundas Connects Master Plan, a new east-west public road, connecting Winston Churchill Boulevard and Ridgeway Drive is envisioned in the northerly property limits of the subject lands with a 24-metre right-of-way width. The proposed right-of-way has been accounted for in the concept plan. In keeping with the permeability for the ultimate urban condition envisioned by Dundas Connects, between the new east-west public road and the proposed development are several proposed mid-block connections to facilitate a grid road pattern and access to future adjacent developments.

To connect Dundas Street to the proposed east-west public road, a new north-south public road is envisioned along the westerly property limits of the subject lands with an ultimate 20-metre right-of-way width. The future conveyance of this new public road is located partially on the subject lands and partially on the adjacent property to the west. As such, through discussions with Staff, it was decided that the minimum right-of-way on the subject lands is to be

12.4 metres, which has been provided in the concept plan. On an interim basis, vehicular access is proposed from the new road to Dundas Street West through a right-in/right-out access until the full design of the north-south road has been finalized and implemented.

As part of the MOPA, the subject lands are identified as part of the Neighbourhoods Structure Element, specifically the Erin Mills Neighbourhood, as seen in **Figures 7-20 & 7-21**. This would negate the existing **Policy 17.1.4.2**, which prohibits residential uses within an Employment Area as the Neighbourhoods policies would be in effect, which would allow for mixed-use buildings, containing both commercial and residential uses. This would remove the requirement for an OPA to permit the proposed mixed-use development on the subject lands. However, it is our understanding that the policies and changes contained within this MOPA are currently under appeal. As such, these policies and changes are not yet in effect and the proposed development will require an OPA, out of an abundance of caution.

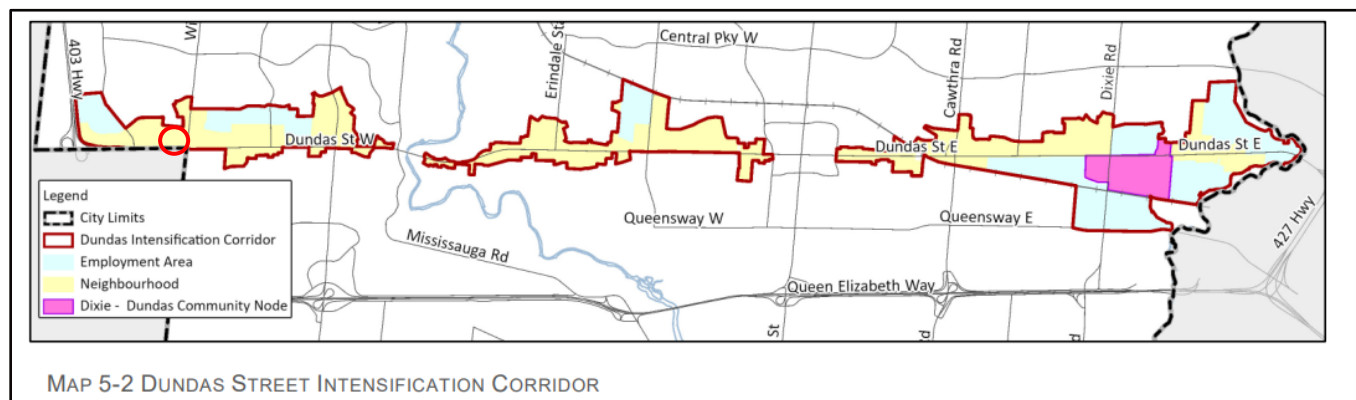


Figure 7-20: Excerpt of Map 5-2 Dundas Street Intensification Corridor from MOPA 141

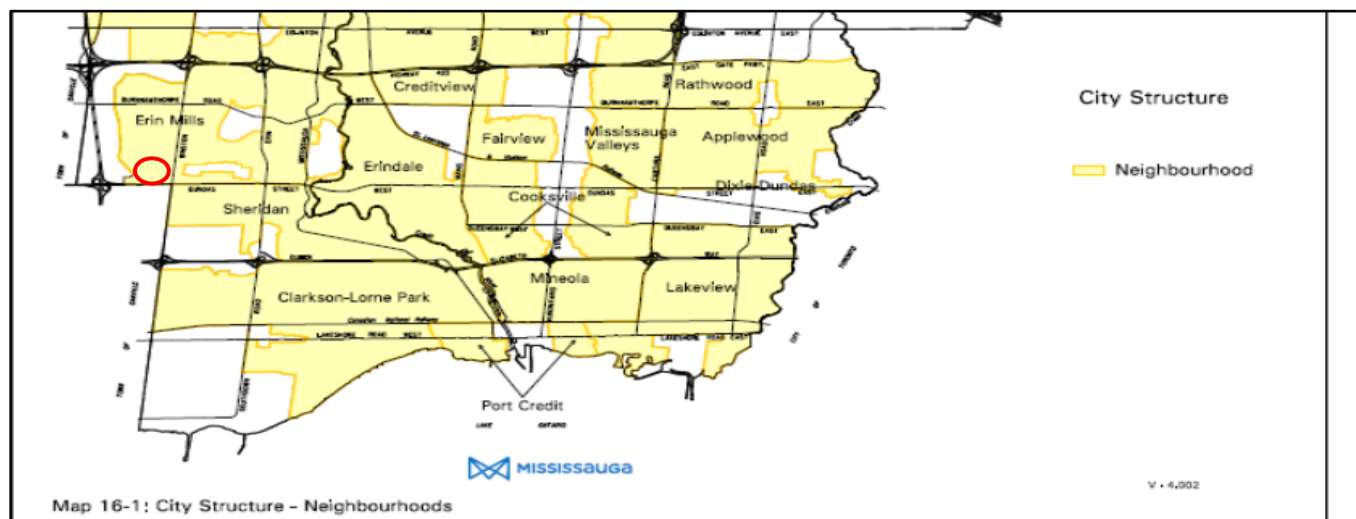


Figure 7-21: Excerpt of Map 16-1: City Structure Map from MOPA 141

#### 7.4.2.2 MOPA 142

MOPA 142 was approved by City Council on August 10<sup>th</sup>, 2022 and approved by Regional Council on April 11<sup>th</sup>, 2024. The OPA contains amendments to the Mississauga Official Plan pertaining to lands along the Dundas Corridor, which are located within the 16 Protected Major Transit Station Areas. The MOPA is currently under appeal. This MOPA provides amendments to the Corridor Policies, and Mixed-Use Land Use Designation.

## Section 5.4 Corridors

**Policy 5.4.17** *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 Major Transit Station Area Section of this Plan*

## Section 11.2.7 Mixed-Use Limited

**Policy 11.2.7.1** *Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except: sensitive land uses, including residential; and drive-through facilities*

**Policy 11.2.7.4** *Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:*

- a. is appropriate in accordance with the policies of this Plan;*
- 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.*

**Planning Comment:** The proposed mixed-use development is in line with the vision for the PMTSA, as it complies with the maximum height provision of 12 storeys. Identified in **Figure 7-22**, the subject lands would be changed to 'Mixed-Use Limited. In accordance with MOPA 141, proposed residential uses are permitted subject to a number of criteria to determine if such uses in proximity to existing industrial are appropriate and would not require an OPA. As provided by the Land Use Compatibility Study prepared by RWDI, there are no land use compatibility concerns resulting from the proposed residential units.



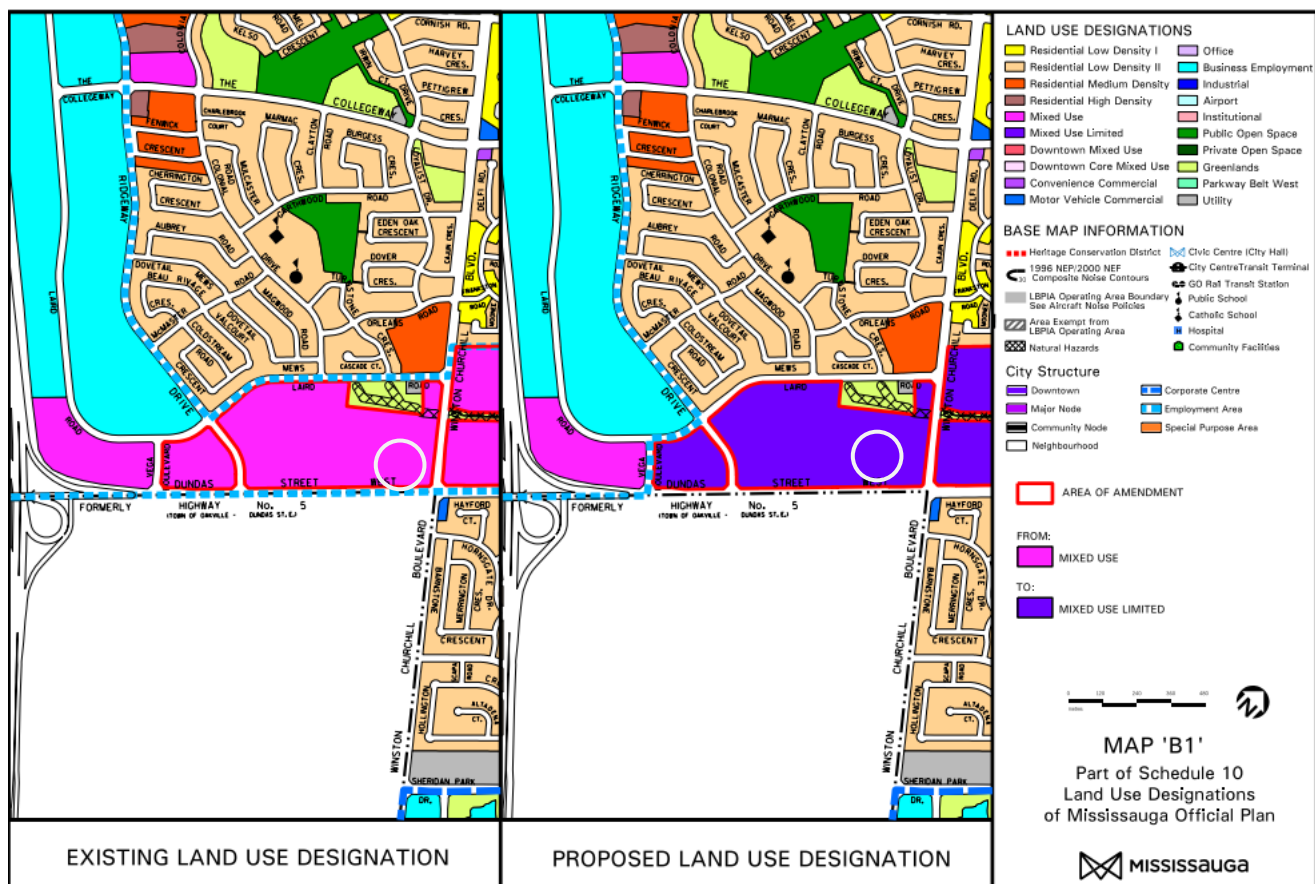


Figure 7-22: Excerpt of Map B1: Part of Schedule 10 from MOPA 142

### 7.4.2.3 MOPA 143

MOPA 143 was approved by City Council on August 10<sup>th</sup>, 2022 and approved by Regional Council on April 11<sup>th</sup>, 2024. The purpose of MOPA 143 is to introduce general policies applicable to all MTSAs on a City-wide basis, and address general planning considerations that pertain mainly to lower-tier responsibilities. The MOPA is currently under appeal. The MOPA provides amendments to the Direct Growth Section (Chapter 5), introducing a new intensification area.

#### Section 5.7 Major Transit Station Areas

*Major Transit Station Areas 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. Major Transit Station Areas 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.*

#### Subsection 5.7.5 Compatibility

##### Policy 5.7.5.1 Development will:

- be compatible with surrounding uses;
- 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 5.7.6.2** *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*

**Planning Comment:** As identified in MOPA 144, the subject lands are located within an MTSA. The proposed development aligns with the vision for an MTSA, as it provides a diverse mix of land uses, which is compatible with surrounding land uses. It provides residential units, which will complement the existing commercial/ employment corridor along Dundas Street, while the proposed commercial/ office uses will promote diversification of employment opportunities. Surface parking is located to the rear of the building, coupled with active at-grade uses will enhance the public realm and foster a positive pedestrian experience.

#### **7.4.2.4 MOPA 144**

MOPA 144 was approved by City Council on August 10<sup>th</sup>, 2022 and approved by Regional Council on April 11<sup>th</sup>, 2024. The purpose of MOPA 144 is to add policies pertaining to Protected MTSA's on a City-wide basis and to revise or add applicable schedules. It is currently under appeal. MOPA 144 delineates boundaries of Protected MTSA's, identifies authorized uses of lands within Protected MTSA's, minimum density, minimum Floor Space Index ("FSI") and building height requirements, and provides policy direction guiding the development of Protected MTSA's, including the addition of a policy to allow for development applications requesting heights beyond those permitted in MOPA 144 to be considered subject to criteria.

### **Section 5.7 Major Transit Station Areas**

#### **5.7.2 Land Uses**

**Policy 5.7.2.2** *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** *Maintaining the non-residential planned function means providing:*

- a. *a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and*
- b. *employment opportunities, such as office, recreation, and institutional jobs.*

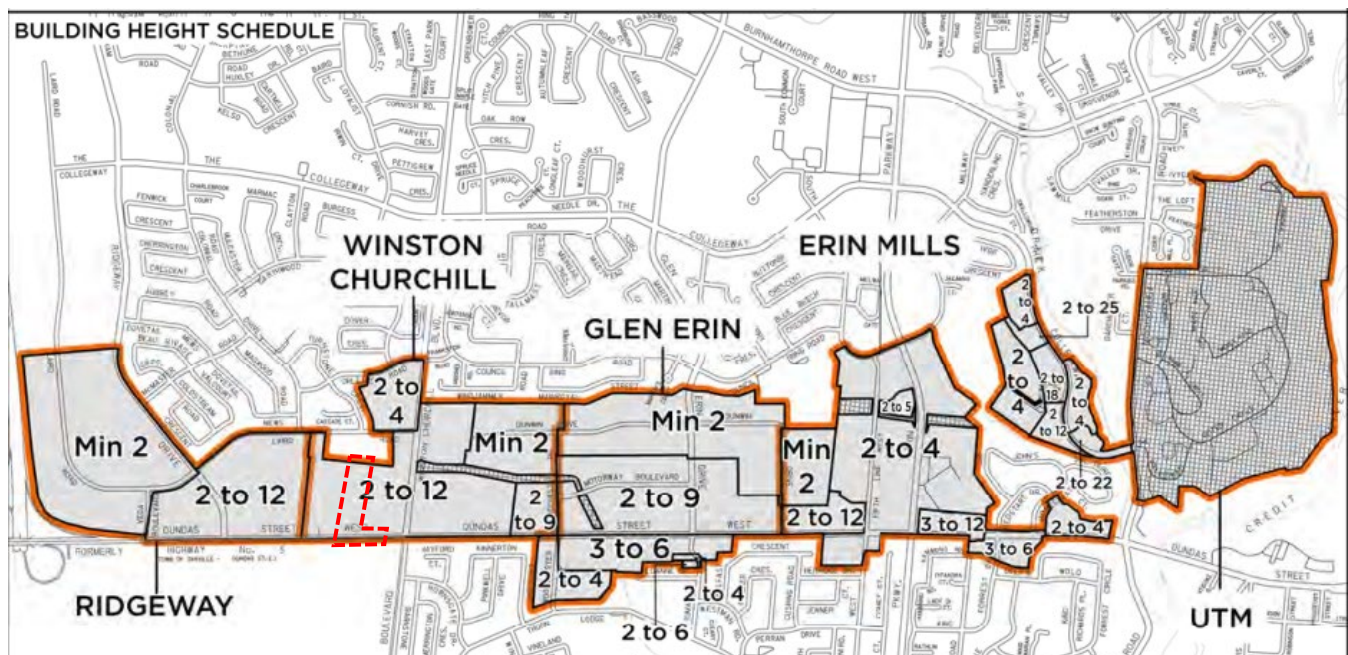
**Policy 5.7.2.4** *Development will contribute towards the creation of transit-supportive communities by:*

- 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 Protected Major Transit Station Areas 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;*
- h. *providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.*

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a
403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a
403 Transitway	Creditview	403-4	50	1.00	11b	11b
403 Transitway	Tahoe	403-10	160	1.10	11c	11c
403 Transitway	Etobicoke Creek	403-11	160	1.40	11c	11c
403 Transitway	Spectrum	403-12	160	1.00	11c	11c
403 Transitway	Orbitor	403-13	160	1.00	11c	11c
403 Transitway	Renforth	403-14	160	1.30	11c	11c
403 Transitway	Central Parkway	403-6	80	1.00	11c	11c
403 Transitway	Cawthra 403	403-7	50	1.00	11c	11c
403 Transitway	Tomken 403	403-8	90	1.00	11c	11c
403 Transitway	Dixie 403	403-9	130	1.40	11c	11c
407 Bus Rapid Transit	Britannia 407	407-1	160	1.00	11d	11d
407 Bus Rapid Transit	Derry 407	407-2	160	1.00	11d	11d
Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	11e	11e
Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	11e	11e

Figure 7-23: Excerpt of Table 5-2: Protected Major Transit Station Areas



*Figure 7-24: Excerpt of Building Height Schedule*

**Planning Comment:** As identified in **Figures 7-23 & 7-24**, the subject lands are located within the Winston Churchill Boulevard PMTSA, which identifies a minimum 160 residents and jobs combined per hectare, and a minimum FSI of 1.0. The proposed 12-storey development will help achieve the minimum residents and jobs per hectare for the MTSA and complies with the minimum FSI, by providing an FSI of 1.53. As provided by MOPA 143, the subject

lands are identified as 'Mixed-Use Limited'. It is currently a vacant site, which does not result in the loss of non-residential floor space. The proposed development will be transit-supportive, as it will include a mix of uses (i.e. residential, medical office, retail, restaurant) and provide a diversity of unit choices to cater to different households.

### **7.4.3 City of Mississauga Official Plan Review 2051**

The City is finalizing the review of the Official Plan. Following Council adoption, the Mississauga Official Plan 2051 will be sent to the Ministry of Housing and Municipal Affairs for their final review and approval. Upon its approval by MMAH, MOP 2051 will replace MOP and the former Region of Peel Official Plan (ROP).

Within the new Official Plan, the following schedules and policies are applicable to the subject lands.

#### **Subsection 11.5 Dundas Street Corridor**

*Dundas Street will 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 tallest mid-rise buildings will be located at the intersections of, Winston Churchill Boulevard, Erin Mills Parkway, Erindale Station Road, and Cawthra Road, with lower building heights in between these areas.*

#### **Section 15 Neighbourhoods**

**Policy 15.1.1.2** *Lands within a Neighbourhood that are located in a Protected Major Transit Station Area are subject to height, density and land use provisions as prescribed by the applicable protected Major Transit Station Area policies and as shown in the applicable protected Major Transit Station Area Schedule*

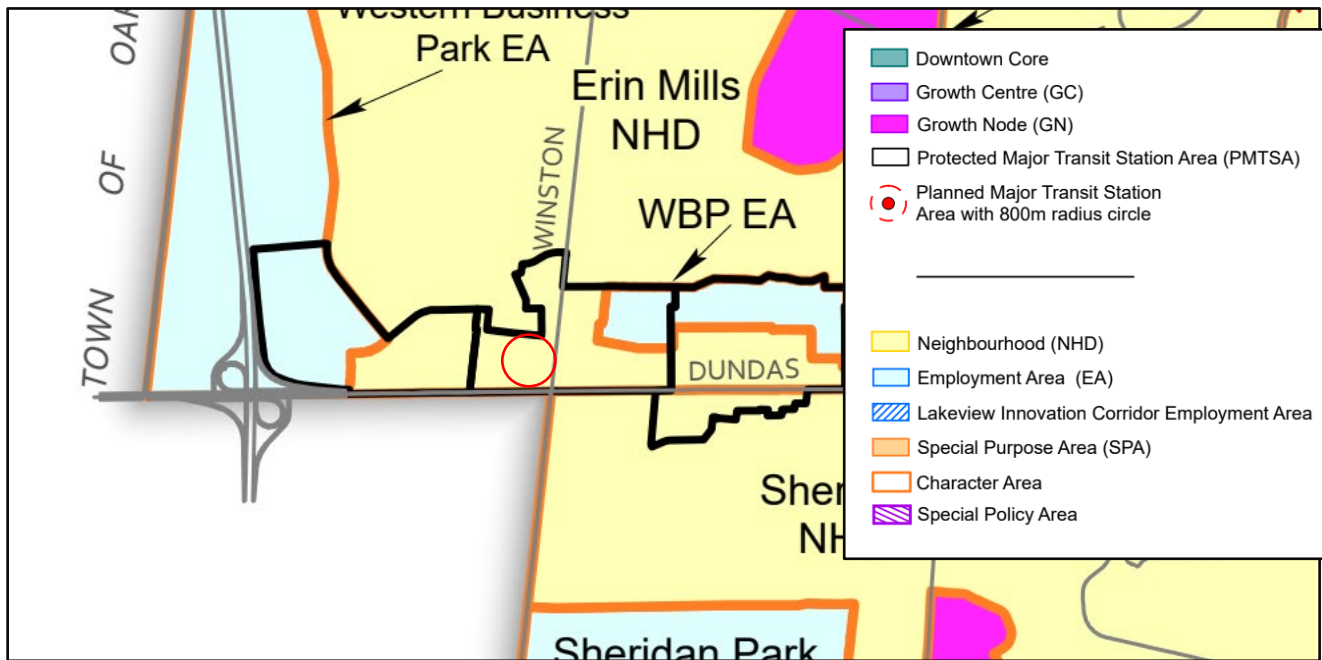


Figure 7-25: Excerpt of Schedule 1: City Structure from Mississauga Official Plan 2051

#### Subsection 10.2.9 Mixed Use Limited

**Policy 10.2.9.1** *Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except sensitive land uses including residential.*

**Policy 10.2.9.2** *The following additional uses will be permitted:*

- a. *banquet hall;*
- b. *media broadcast and communication facilities;*
- c. *commercial school, except for a truck driving school;*
- d. *conference centre; and*
- e. *entertainment, recreation and sports facilities.*

**Policy 10.2.9.3** *Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.*

**Policy 10.2.9.4** *Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:*

- a. *is appropriate in accordance with the policies of this Plan;*
- b. *is 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*



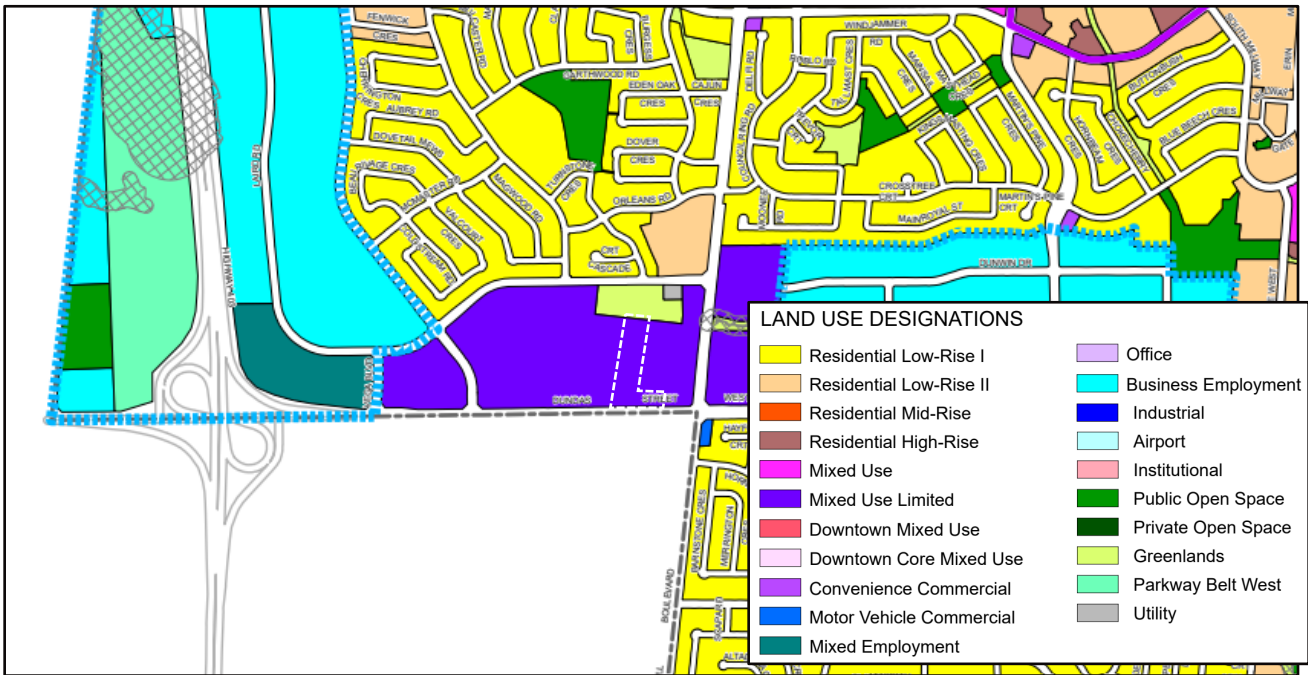


Figure 7-26: Excerpt of Schedule 7: Land Use Designations from Mississauga Official Plan Review 2051

**Planning Comment:** As identified in **Figures 7-25 & 7-26**, the subject lands are a part of the Winston Churchill PMTSA and designated 'Mixed-Use Limited'. This is in line with the direction provided in MOPAs 141-144. As such, the analysis provided in Sections 7.4.2.1 – 7.4.2.4 of this PJR show that the proposed development conforms to the vision contained within the Mississauga Official Plan 2051.

## 7.5 City of Mississauga Zoning By-law

As seen in **Figure 7-27**, under City of Mississauga Zoning By-law 0225-2007 the subject lands are zoned C3-46 – General Commercial (site-specific). The base C3 zone includes use permissions for various retail (i.e., retail store), service (i.e., restaurant, veterinary clinic, financial institution), office (i.e., medical office, standard office), hospitality (i.e., overnight accommodation), amongst several other uses. The 46 site-specific exception number permits additional uses, including a garden centre, truck terminal, waste processing station, and composting facility.

In addition, the subject lands are located within the Inclusionary Zoning-2 Overlay, which is described in Section 7 of the Official Plan. The tenure of the proposed development is undecided at this stage, as the owner is determining the best suitable option for the community. Therefore, it could function as a purpose-built rental or condominium building. It is understood that should the development be a purpose-built rental, it would not be subject to inclusionary zoning at this time. If the tenure is condominium, discussions with staff on the applicability of any requirements can occur at that time.



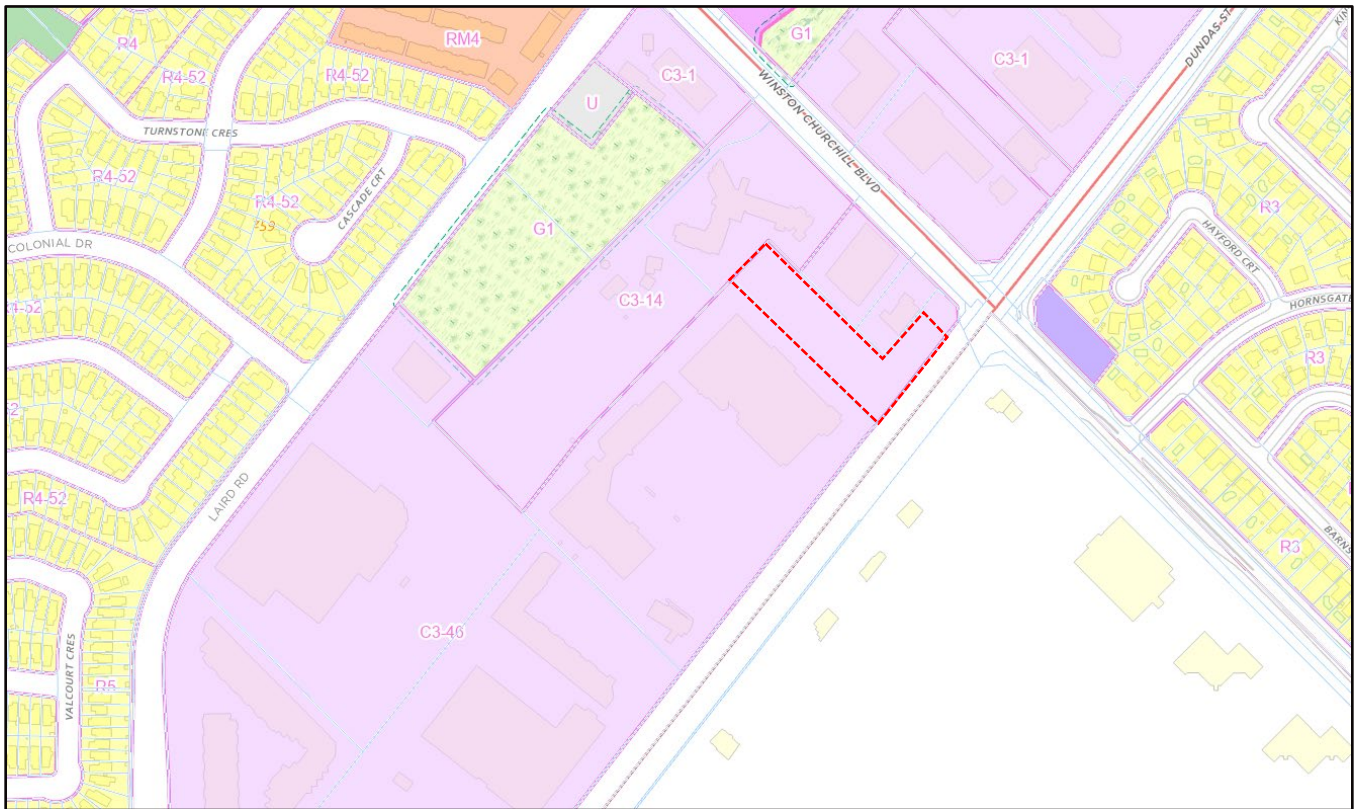


Figure 7-27: City of Mississauga Zoning Map

**Zoning By-law Conclusion:** Residential uses are not permitted within the existing Zone. As such, a ZBLA will be required to rezone the lands to the 'Residential – Apartment' Zone (RA3) to allow the proposed residential uses with site specific modifications to permit for the proposed built form and add additional permitted uses (commercial and medical office).

## 8 Planning Instruments

### 8.1 Draft Official Plan Amendment

In order to accommodate the proposed development, an application under Section 22 of the Planning Act is required to amend the City of Mississauga Official Plan, in accordance with the requirements of the Act and associated regulations.

Schedule 9 – Character Area of the Official Plan identifies that the subject lands are located within the Western Business Park Employment Area, while Schedule 10 – Land Use designates the subject lands as Mixed Use. The permitted uses on lands designated Mixed-Use include a commercial parking facility, financial institution, funeral establishment, personal service establishment, residential in conjunction with other permitted uses, restaurant, retail store and secondary office. However, Policy 17.1.4.2 of the Employment Area Character Area does not allow residential uses even within the Mixed-Use Designation.

The proposed development will require an amendment to add a Special Site Area to the Employment Area - Western Business Park to include site specific policies to the Mixed-Use Designation for the subject lands. In reference to the mapping, the proposed OPA will amend Map 17-9 and Section 17.9.3 Special Site Policies of the Employment

Area - Western Business Park to add Special Site X. The Site Specific Policy will amend Policy 17.1.4.2 to permit residential uses, in conjunction with other permitted uses in the Mixed-Use Designation. Residential development will be required to contain a mix of uses in accordance with the Mixed-Use Designation policies contained in Subsection 11.2.6.

As stated throughout this PJR, the subject lands are located within an identified 'MTSA' and along an Intensification Corridor and the planned and funded Dundas Street BRT Network. As such, the subject lands are an ideal location for intensification and compact, mixed-use high-density development where transit-supportive development should be directed. Currently this section of the Dundas Street Corridor is characterized primarily by commercial and employment uses. These commercial and employment uses are primarily contained in fragmented parcels under different ownership with no current timeline on relocation or redevelopment. As such, the vacant subject lands are an optimal location to infill the streetscape with the proposed high-density mixed-use development, which will support the existing and planned transit service levels, and contributing to the existing and previously planned minimum 160 persons and jobs density target with no displacement of existing employment/ commercial uses.

The proposed OPA to add residential uses as a permitted use is in line with City Council's recently approved Mississauga Official Amendments (MOPA 141, which identifies the subject lands as part of the Neighbourhood Structure Element), specifically the Erin Mills Neighbourhood. This would negate existing Employment Area Policies, which currently prohibit residential uses. Additionally, MOPA 142 re-designates the subject lands to 'Mixed Use Limited.' MOPA 142 allows residential uses within the Mixed-Use Limited Designation without requiring an OPA subject to a number of criteria to determine if such sensitive uses in proximity to existing industrial are appropriate. As provided by the Land Use Compatibility Study prepared by RWDI, there are no land use compatibility concerns resulting from the proposed residential units.

## 8.2 Draft Zoning By-law Amendment

Under Section 34 of the Planning Act, a ZBLA may be enacted to amend any By-law passed under that Section. The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20<sup>th</sup>, 2007.

The proposed ZBLA is required to amend Map 59 to Zoning By-law 0225-2007 to rezone the subject lands from C3-46 – General Commercial to the Residential– Apartment' Zone (RA3) with site specific exceptions.

With reference to the RA3 provisions, it is being requested that the RA3 Zone be modified to permit site-specific provisions relating to: permitted uses and additional use provisions, maximum FSI, maximum height, minimum front yard, minimum exterior side yard, minimum interior side yard, minimum setback from surface parking spaces, minimum setback from an underground parking structure, minimum landscaped area, minimum depth of a landscaped buffer, minimum contiguous amenity area, centreline setback, minimum width of a parking space, electric vehicle ("EV") ready spaces, and required number of parking spaces.

REGULATIONS	RA3 ZONE	PROPOSED
Permitted Uses	<ul style="list-style-type: none"> <li>Apartment</li> <li>Long-Term Care Building</li> <li>Retirement Building</li> </ul>	<ul style="list-style-type: none"> <li>Medical Centre</li> <li>Apartment Dwellings</li> <li>Retail</li> <li>Restaurant</li> </ul>
Minimum Lot Frontage	30.0 metres	96.52 metres
Minimum Floor Space Index – Apartment Zone	0.5	1.52 FSI

REGULATIONS		RA3 ZONE	PROPOSED
Maximum Floor Space Index – Apartment Zone		1.0	1.52 FSI
Maximum Gross Floor Area – Per Storey Above 12 storeys		N/A	N/A
Maximum Height		38.0 metres (See also Subsection 4.2.21) and 12 storeys	47.80 metres and 12 storeys
Minimum Front Yard (Dundas Street West)	For that portion of the dwelling with a height greater than 26.0 m	10.5 metres (See also Subsection 4.1.7 and 4.1.8)	5.90 metres
Minimum Exterior Side Yard (new North-South Municipal ROW)	For that portion of the dwelling with a height greater than 26.0 m	10.5 metres (See also Subsection 4.1.7 and 4.1.8)	0.70 metres
Minimum Interior Side Yard	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 metres (See also Subsection 4.1.7 and 4.1.8)	4.40 metres
Minimum Rear Yard	For that portion of the dwelling with a height greater than 26.0 m	15.0 metres (See also Subsection 4.1.7 & 4.1.8)	142.68 metres
<b>Encroachments and Projections</b>			
Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice,		1.0 metres	N/A

REGULATIONS	RA3 ZONE	PROPOSED
balustrade or roof eaves into a required yard		
Maximum. encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	1.8 metres	N/A
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 metres	N/A
<b>Parking, Loading, Servicing Area and Parking Structures</b>		
Minimum Setback from Surface Parking Spaces to a Street Line	4.5 metres	1.05 metres – parking to proposed ROW 48.00 metres to Dundas Street West
Minimum Setback from Surface Parking Spaces to any other Lot Line	3.0 metres	3.64 metres
Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 metres	N/A
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 metres	0.42 metres from underground parking to proposed ROW 1.00 metres from the UG Parking to Int. Side Yard
Minimum setback from a waste enclosure/loading area to a street line	10.0 metres	17.12 metres from loading area to proposed ROW 22.62 metres from loading area to Dundas St. W
Minimum setback from a waste enclosure/loading area to a zone permitting detached dwelling and/or semi-detached	10.0 metres	N/A
Minimum Landscaped Area	40% of lot area	35.58%



REGULATIONS	RA3 ZONE	PROPOSED
Minimum Depth of a Landscaped Buffer abutting a lot line that is a street line	4.5 metres (See Subsection 2.1.25)	0.89 metres along the proposed ROW
Minimum depth of a landscaped buffer along any other lot line	3.0 metres (See also Article 4.1.15.4 & 2.1.25)	1.30 metres
Minimum Amenity Area	The greater of 5.6 square metres per dwelling unit (873 square metres) or 10% of the site area (949.2 square metres)	Total: 1,457 square metres 15.35%
Minimum Percentage of Total Required Amenity Area to be provided in one contiguous area	50%	TBD
Minimum Amenity Area to be provided outside at grade	55 square metres	1,039 square metres

Table 8-1: RA3 Zone Provisions

GENERAL PROVISIONS FOR RESIDENTIAL ZONE	REQUIRED	PROPOSED
External Heating, Air Conditioning, Home Back-up Generator, and Pool Heating/Filtering Equipment	may be located in a required yard, other than a front yard, provided that it is not closer than 0.61 m to any lot line.	1.09 metres into the rear yard
Driveways and Parking	Lot Frontage Ranges 17.0 m or Greater - Maximum driveway width - 8.5 m	7.50 metres
Additional uses are limited to a retail store, service establishment, financial institution, office and medical office - restricted;		To comply
An additional use shall be contained within an apartment building;		To comply
An additional use shall not be permitted above the first storey of an apartment building;		Restaurant at 12th floor
Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator	7.50 metres

GENERAL PROVISIONS FOR RESIDENTIAL ZONE		REQUIRED	PROPOSED
		machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable.	
Rooftop Amenity Area		the enclosed amenity area does not occupy more than 30% of the rooftop;	37.14%
		it is setback a minimum of 3.0 m from the outermost edge of the rooftop; and,	1.57 metres
		the height of such element is no higher than 4.5 m above the height limit otherwise applicable.	7.00 metres
<b>General Provisions</b>			
Centreline Setbacks	Designated Right-of-Way Width – 40.0 m (Dundas St. W)	20.0 m + required yard/setback (22.5 m + required yard/setback within 110.0 m of the intersecting centreline of a major intersection)	18.24 metres

Table 8-2: General Provisions from Residential Zones

PARKING, LOADING AND STACKING LANE		REGULATIONS	PROPOSED
Parking Space Dimensions		Minimum Width: 2.6 metres Minimum Length: 5.2 metres	Minimum Width: 2.60 metres Minimum Length: 5.20 metres
The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.			Minimum Width: 2.60 metres
The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or			

PARKING, LOADING AND STACKING LANE		REGULATIONS	PROPOSED
		part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.	
Accessible Parking		Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:	1.50 m
		Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m.	Complies
		Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m.	Complies
Aisle Width		7.0 metres	7.50 m
Minimum Required Number of Electric Vehicle Ready Spaces		20% of the total required parking spaces or 1.0 space, whichever is greater	0
		Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces - 10% of the total required parking spaces or 1.0 space, whichever is greater	0
Required Number of Parking Spaces (Precinct 3)	Condominium	Residential: 1.0 spaces per unit (156 spaces)	152 spaces
		Visitor: 0.2 spaces (31 spaces)	28 spaces
	Rental	Residential: 0.9 spaces per unit (141 spaces)	152 spaces
		Visitor: 0.2 spaces per unit (31 spaces)	28 spaces
	Retail	4.0 spaces per 100 square metres of GFA (14 spaces)	14 spaces

PARKING, LOADING AND STACKING LANE		REGULATIONS	PROPOSED
	Medical Office, Medical Office – Restricted	4.5 spaces per 100 square metres of GFA (21 spaces)	14 spaces
	Restaurant -	9.0 spaces per 100 square metres of GFA (24 spaces)	15 spaces
Required Number of Accessible Spaces	Residential	1.0 space plus 3% of the total (2 spaces)	6 spaces
	Non-Residential	4% of the total (See Sentence 3.1.3.1.1 of this By-law)( See Sentence 3.1.3.1.2 of this By-law) (2 spaces)	3 spaces
Loading Space for Medical Office Uses	Gross Floor Area – Non Residential of Building	Less than or equal to 2,350 square metres	None required
Loading Space for other uses	Gross Floor Area – Non Residential of Building	Greater than 250 m <sup>2</sup> but less than or equal to 2,350 m <sup>2</sup> – 1 space	1 space
Loading Space Dimensions		Minimum width of 3.5 m and a Minimum length of 9.0 m	Minimum Width: 4.00 m Minimum Length: 12.00 m
Required Number of Loading Space for Apartment Buildings		One Loading Space	One Loading Space
Bicycle Parking Dimensions		Minimum Length: 1.8 metres Minimum Width: 0.6 metres	Minimum Length: 1.80 m Minimum Width: 0.60 m
Bicycle Parking Aisles		1.5 metres	2.50 m
Required Number of Bicycle Parking Spaces for Residential Uses		Class A: 0.6 spaces per unit (94 spaces)	105 spaces  (90 spaces below grade, 15 spaces above grade)
		Class B: the greater of 0.05 spaces per unit (8 spaces) or 6.0 spaces	
Required Number of Bicycle Parking for Non-Residential Uses		Medical Office: 0.1 spaces per 100 square metres of GFA (1 space)	

PARKING, LOADING AND STACKING LANE	REGULATIONS	PROPOSED
	Entertainment Establishment, Restaurant, Convenience Restaurant, Take-out Restaurant Retail Centre, Retail Store, and Service Establishment: 0.15 spaces per 100 square metres of GFA (1 space)	

Table 8-3: Parking, Loading and Stacking Lane Regulations

### 8.2.1 Permitted Uses & Additional Use Provisions

The proposed modification to allow additional permitted uses is reflective of the Mixed-Use Designation of the subject lands. As stated above, the planned function of the Mixed-Use Designation is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. The proposed development includes:

- Medical office and retail space at grade;
- Medical office on Floor 2;
- Residential uses on Floors 2-12; and
- Restaurant space on Floor 11.

As such, the proposed development supports the predominant intent of the Mixed-Use Designation, by providing a diverse range of permitted uses on various floors. The multiple residential units will provide housing opportunities for the labour force and increase potential clientele for the nearby employment and commercial areas, while the medical office, retail, and restaurant spaces will support the needs of current and future residents within walking distance.

As stated throughout this report, the subject lands are located within an identified 'MTSA' and along an Intensification Corridor and the planned and funded Dundas Street BRT Network. As such, the subject lands are an ideal location for intensification and compact, mixed-use residential and commercial high-density development.

### 8.2.2 Maximum Floor Space Index

The intent of an FSI is to restrict over-development and built form massing issues on site. In terms of building height and density, the subject lands are an ideal location for high-density development due to its location along an Intensification Corridor and the Dundas BRT Route. It provides a transit-supportive density, which will support the integration with existing and planned neighbourhood heights, as it will provide stepbacks at the third floor, reducing the built form of the 12-storey building and creating a pedestrianized scale along the streetscape. The proposed design responds to the context as well as guiding comments from staff and design panel members during pre-application review stages.

### 8.2.3 Maximum Height

While the proposed development complies with the maximum height provision of 12 storeys, it requires an increase to the maximum height in metres. This is a result of the ground floor having a height of 6.0 metres, while Floors 2-4 have a height of 3.6 metres. An increased floor height provides flexibility to accommodate various commercial



uses. Overall, the building provides an urban aesthetic that reflects the planned condition and is scaled appropriately to the width of the Dundas Street right-of-way.

#### **8.2.4 Minimum Front Yard & Exterior Side Yard**

The intent of a minimum front yard and exterior side yard provision is to establish the distance between the building and the public right-of-way, in this case to activate the streetscape. While the proposed building is located approximately 5.9 metres from Dundas Street West, the built form with active at-grade uses positively addresses the street, fostering a pedestrian-oriented design. This is in line with the Dundas Connects Master Plan, which advocates for active frontages with at-grade commercial uses. The proposed setback blends with the “spill-out” area that in practice will provide a seamless pedestrian transition from public to private realm.

#### **8.2.5 Minimum Interior Side Yard**

The proposed reduction represents a minor variation from the current standard, which itself is based upon the option of developing a maximum 12-storey building height. The standard requirement is 4.5 metres while the proposed is 4.4 metres. The concept plans demonstrate how development can proceed on adjacent lands.

#### **8.2.6 Minimum Setback of Surface Parking Spaces to a Street Line**

This proposed reduction applies to the proposed new north-south future public right-of-way that connects to Dundas Street. There are several spaces that are adjacent to the proposed right-of-way line. However, these spaces are separated from the actual vehicular traveled portion, which in the condition at time of development will function essentially like a private driveway, by wide pedestrian walkway. This design was guided by feedback from City staff during the pre-application stages, in order to provide an appropriate cross-section that can be converted to the full right-of-way width once development occurs on adjacent lands and additional width to the right-of-way is added at that time. Until then, there is no visual impact to the general travelling public, as the spaces will only be accessed by those visiting the site and will not generally be visible from Dundas Street.

#### **8.2.7 Minimum Setback from a Parking Structure Completely Below Grade to any Lot Line**

The intent behind this provision is to ensure adequate space between the structure and the right-of-way during construction, and to provide space for utility connections pipes and landscaping as required. The proposed setback again applies to the proposed north-south right-of-way, which in the initial development condition will not be a full public right-of-way, but an interim condition that will be scaled to full width when surrounding properties develop. There is no timeline for this work. The proposed setback was discussed with staff during the pre-application stage. The project team identified experience in other municipalities where a reduced setback was common. This aspect of the proposed development has been coordinated with civil engineering and landscape architecture, to ensure a functional and aesthetically pleasing right-of-way design that implements the specified cross-section dimensions provided by staff.

#### **8.2.8 Minimum Landscaped Area**

The proposed reduction to the minimum landscaped area provision is a slight deviation from the required (i.e. approximately 4.5% less). The proposed development includes differing forms of landscaped areas: at-grade landscaped areas, rooftop amenity spaces and green roofs. A reduced soft landscaped area is typical in an environment where high-density urban transit-oriented development is encouraged. In addition, residents are within

convenient walking distance to open space, parks and trails for recreational purposes. With that said, the concept design includes a blending of hard and soft design elements within the public and private realm, which is consistent with the urban character of the proposal. While the hard landscape elements are not landscape areas per-se, they contribute to the design language and functionality of the site, including for pedestrian travel.

### **8.2.9 Minimum Depth of a Landscaped Buffer to a Street Line**

Similar to the discussion above, the concept provides a coordinated design for streetscape elements and a blending of private and public realm. This proposed reduction applies to the parking spaces adjacent to the proposed new north-south future public right-of-way. There are no visual or functional impacts from this reduction.

### **8.2.10 Minimum Depth of a Landscaped Buffer to any other Lot Line**

The requested reduction applies only to the portion of the site adjacent to the ramp to the underground parking area. This is a minor component of the site design and is an area that will abut an existing parking area on the adjacent lands, which appears to be separated with a landscape buffer and some visual screening. Given this condition, there are no visual or negative design impacts from the proposed reduction.

### **8.2.11 Minimum Contiguous Amenity Area**

The proposed development will offer a range of public and private indoor and outdoor amenities, separated into different types. In the northern portion of the subject lands, 1,039 square metres of outdoor landscaped areas are provided, however these areas are separated by mid-block connections envisioned within the Dundas Connects Master Plan.

The at-grade spaces are contemplated to be publicly accessible outdoor amenity spaces at grade, blended with streetscape elements in the public realm. Within the building, 170 square metres of outdoor private amenity spaces are provided in the form of rooftop amenity spaces and green roofs. Approximately 248 square metres of private indoor amenity areas are provided in the form of gyms and party rooms.

### **8.2.12 Centreline Setback**

The intent of a centreline setback is to ensure adequate distance between a building and the centreline of an adjacent road/street to accommodate for future road widenings, and a uniform street frontage. The proposed road widenings for Dundas Street West have been accounted for in the Preliminary Site Plan, while a front yard is provided to activate the streetscape. This is in line with the Dundas Connects Master Plan, which advocates for active frontages to foster a pedestrian supportive environment.

### **8.2.13 Maximum Height of Mechanical Penthouse**

The proposed development includes an increased height for the fully screened enclosed rooftop mechanical areas and the associated enclosed stairwell and elevator elements. This is a design choice that enhances the aesthetic appeal of the built form and massing, whereby the screening is essentially an extension of the architecture and massing. Further, this request applies mainly to the increased height that has been placed at the south-west corner of the rooftop area. This design decision responds to comments from the design panel to locate massing at this area of the site, in part to ensure compatibility with adjacent properties.

#### **8.2.14 Minimum Width of a Parking Space beside a Structure & Minimum Aisle Width**

This is a minor reduction than the required widths, as there is intended to be sufficient maneuvering space to ensure that the proposed structure does not obstruct vehicles. The proposed spaces are slightly smaller than normally permitted. At this stage, the layout of the underground levels makes efficient use of the available space. The columns are placed in a location that works with the structure, and in many cases are approximately midway along the adjacent parking space length. It is possible that at future stages (i.e. site plan) columns can be adjusted in size and/or location to increase parking space width and/or remove the necessity of the wider parking space width by conforming to the provision wording regarding permitted length/space encroachment.

#### **8.2.15 Electric Vehicle Ready Spaces**

No EV Spaces are contemplated at this time. Having said that, proposed elimination does not necessarily mean that no EV spaces will be provided. Understanding contemporary conversations around sustainability and forward-looking design, our experience has been that mandated EV space requirements are not necessary, and that the market is an effective arbitrator for the provision of such spaces.

#### **8.2.16 Required Number of Parking Spaces**

As the subject lands are located within an identified PMTSA, parking facilities are not required to be incorporated into the proposed development. Although, the proposed development provides 223 spaces, with majority of the parking spaces located within the underground parking structure and 62 surface parking spaces separated into blocks in the northern portion of the subject lands. These blocks are separated by landscaped features to facilitate pedestrian movement and are intended to primarily serve the at-grade uses.

#### **8.2.17 Non-Residential Use Above First Floor**

The proposed development includes a unique feature of a restaurant on the top occupied floor. While this is not contemplated in the By-law, in this case it has been purposely designed with the main residential use of the building. The location on the top floor is based partly on the desire to provide a unique experience with maximum views, in addition to working with the open-to-below amenity area immediately adjacent. The use will be separated from residential dwelling units by the elevator bank and the open amenity area.

## **9 Conclusions and Recommendations**

The owner of 3033 Dundas Street West is proposing to develop the subject lands into a mixed-use development, containing 156 residential units, approximately 1,065 square metres of retail, restaurant, and medical office space, 164 underground parking spaces and 59 at-grade surface parking spaces. Vehicular access will be provided off an interim right-in and right-out from Dundas Street West. The purpose of the proposed development is to create an attractive and liveable space for future residents within a planned transit-rich location to support residential and employment targets of the Province, Region of Peel and City of Mississauga.

In order to facilitate the proposed development, applications for OPA and ZBLA are required to permit the proposed mixed-use built form.

The proposed development and planning instruments:

- are consistent with the Provincial Planning Statement 2024, as it complements the existing mix of land uses within the community and accommodates an appropriate range and mix of unit typologies to promote residential and commercial intensification;
- conforms to the intent of the City of Mississauga Official Plan, by conforming to the Employment Area Structure Element and Corridor Designation, as it will provide a high-density mixed-use building in an appropriate area, supporting residents as well as employment and commercial uses;
- provides appropriate development controls within the City of Mississauga Zoning By-law;
- ensures compatibility with surrounding existing and planned built form, through appropriate design, massing, setbacks and proposed development controls; and
- represents good planning and is in the public interest.

Based on a review of the subject lands, the surrounding community, supporting studies, and the applicable planning policy framework, the subject applications represent good planning and facilitate an appropriate form of development.

Regards,

A handwritten signature in black ink, consisting of a long, sweeping horizontal stroke followed by a small, stylized loop and a short vertical line at the end.

Mike Crough RPP MCIP  
Principal/Studio Lead – Planning  
Arcadis

## MUDAP MEETING MINUTES



# City of Mississauga

## Urban Design Advisory Panel



Date: November 19, 2024

Subject: Meeting Minutes

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**Panel Present:**

Ayako Kitta  
Peter Turner  
Mitchell Hall (Chair)  
Nick Poulos  
Harold Madi  
Caroline Kim  
JP Thornton

**City Staff:**

Sharon Mittmann  
Anna Mundy  
Paul Szywacz  
Janet Squair  
Erinma Chibututu  
Eleni Mermigas  
Sharon Chapman  
Hugh Lynch

**Guests:**

Ritee Haider – Arcadis  
Mike Crough – Arcadis  
Samer Hout – Hout Architecture  
Iram Zando

**Panel Regrets:**

Christine Abe  
David Dow  
Michael Spaziani  
Leslie Morton  
Alex Josephson

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**Item 1: 3303 Dundas St. W.****139-2024**

### 1.1 Welcome and Introduction to the Urban Design Advisory Panel

**Chair Introduction:** Mitchell Hall introduced the Panel and outlined the protocol for the meeting. The meeting will proceed with a presentation by City staff, then the proponent's presentation, followed by questions of clarification, comments and a summary of recommendations.

**City Staff Presentation:** Erinma Chibututu (Urban Designer) introduced the project, provided an overview with relevant background information and outlined the opportunities and challenges that staff would like the Panel to address.

**Proponent's Presentation:** Samer Hout of Hout Architecture presented the project and described the general vision of the proposal.

### 1.2 Comments and Recommendations

#### Architecture and Context

- The Panel recommended that the development proposal be reviewed relative to the broader context with a Master Plan for the overall block. The Master plan should illustrate an appropriate vehicular and pedestrian circulation network, appropriate locations of open spaces and consider how the development proposal fits into the overall block and protects for future intensification to occur incrementally.

- The Panel viewed the separation distance between the proposed building and speculative development on the adjoining property as too narrow relative to the proposed 12-storey height.
- The Panel suggested that applying the urban design guidelines for building separation distances and re-allocating the building heights so that the building steps down at the locations with the narrowest separation distances, will result in a better condition. There may be opportunities to accommodate additional height within the angular plane criteria.
- The Panel suggested that the northern portion of the site remain flexible to adapt to the future context.
- The Panel highlighted that the loading, waste management and vertical circulation for the restaurant needs to be resolved.
- The Panel recognized that until the adjoining properties redevelop, the building will be a very important feature and as such, its east and west corners should have a much bolder expression.

## Landscaping

- The Panel suggested considering how the proposed open space networks move throughout the site.
- The Panel recommended consolidating open space blocks into one larger, functional area to enhance usability.
- The development proposal should be integrated into a streetscape Master Plan that enhances the Public Realm along Dundas Street. The proposed building setback along the Dundas Street frontage is sufficient to accommodate a double row of trees.
- The edges of the plaza and open spaces-at the east and west corners of the building should be softened to make them more inviting, with the west plaza designed for more than just pavement.
- The Panel highlighted the need for easily accessible bicycle parking at-grade and below-grade, to support the future bicycle lane and promote cycling as a mode of transportation.

## Traffic Design

- The Panel raised concerns about limited vehicular access, noting that the east-west road connection to Winston Churchill is restricted to right-in/right-out due to the median and the proximity to the intersection of Dundas and Winston Churchill means that this connection will not be signalized.
- The proposed north/south road along the west property line will be restricted to a right in-right out because of the median along Dundas Street. The Panel questioned the feasibility of a right in-right out as the only access to the site.
- It was noted that the garbage truck operations as illustrated encroach the opposite lane. The curb radius and road configuration need to be reconsidered.
- The Panel stressed the need for a comprehensive road network plan that integrates with future development and the Dundas Connects framework.
- The Panel questioned the location of the layby parking/drop off so close to the site entrance.

**The Panel encouraged the applicant to consider comments made during the discussion.**

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