

July 21, 2025

GSAI File: 1415 – 002

Planning & Building Department  
Development Design Division  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

RE:      Planning Justification Addendum Letter  
         Mixed-Use Development  
         1225 Dundas Street East, City of Mississauga  
         City File No.: OZ/OPA 22-20 W3

---

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Stephen-Mitchell Realty Limited, Whitehorn Investments Limited and Lynrob Investments Limited (collectively, the 'Owner') of the lands municipally known as 1225 Dundas Street East, in the City of Mississauga (the 'Subject Lands' or 'Site').

This Planning Justification Addendum Letter ('Addendum' or 'Letter') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, in the time since the last submission in August 2024, minor modifications to the proposal have been made.

This Addendum has been prepared to summarize these above-noted minor modifications, to address formal commentary received on the submission and to provide an opinion on the modified policy and regulatory framework that applies to the Site. We note that this Addendum is intended to be read in conjunction with the Planning Justification Report, prepared by GSAI, dated August 2024 and not in isolation as a stand-alone document.

This Addendum is organized into four (4) Parts – Part A, Proposal Changes, Part B, Public Realm, Part C, Policy Refinements, and Part D, Zoning. Further detail is provided below.

## **PART A / PROPOSAL CHANGES**

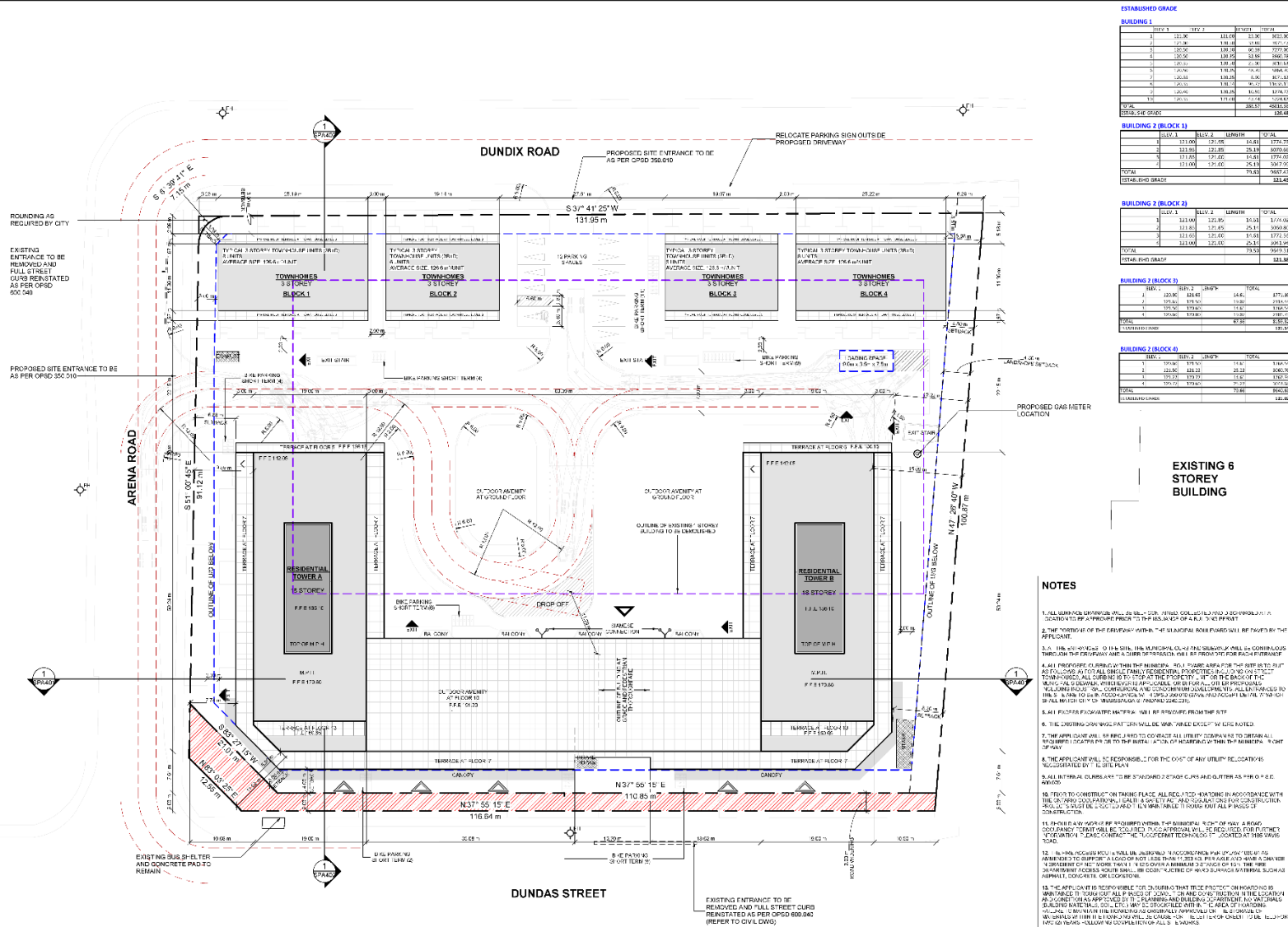
In response to City, Regional and Agency comments, minor modifications to the proposed development have been made. These include the following revisions:

- The provision of additional grade-related non-residential area is provided along the Dundas Street East frontage;
- A grade-related indoor amenity area has been repositioned toward the rear of the proposed mixed-use structure (Building 'A');

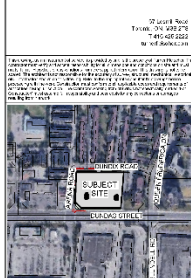




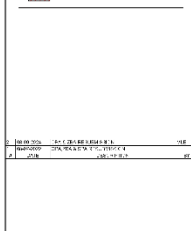
**GSAI**  
Glen Schnarr & Associates Inc.



## TURNER FLEISCHER



- LEGEND**
- PRIMARY RESIDENTIAL ENTRANCE
  - SECONDARY RESIDENTIAL ENTRANCE
  - RETAIL ENTRANCE
  - EXIT
  - FIRE HYDRANT
  - SWISS CONNECTION
  - CONVEX MIRROR
  - TRANSFORMER WITH CLEARANCES
  - FIRE ROUTE SIGN
  - SPOT ELEVATION
  - GAS/HYDRO METER
  - ROAD WIDENING



**PROPOSED MIXED-USE DEVELOPMENT**  
1225 Dundas Street E, Mississauga, ON  
(416) 291-22-89

**SITE PLAN / ROOF PLAN**

PROJECT NO: 22-117701  
DATE: 01/11/2024  
REVISION: 01  
SCALE: 1:300  
PROJECT: SPA006  
REV: 2



- A central view corridor, extending from the Dundas Street East street edge is provided toward the rear of the Site;
- The integrated access to the shared loading and below-grade parking structure has been repositioned within the ground level of Building 'A';
- Additional surface parking spaces are provided in proximity to the townhouse units along the rear property line; and,
- A revised step back at the 13<sup>th</sup> floor was shifted from the north side of the building to the south side of the building facing Dundas Street East to reduce the amount of building within the angular plane and provide an appropriate transition from Dundas.

The above-noted revisions are shown on the accompanying revised Architectural Plans. For ease of reference, a copy of the revised Site Plan is provided on the previous page. The revised proposal represents an appropriate and desirable compact, pedestrian-oriented, transit-supportive, mixed use development form to be provided along the Dundas Street edge while also enabling the provision of ground-oriented housing units along the rear property line. This range and mixture of built forms supports complete community and housing objectives.

## **PART B / PUBLIC REALM**

In response to the technical review completed by Staff, a modified public realm treatment along the Dundas Street East frontage was requested. More specifically, Staff requested that the grade-level indoor amenity area that previously faced the Dundas Street East frontage be relocated toward the rear of the structure and grade-related non-residential area be provided in place of the proposed amenity area. As further demonstrated on the accompanying Architectural Plans, this revision has been made. The revised proposal provides for a range and mixture of non-residential areas that front onto and address the public realm. Furthermore, there are opportunities for direct pedestrian connections from the principal entrances of these non-residential areas to the public sidewalk, enabling safe, comfortable and convenient access. Furthermore, the placement of non-residential areas along the entirety of the Dundas Street East frontage serves to support the local policy objectives of providing for development that frames the street edge and can accommodate pedestrian activity.

## **PART C / POLICY REFINEMENTS**

As stated above, the policy and regulatory framework applicable to the Subject Lands has evolved and changed. This evolution has included the introduction of the Provincial Planning Statement, 2024, the Provincial introduction of Bill 17 and the City Council adoption of the Mississauga Official Plan 2051. Further detail is provided below.

### ***Provincial Planning Statement, 2024***

Effective October 20, 2024, the Province of Ontario declared in force the Provincial Planning Statement ('PPS'), 2024. The PPS, 2024 revoked the previous Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The PPS provides policy direction of matters of Provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter 'be consistent with' the policies of the PPS.



Overall, the PPS provides Provincial policy direction related to various properties. When considered together, the PPS strongly encourages development that provides for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

A detailed analysis of the applicable PPS, 2024 policies has not been undertaken. Rather, it is our opinion that the proposed development and corresponding Amendments have appropriate regard for and are consistent with the policies of the PPS, 2024. In particular, the proposal serves to support achievement of complete community policies through providing a range and mix of land uses (Section 2.1), Housing policies of Section 2.2 which state housing choice and new housing is to be encouraged, Settlement Area policies of directing compact growth to appropriate locations, including in strategic growth areas (Section 2.3) and Strategic Growth Area policies of encouraging compact, mixed-use development to accommodate population and employment growth, support housing options and support complete community objectives. We highlight that in accordance with the definitions, the Subject Lands are identified as being located within a strategic growth area. Furthermore, the proposal supports achievement of minimum density targets for lands within designated growth areas and within a delineated Major Transit Station Area (Section 2.4), encouraging compact, mixed-use development. Finally, the proposal supports achievement of servicing and public realm policy objectives of accommodating development on full municipal services and by the inclusion of amenity and landscaped areas for the enjoyment of residents and community members.

For the above-noted reasons, it is our opinion that the proposed development and corresponding Amendments are consistent with the policies of the Provincial Planning Statement, 2024.

#### ***Bill 17***

On June 5, 2025, the Province declared in force Bill 17, the Protect Ontario by Building Faster and Smarter Act. Bill 17 introduces a number of legislative changes related to developments occurring across Ontario. Of relevance to the Subject Lands, Bill 17 specifies that municipalities cannot require sustainability measures that are above or in exceedance of what is required under the Ontario Building Code. As a result of this change in legislation, the practice of requiring applicants to specify low impact development strategies at this stage of approvals and the practice of requiring development proponents to complete the Council adopted Green Development Standards Checklist and supporting materials during the detailed design stage may require revision. As further described in the accompanying Functional Servicing and Stormwater Management Report and previous Low Impact Design Features Letter, the proposal contemplates site-specific sustainable development strategies. Further detail on sustainable or low impact development features will be provided at the appropriate time in the future, during the permitting process.

#### ***Mississauga Official Plan 2051***

In April 2025, Mississauga Council adopted the Mississauga Official Plan 2051 ('MOP 2051'). MOP 2051 is to replace the current Mississauga Official Plan and revoke the Region of Peel Official Plan given the Region of Peel become an upper tier municipality without planning authority on July 1, 2024. We highlight that since the MOP 2051 is currently under review by the Ministry, it is not in-force and effect and as such, represents evolving policy. Given the MOP 2051 is evolving policy, we have reviewed the MOP 2051 and provide a high-level summary below.



Overall, the MOP 2051 is a planning document that is to guide how growth and development occurs across the City of Mississauga up to the year 2051, in accordance with a City Structure. The City Structure (Map 1) is comprised of various components, each with its own character, attributes and policy direction. In accordance with Schedule 1, the Subject Lands remain identified within the Neighbourhood component of the City Structure. The Subject Lands are further identified as being located within a delineated Protected Major Transit Station Area (PMTSA), as being located along a Regional Arterial and along a recognized Higher Order Transit Corridor (Schedule 4), as being located within the Applewood Neighbourhood Character Area and as being designated 'Mixed Use', with a Natural Hazards policy overlay. As a Site located within the delineated Dixie GO PMTSA, Schedule 8g of the MOP 2051 states a maximum building height of 3 to 12 storeys is permitted.

Chapter 5 establishes the housing-related policy framework. Overall, the policies encourage housing choice, in support of complete community and Provincial housing objectives. The proposal supports achievement of these policies given a range and mixture of townhouse-style and apartment-size dwelling units of varying size and configurations are being provided. This range and mixture of ownership units will enable housing choice for current and future Applewood community members. The proposal also supports the City's Housing Pledge objectives. Overall, the proposal and corresponding Amendment enable the provision of dwelling units in an appropriate location to be provided.

Chapter 8 establishes the policy framework for built form and site design. The general purpose and intent of these policies is to encourage high-quality, refined built forms that are appropriately situated on a lot and enable appropriate transition to be provided to the surrounding context. Given the proposed built forms, built form elements and variation in building heights achieved across the Site, it is our opinion that the proposal and corresponding Amendments conform to these policies.

Chapter 10 establishes the policy framework for how lands are to be used, based on land use designations assigned on Schedule 7. As stated above, the Subject Lands are designated 'Mixed Use'. We highlight that contrary to the in-effect land use policies, the MOP 2051 parent Mixed Use policies (Policy 10.2.6.1 and 10.2.6.2) support the provision of a range and mixture of uses on a lot and does not require a development proponent to re-designate a Site to a residential category should the primary use be residential. Given the transition to a built form-based policy framework presented in the MOP 2051, we are of the opinion that the current 'Mixed Use' designation is appropriate, should be retained and permits the proposed development. We are however concerned with Policy 10.2.6.3 which states that given the Site's current condition as a retail plaza, retail replacement is required. It is our opinion that this policy is overly restrictive, is inappropriate to recognize an appropriately designed mixed-use development and is contrary to Provincial policy objectives which encourage underutilized plaza sites to be redeveloped for compact, mixed-use development, including much needed housing units. Furthermore, requiring any amount of retail replacement limits the ability for property owners to "right-size" non-residential areas to meet market trends and needs, particularly in the post-pandemic reality, and avoid void and unleaseable areas along high pedestrian activity corridors. For the above reasons, the corresponding Official Plan Amendment should specify that no minimum amount of non-residential area is required to be provided on the Site.

Chapter 11 provides the Major Transit Station Area policy framework. As stated above, given the Site is located within the Dixie GO PMTSA, the policies of Chapter 11.2, 11.3 and 11.4 apply. For clarity, Chapter 1.2 provides general policy guidance for all delineated MTSA lands, while Chapter 11.3 provides further policy guidance for PMTSA lands



and Chapter 11.4 provides policy guidance for MTSA lands along the Dundas Street corridor. It is our opinion that the proposed development and corresponding Amendments conform to the policy directions provided for the Subject Lands.

Furthermore, Policy 11.3.3.2 permits greater heights to be considered than what is specified on Schedule 8, provided specified evaluation criteria is satisfied. The proposed development conforms to these evaluation criteria, in particular:

- The proposal does not compromise the City Structure hierarchy;
- The overall intent, goals, objectives and policies of the MOP 2051, when considered collectively, are achieved;
- The development form, scale and built forms contemplated are not only appropriate for the Site and surrounding area, but the proposed development also introduces development that is compatible and provides an appropriate and desirable transition to the surrounding context;
- The Site is of an appropriate size and configuration to accommodate the planned development;
- As stated above, an appropriate transition to adjacent uses and built forms is provided. Furthermore, no undue, adverse impacts will result on surrounding lands;
- The Province has confirmed full funding for the Dundas Bus Rapid Transit ('BRT') network and the planned BRT network has informed the proposed development; and,
- The proposed development can be adequately serviced by municipal networks.

Based on the above, the proposal and corresponding Official Plan Amendment which seeks permission for building heights of 3 to 18 storeys is appropriate. Furthermore, it is our opinion that the policies and objectives of the Mississauga Official Plan 2051 are met. A revised Official Plan Amendment is not required given the Mississauga Official Plan 2051 represents evolving policy. Therefore, we request that a housekeeping Amendment be brought forward at the appropriate time to recognize Council's approval of the proposed development.

#### **PART D / ZONING**

In response to commentary received and to align with the revised proposal, a revised site-specific Zoning By-law Amendment is required. A summary of the requested zoning changes, referred to as 'Zoning Table', has been prepared and is provided in Appendix I of this Addendum. Refer to the accompanying Zoning Table and draft Exception Schedule for further detail on the requested zoning deviations.

#### **SUMMARY & CONCLUSION**

As outlined above, we maintain the opinion that the proposed development represents appropriate development, is consistent with the Provincial Planning Statement, the Region of Peel Official Plan and the Mississauga Official Plan. It also has appropriate regard for the Council adopted Mississauga Official Plan 2051. Furthermore, the associated Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application represent appropriate development for the Subject Lands that is in keeping with the policies and intent of the Province, the Region and the City. Overall, the proposal will contribute to the achievement of complete community and Strategic



Growth Area objectives given compact, mixed-use development is being directed to occur in an appropriate location, at an appropriate density, with an appropriate range and mixture of uses and density. In our opinion, it represents good planning for the following reasons:

- The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
- The proposal provides an appropriately designed and compatible development for the Applewood Neighbourhood community that will contribute to housing choice and the achievement of complete community objectives;
- The proposal can be adequately serviced by municipal services;
- The proposal will make more efficient and better use of land, resources and infrastructure;
- The proposed development will not create adverse impacts to the existing uses or the surrounding area;
- The proposal is in keeping with the character and planned context of the Applewood community;
- The proposal will not comprise the City Structure;
- The proposal will provide for development at an appropriate location, massing, scale and character for the surrounding area; and,
- The proposal supports local employment opportunities and new housing options in an area of the City where compact, mixed-use development ought to be directed.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP  
Partner



Stephanie Matveeva, MCIP, RPP  
Associate



APPENDIX I / Zoning By-law Table



1225 Dundas Street East

City File: OZ / OPA 22-20 W3

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

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

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

BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
2.1.2.1.1.	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from any Residential Zones, shall comply with the applicable minimum separation distance required	Delete provision - Lines 1.0 through 3.0 shall not apply
2.1.14.1.	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [45 m – 22.5 m + required yard/setback]	Delete provision - Line 7.0 of Table 2.1.14.1 shall not apply. Setbacks shall be in accordance with Schedule B of this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a 0.0 m setback from the exterior edge of a building or structure is requested
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
3.1.1.4.5	Accessible Parking Spaces Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <ul style="list-style-type: none"> <li>(1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</li> <li>(2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</li> <li>(3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</li> </ul>	Provision met
3.1.15.1	Drive Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking – 10% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>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</p>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Condominium Apartment – Precinct 2:</p> <p>0.9 resident spaces per unit</p> <p>0.2 visitor spaces per unit</p>	<p>Not Applicable. In accordance with Bill 185 and the Site's location within a Protected Major Transit Station Area, no minimum parking is required. Notwithstanding, a minimal</p>



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
			parking standard is contemplated to accommodate user demands. It is our opinion that a parking standard does not need to be specified
3.1.2.2.	Required Number of Parking Spaces for Non- Residential Uses	<p>Precinct 2:</p> <p>Education and Training Facility – 5.0 spaces per 100 sq m GFA-non-residential;</p> <p>Financial Institution – 3.0 spaces per 100 sq m GFA – non-residential;</p> <p>Office – 2.5 spaces per 100 sq m GFA – non-residential;</p> <p>Personal Service Establishment – 5.4 spaces per 100 sq m GFA – non-residential;0</p> <p>Retail Store – 3.0 spaces per 100 sq m GFA-non-residential;</p> <p>Recreational Establishment – 4.5 spaces per 100 sq m GFA – non-residential;</p> <p>Restaurant, less than or equal to 220 sq m GFA – 3.0 spaces per 100 sq m GFA-non-residential;</p> <p>Take-Out Restaurant – 3.0 spaces per 100 sq m GFA-non-residential</p> <p>Veterinary Clinic – 3.0 spaces per 100 sq m GFA – non-residential</p>	<p>Not Applicable. In accordance with Bill 185 and the Site's location within a Protected Major Transit Station Area, no minimum parking is required. Notwithstanding, a minimal parking standard is contemplated to accommodate user demands. It is our opinion that a parking standard does not need to be specified</p>
3.1.3.1.B	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.3.1.2	Accessible Parking Space Dimensions	<p>Where more than one accessible parking space is required:</p> <p>(1) If an even number of accessible parking spaces is required, an equal number of Type A and Type B accessible parking spaces must be provided</p>	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
3.1.4.2.	Required Number of Loading Spaces for Office and / or Medical Buildings	Where the GFA of office and/or medical office uses is less than or equal to 2,350 square metres – no loading spaces are required	Provision met
3.1.4.3.	Required Number of Loading Spaces	Where required, loading spaces for uses other than office and / or medical office uses, shall be provided in accordance with Table 3.1.4.3 – Required Number of Loading Spaces  Where the GFA non-residential is greater than 250 sq m but less than or equal to 2,350 sq m – 1 loading space is required	Provision met
3.1.4.4	Loading Space Dimensions	Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m	Provision met
3.1.4.5.	Required Number of Loading Spaces for Apartment	One (1) loading space per apartment building containing a minimum of 30 dwelling units, shall be required	Provision met
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment without exclusive garages – 0.6 [Class A] spaces per unit  Apartment without exclusive garages – the greater of 0.05 [Class B] spaces per unit or 6.0 spaces	Delete provision – permit a shared Class A and Class B bicycle parking space standard of 0.65 spaces per unit
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	Education and Training Facility, Financial Institution – 0.1 [Class A] spaces per 100 sq m GFA non-residential  Education and Training Facility, Financial Institution – 2.0 [Class B] spaces	Delete provision – permit a shared Class A and Class B bicycle parking standard of 0.65 spaces per unit



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
		<p>Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.15 [Class A] spaces per 100 sq m GFA non-residential</p> <p>Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.2 [Class B] spaces per 100 sq m GFA non-residential</p> <p>Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential</p> <p>Office - 0.1 [Class B] spaces per 100 sq m GFA non-residential</p> <p>All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential</p> <p>All other non-residential uses - 0.1 [Class B] spaces per 100 sq m GFA non-residential</p>	
4.1.15.1.1	Apartment Zones – Additional Uses	Additional uses [permitted within RA1 to RA5 zones] are limited to a retail store, service establishment, financial institution, office and medical office – restricted.	<p>Delete provision – the following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> <li>• Office;</li> <li>• Service Establishment;</li> <li>• Retail Store;</li> <li>• Recreational Establishment;</li> <li>• Restaurant;</li> <li>• Take-Out Restaurant;</li> <li>• Veterinary Clinic</li> </ul>
4.1.15.1.2	Apartment Zones – Additional Uses	An additional use shall be contained within an apartment building	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
4.1.15.1.3	Apartment Zones – Additional Uses	An additional use shall not be permitted above the first storey of an apartment building	Provision met
4.1.15.1.4	Apartment Zones – Additional Uses	Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Delete provision – a shared, co-mingling parking standard of 0.1 visitor spaces and 1.0 space per 100 square metres non-residential GFA is requested
4.1.21	Apartment Zones – 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 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	Provision met
4.15.1	RA4 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	<p>Delete provision – townhouses are to be permitted. Additionally, the following are to be as permitted as additional, accessory uses to the apartment building:</p> <ul style="list-style-type: none"> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> <li>• Office;</li> <li>• Service Establishment;</li> <li>• Retail Store;</li> <li>• Recreational Establishment;</li> <li>• Restaurant;</li> </ul>



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
			<ul style="list-style-type: none"><li>• Take-Out Restaurant;</li><li>• Veterinary Clinic</li></ul>
4.15.1	RA4 – Zone Regulations	Minimum Lot Frontage – 30.0 m	Provision met
4.15.1	RA4 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met
4.15.1	RA4 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – a site-specific density of 4.0 FSI is requested
4.15.1	RA4 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone per Storey for each storey above 12 storeys	Provision met
4.15.1	RA4 – Zone Regulations	Maximum Height – 56.0 m and 18 storeys	Delete provision – permit building heights in accordance with Schedule B of this By-law
4.15.1	RA4 – Zone Regulations	Minimum Front and Exterior Side Yards	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit minimum setbacks in accordance with Schedule B of this By-law.  For the purpose of zoning, Arena Road is deemed to be the front lot line
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA4 – Zone Regulations	Minimum Interior Side Yard	



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA4 – Zone Regulations	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 m	Not Applicable
4.15.1	RA4 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<b><i>Minimum Rear Yard</i></b>	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA4 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or combination of zones thereof – 4.5 m	Delete provision – a reduced rear yard setback is requested in accordance with Schedule B of this By-law
4.15.1	RA4 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA4 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 metres	Delete provision – permit a maximum encroachment of 1.8 m
4.15.1	RA4 – Zone Regulations	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	Provision met
4.15.1	RA4 – Zone Regulations	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 m	Delete provision – permit a maximum balcony projection of 1.8 m
4.15.1	RA4 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height less than or equal to 13.0 m – 3.0 m	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA4 – Zone Regulations	<i><b>Parking, Loading, Servicing Area and Parking Structures</b></i>	
4.15.1	RA4 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Delete provision – permit a 3.0 m setback from a surface parking space to a street line
4.15.1	RA4 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a reduced setback to a parking structure below finished grade in accordance with Schedule B of this By-law
4.15.1	RA4 – Zone Regulations	Minimum setback from a waste enclosure / loading space to a street line – 10.0 m	Provision met
4.15.1	RA4 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached dwelling and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i><b>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</b></i>	
4.15.1	RA4 – Zone Regulations	Minimum landscaped area – 40% of the lot area	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA4 Zone) STANDARD	REQUESTED (RA4-XX) STANDARD
4.15.1	RA4 – Zone Regulations	Minimum depth of a landscaped buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete provision – permit a reduced landscape buffer in accordance with Schedule B of this By-law
4.15.1	RA4 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m	Provision met
4.15.1	RA4 – Zone Regulations	Minimum amenity area – the greater of 5.6 sq m per dwelling unit or 10% of the site area	Provision met
4.15.1	RA4 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met  For the purpose of zoning, this provision is understood to be satisfied by the 10 <sup>th</sup> level rooftop outdoor amenity area and adjacent 9 <sup>th</sup> level indoor amenity area
4.15.1	RA4 – Zone Regulations	Minimum amenity area to be provided outside at-grade – 55 sq m	Provision met



**RA4-XX**

**DUNDIX ROAD**

**ARENA ROAD**

**DUNDAS STREET**

**QUEEN FREDERICA DRIVE**

1225 DUNDAS STREET EAST  
PART OF LOT 7, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_



