MISSISSAUGA

DECLARATION
Section 17 of the Planning Act

Applicant: **SmartCentres Real Estate Investment Trust**

Municipality: **City of Mississauga**

Our File: **OZ-OPA 22-20 W3 (OPA 18)**

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on September 29, 2026 when By-law Number 0163-2026 was enacted and that notice as required by Section 17 of the Planning Act was given on October 8, 2026.

2. That no appeal to the Ontario Land Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

At the City of Mississauga

In the Regional Municipality of Peel

This 29th day of October, 2026.

Lindsey Anne Raykoff, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires September 18, 2028.

Commissioner of Oaths

Declarant
Sacha Smith, Manager & Deputy Clerk

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

Date of Notice	October 8, 2026
OPA Number	OPA 18 (By-law 0163-2026)
Zoning By-law Number	0164-2026
Date Passed by Council	September 29, 2026
Last Day to Appeal	October 28, 2026
File Number	OZ-OPA 22-20 W3
Applicant	SmartCentres Real Estate Investment Trust
Property Location	Northeast corner of Dundas Street East and Arena Road. The subject lands are located in the Applewood Neighbourhood Character Area, as identified in Mississauga Official Plan 2051. 1225 Dundas Street East

TAKE NOTICE that on September 29, 2026 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 18 and Zoning By-law Amendment, under Section 17 or 21 of the *Planning Act*, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 16 storeys on the subject lands in the Applewood Neighbourhood Character Area.

The purpose of the Zoning By-law is to permit two 16 storey apartments connected by a six storey podium along with ground floor commercial uses and 34 four storey back to back townhouses. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C3" (General Commercial) to "RA4-69" (Apartments - Exception).

A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 18 is in full force and effect.

When the decision is final
The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at https://olt.gov.on.ca/. An appeal may be filed using the OLT e-file service https://olt.gov.on.ca/e-file-service/ (first-time users will need to register for a My Ontario

Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person at the Clerk's Office, ground floor, or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, Clerk's Office, 300 City Centre Drive, Mississauga, ON L5B 3C1 no later than 4:30pm on **October 28, 2026.** The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to city.clerk@mississauga.ca . An appeal will be processed once all fees are received.

Who can file an appeal

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

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

The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of $1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may request a reduction of the filing fee to $400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to https://olt.gov.on.ca/appeals-process/fee-chart/.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of $338.74 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

Additional Information

A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found on the City's website at www.mississauga.ca/portal/cityhall/publicnotices.

Further information regarding these Amendments may be obtained from **Jaspreet Sidhu** of the City Planning and Building Department at 905-615-3200 ext. **5061.**



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

Amendment No. 18

to

Mississauga Official Plan 2051

By-law No. 0163-2026

A by-law to Adopt Mississauga Official Plan 2051 Amendment No. 18

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding changes to the land use designation and building height of the subject lands within the Applewood Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 18 to Mississauga Official Plan 2051, is hereby adopted.

ENACTED and PASSED this 29th day of September, 2026.

Signed _____ MAYOR

Signed _____ CLERK

DEPUTY

Amendment No. 18

to

Mississauga Official Plan 2051

The following text and Maps "A", "B" and "C" attached constitute Amendment No. 18.

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

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

Appendix II is a copy of the Planning and Building Department report dated August 19, 2026, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 16 storeys on the subject lands in the Applewood Neighbourhood Character Area.

LOCATION

The lands affected by this Amendment are located northeast corner of Dundas Street East and Arena Road. The subject lands are located in the Applewood Neighbourhood Character Area, as identified in Mississauga Official Plan 2051.

BASIS

Mississauga Official Plan 2051 came into effect on March 24, 2026, as approved with modifications by the Minister of Municipal Affairs and Housing.

The subject lands are designated Mixed Use which permits a range of commercial, institutional, and supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

An Official Plan Amendment is required to change the land use designation of the subject lands from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 16 storeys, whereas the Official Plan currently permits a maximum building height of 12 storeys.

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

1. The proposal represents an appropriate form of transit-supportive intensification within the Dixie Major Transit Sta'ion Area and along the Dundas Street Corridor, consistent with the City’s growth management objectives.

2. The proposal will facilitate the redevelopment of an underutilized commercial site with 587 dwelling units in a range of housing forms while retaining ground floor commercial uses along Dundas Street East to support an active streetscape and the planned function of the corridor.

3. The proposed maximum building height of 16 storeys represents appropriate intensification along the Dundas Street Corridor and within the Dixie Major Transit Station Area.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 7/7K, Land Use Designations, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise as shown on Map "A" of this Amendment.

2. Schedule 8G, Protected Major Transit Station Areas (Dundas BRT - Kirwin, Grenville, Tomken, Dixie Go, Wharton), Building Heights Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the maximum height of the subject lands from 3 to 12 to 3 to 16, as shown on Map "B" of this Amendment.

3. Schedule 8G, Protected Major Transit Station Areas (Dundas BRT - Kirwin, Grenville, Tomken, Dixie Go, Wharton), Land Use Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise, as shown on Map "C" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan 2051 will be amended in accordance with this Amendment.

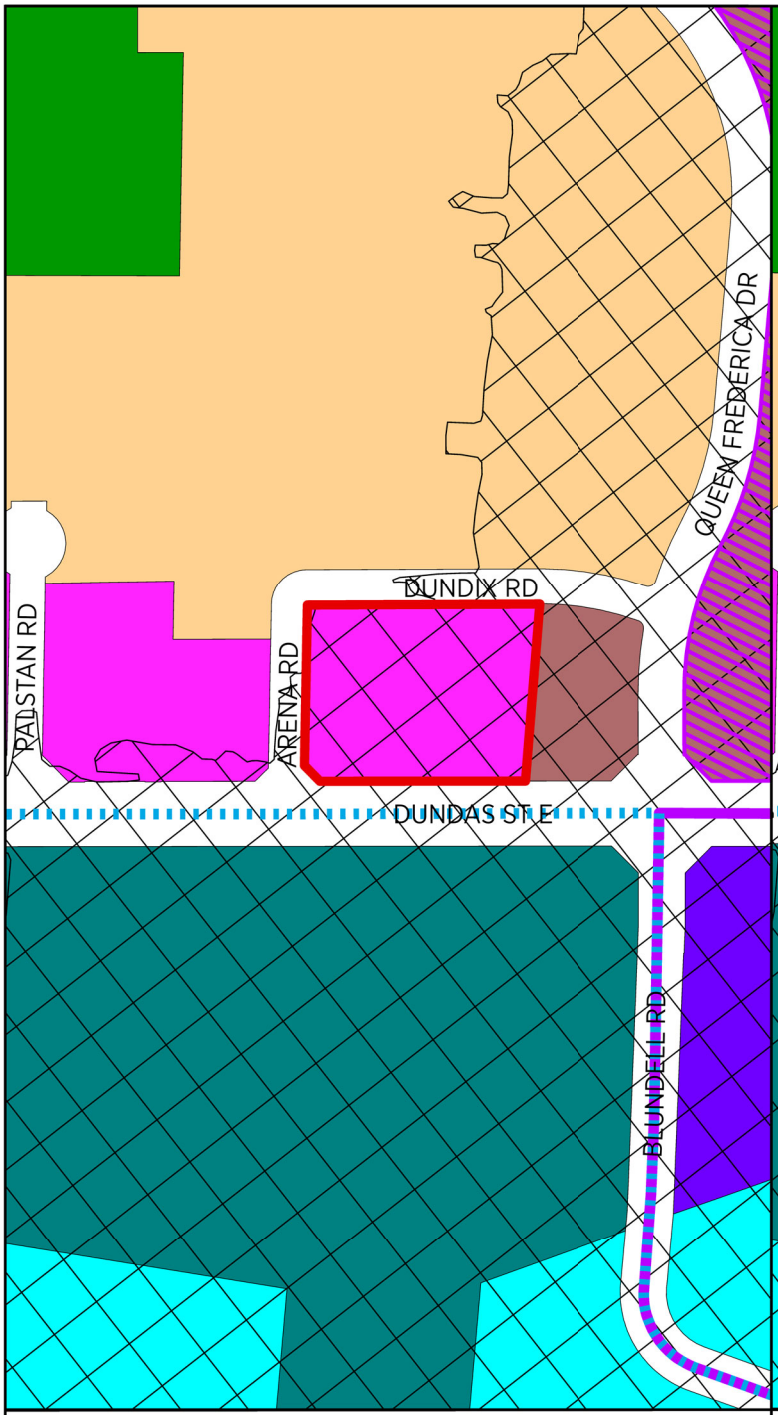
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan 2051 dated March 24, 2026.

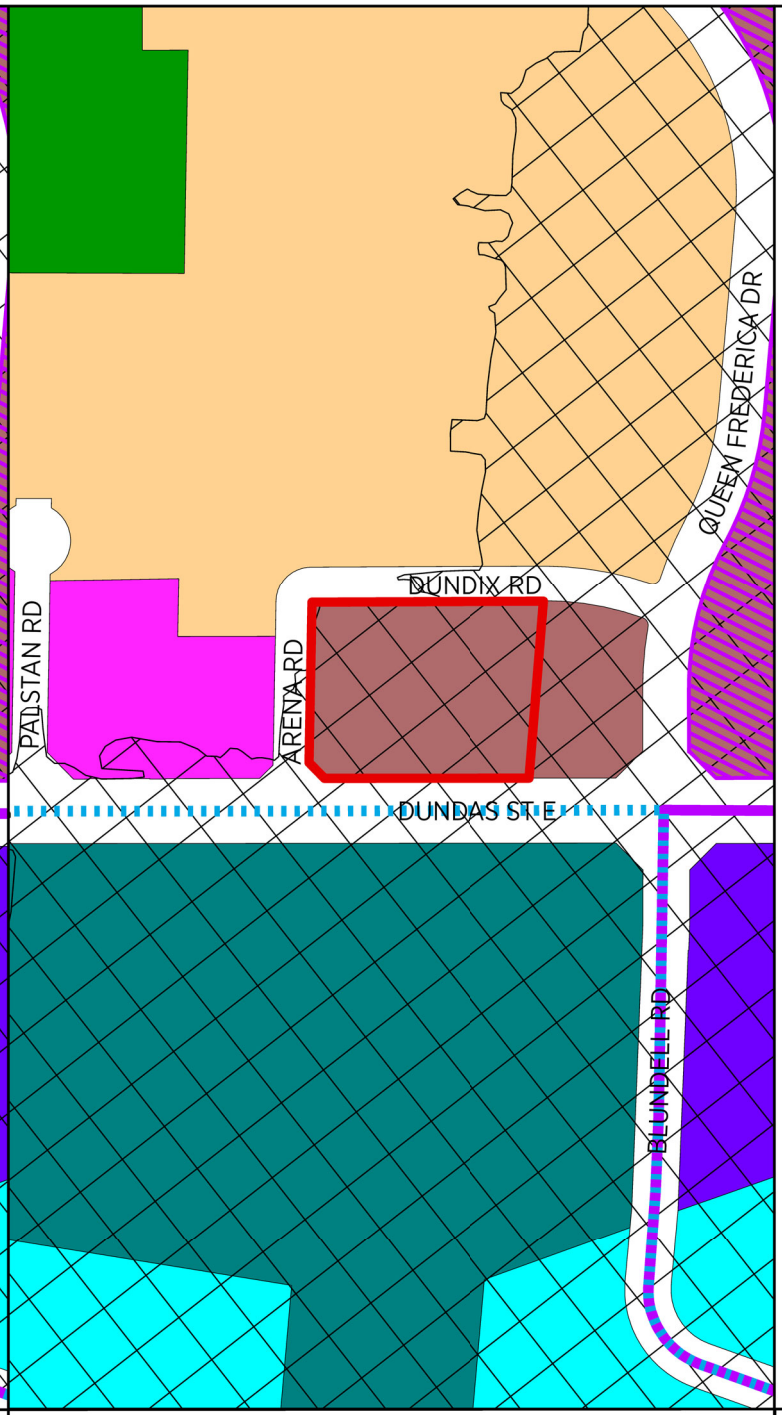
INTERPRETATION

The provisions of Mississauga Official Plan 2051, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan 2051.



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- Residential Low-Rise I
- Residential Low-Rise II
- Residential Mid-Rise
- Residential High-Rise
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Mixed Employment
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exception from LBPIA Operating Area
- Natural Hazards

STRATEGIC GROWTH AREAS

- Downtown Core
- Growth Centre
- Growth Node
- Employment Area
- Lakeview Innovation Corridor Employment Area
- Special Policy Area
- Special Purpose Area

AREA OF AMENDMENT

From
Mixed Use

To
Residential High-Rise

Notes:

1. Major Transit Station Areas are shown on Schedule 8 and Schecules 8A to 8R.
2. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
3. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
4. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 3, Long Term Street Network.

0 30 60 120
metres

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MAP 'A'

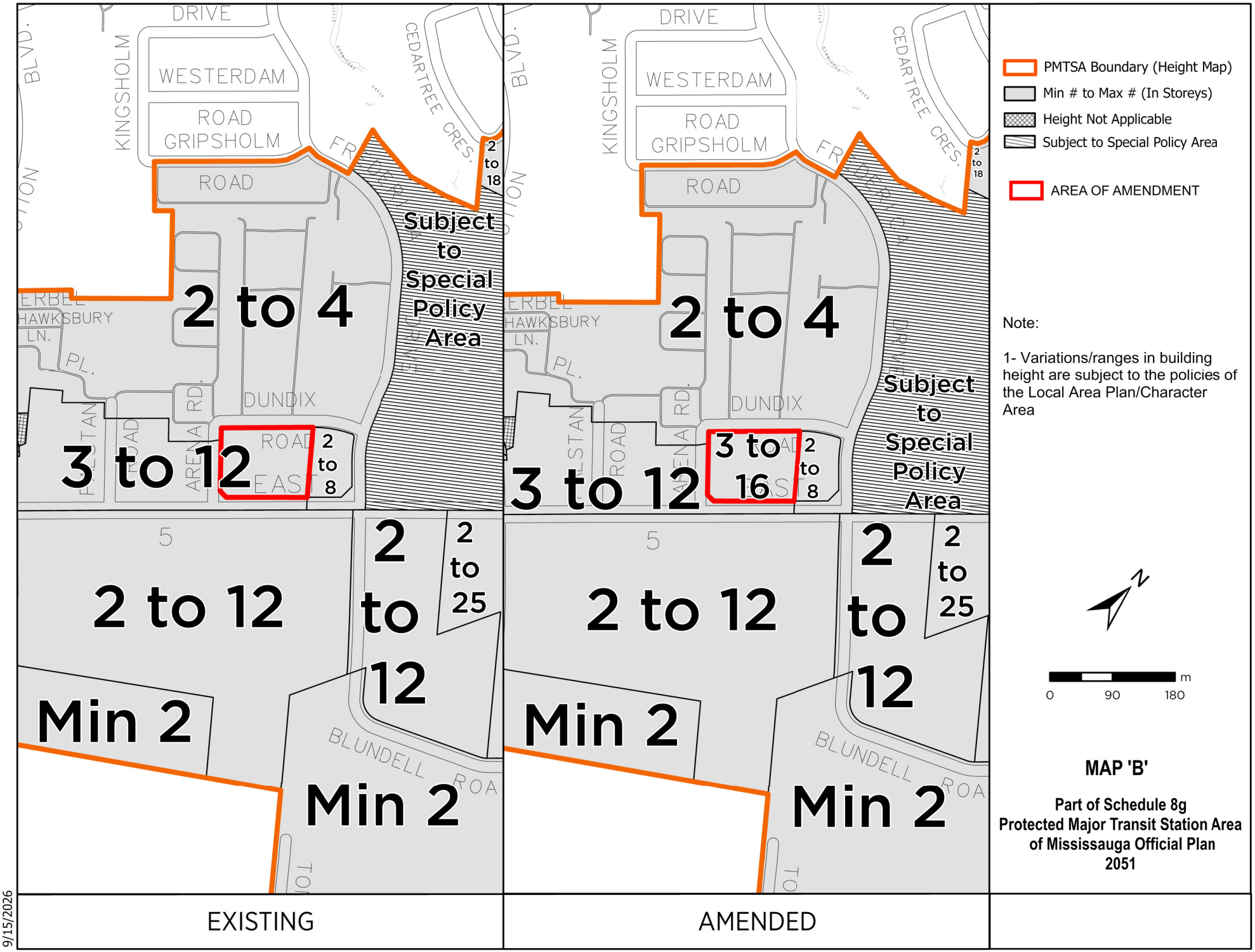
Part of Schedule 7/7K
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

9/16/2026

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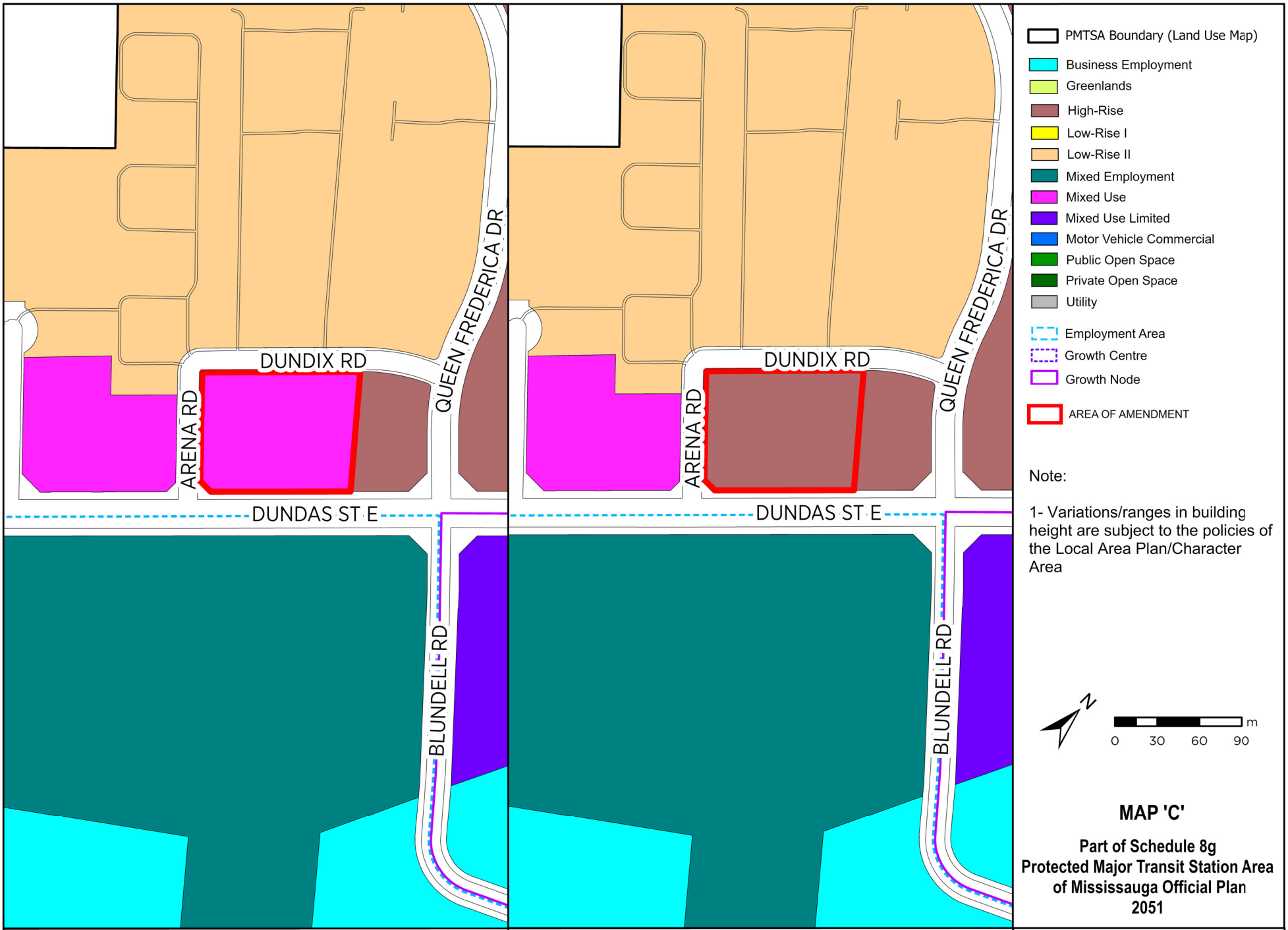
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APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held on January 30, 2023 and September 8, 2026 in connection with this proposed Amendment.

Five deputants spoke at the public meetings. Comments received from the public were generally directed towards building height, shadow impacts on adjacent properties, parking and snowplowing, construction dust, servicing capacity and potential impacts to the water main, the development timeline, and the provision of affordable housing. These concerns were addressed in the Planning and Building Department report dated August 19, 2026 attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: August 19, 2026

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:
OZ/OPA 22-20 W3

Meeting date:
September 8, 2026

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 3)

Official Plan Amendment and Rezoning applications to permit two 16 storey apartment buildings connected by a six storey podium containing 553 dwelling units along with ground floor commercial uses and 34 four storey back to back townhouses
1225 Dundas Street East, northeast corner of Dundas Street East and Arena Road
Owner: Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited
File: OZ/OPA 22-20 W3

Recommendation

1. That applications under File OZ/OPA 22-20 W3, Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited,1225 Dundas Street East to amend Mississauga Official Plan to **Residential High Density – Special Site**; and to change the zoning to **RA4-XX (Apartments)** to permit two 16 storey apartment buildings connected by a six storey podium containing 553 dwelling units along with ground floor commercial uses and 34 back to back townhouses, be approved in accordance with the provisions contained in the staff report dated August 19, 2026 from the Commissioner of Planning and Building, and that staff be directed to return to City Council with the appropriate implementing documents and by-laws for approval.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That Planning and Development Committee's approval of the rezoning application under File OZ/OPA 22-20 W3, be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

Executive Summary

- The applications are to amend the policies of the Official Plan and change the Zoning By-law to permit a residential development consisting of two 16 storey apartment buildings connected by a six storey podium with approximately 1 229 m² (2,464.9 ft^2) of ground floor commercial space. The proposed building contains 553 apartment dwelling units and incorporates upper storey stepbacks above the six storey podium. The proposal also includes four blocks of four storey back to back townhouse dwellings containing 34 townhouse units, for a total of 587 residential units
- The property is located in the Applewood Neighbourhood Character Area, on an Intensification Corridor (Dundas Street) and within the Dixie Major Transit Station Area (MTSA). The property is in a designation Intensification Area and is, therefore, envisioned to accommodate significant growth and development
- It has been concluded that the proposed development is supportable from a planning perspective for the following reasons:
  - The proposal represents an appropriate form of residential intensification within the Dixie MTSA and along the Dundas Street Corridor, consistent with the City's growth management objectives
  - The proposal replaces an underutilized commercial plaza with a predominantly residential development while retaining approximately 1 229 m² (13, 229 ft^2) of ground floor commercial space, representing approximately 22% of the existing 5 667 m² (60, 999 ft^2) of commercial gross floor area. The retained commercial space will animate the Dundas Street frontage and support the planned Bus Rapid Transit corridor
  - Technical studies submitted in support of the applications demonstrate that the proposed development can be appropriately accommodated and serviced, subject to detailed design refinements through the Site Plan Approval process
  - The proposal is consistent with the Provincial Planning Statement, conforms with the overall intent of Mississauga Official Plan 2051
- Comments received from the community to date pertain primarily to the proposed building height and density, shadow impacts on adjacent properties, traffic and parking, construction impacts, landscaping, servicing capacity, the provision of affordable housing, and the retention of commercial uses along Dundas Street
- The applications support the direction of the Mayor's Housing Task Force by delivering 587 new purpose-built rental dwelling units and demonstrate the City's commitment to facilitating housing supply through the timely processing of development applications
- The applicant has made major revisions to the proposal to address issues raised at the Community/Public Meeting and by staff, refinements to building height and massing, tower stepbacks, increased grade-related commercial space along the Dundas Street East frontage, relocation of the indoor amenity area to support a continuous active retail

frontage, additional surface parking adjacent to the townhouse blocks, and revisions in response to urban design, wind, sun/shadow and land use compatibility comments

- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

Official plan amendment and rezoning applications were deemed complete on October 7, 2022 and subsequently circulated to City departments and external agencies for technical comments.

At the Statutory Public Meeting on January 30, 2023, the Planning and Development Committee considered the applications and received for information the Corporate Report dated January 6, 2023 (Appendix 1). Four oral submissions were also received.

Since that time, the applications have undergone three review cycles and three applicant resubmissions. Detailed comment packages were provided following each review cycle, with the most recent package issued on July 16, 2026. The extended review period reflects substantial revisions to the proposal between submissions, including changes to building height, density, commercial space and site design, as well as the time required to address technical matters identified through the review process. Most recently, additional Land Use Compatibility Assessment work was required due to the presence of a Class 3 industrial facility within 1 000 m (10,764 ft^2) of the site.

Given the amount of time since the Statutory Public Meeting and the revisions made to the proposal through the review process, full public notification of this Recommendation Report has been provided.

The purpose of this report is to provide an overview of the applications and provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Property Overview

1. Site Information

(i) Site Location and Description

The site is located on the northeast corner of Dundas Street East and Arena Road, within the Applewood Neighbourhood Character Area. The approximately 1.2 ha (3.0 ac.) site is generally rectangular in shape and relatively flat. It is currently occupied by a one storey commercial plaza with associated surface parking. The surrounding area contains a mix of low, medium and high rise residential and commercial uses.



Aerial Photo of 1225 Dundas Street East

(ii) Site Context

There are townhouses located to the north of the subject lands. A one storey commercial building containing a restaurant is located to the west. A six storey seniors' apartment is located directly to the east and one storey commercial buildings containing retail uses are located across Dundas Street East to the south. The surrounding land uses are:

North: Townhomes beyond Dundix Road

East: Six storey apartment building, Queen Frederica Drive and 15 and 11 storey apartment buildings

South: Commercial buildings

West: Restaurants and other commercial uses beyond Arena Road

(iii) Surrounding Development Applications

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

- OZ/OPA 22-22 W1 & 21T-M 22-4 W1 – 1580 & 1650 Dundas Street East – application appealed to OLT for two, 12 storey apartment buildings and eight 20 storey apartment buildings with ground floor commercial and retail uses and 42 townhouses
- OZ/OPA 25-5 W3 – 1995 Dundas Street East – applications in process for two apartment buildings with heights of 24 and 25 storeys and grade related commercial uses

(iv) Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3** (General Commercial). The **C3** zone permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands were designated **Mixed Use** within the Applewood Neighbourhood Character Area, with a maximum permitted building height of 4 storeys
- August 10, 2022 – Council adopted Official Plan Amendments 141 and 142 to implement the Dundas Corridor Policy Implementation Project, as well as Official Plan Amendments 143 and 144 to implement Major Transit Station Area policies, including maximum building heights. At the time, the policy framework identified a maximum building height of 9 storeys for the subject site. The amendments were subject to further appeals to the Ontario Land Tribunal
- October 7, 2022 - The Official Plan Amendment and Zoning By-law Amendment applications for the subject site were deemed complete
- May 9, 2024 – Official Plan Amendment 144 came into effect, implementing the MTSA policies for the area. The subject site was identified within the Dixie MTSA, retained its **Mixed Use** designation, and was assigned a permitted building height range of 3 to 9 storeys
- March 24, 2026 – The new Mississauga Official Plan 2051 came into effect, retaining the subject site's **Mixed Use** designation within the Dixie MTSA. As part of the updated policy framework, the permitted building height range for the site was increased to 3 to 12 storeys

2. Mississauga Official Plan (MOP)

The City's new Official Plan was approved with modifications by the Ministry of Municipal Affairs and Housing on March 24, 2026 and the policies are now in effect.

The lands are located within the Applewood Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial, institutional, and

supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

The subject property is located within a Strategic Growth Area, where the majority of the City's future population and employment growth is intended to be accommodated through compact, mixed-use and transit-supportive development. More specifically, the subject property is located within a Major Transit Station Area (MTSA) along the Dundas Street Intensification Corridor, where growth is planned to support existing and planned transit infrastructure and contribute to complete communities. Schedule 8 of Mississauga Official Plan 2051 (MOP 2051) identifies a permitted building height range of 3 to 12 storeys for the subject property.

Refer to Appendix 2 for the existing and proposed Official Plan map.

3. Current Zoning

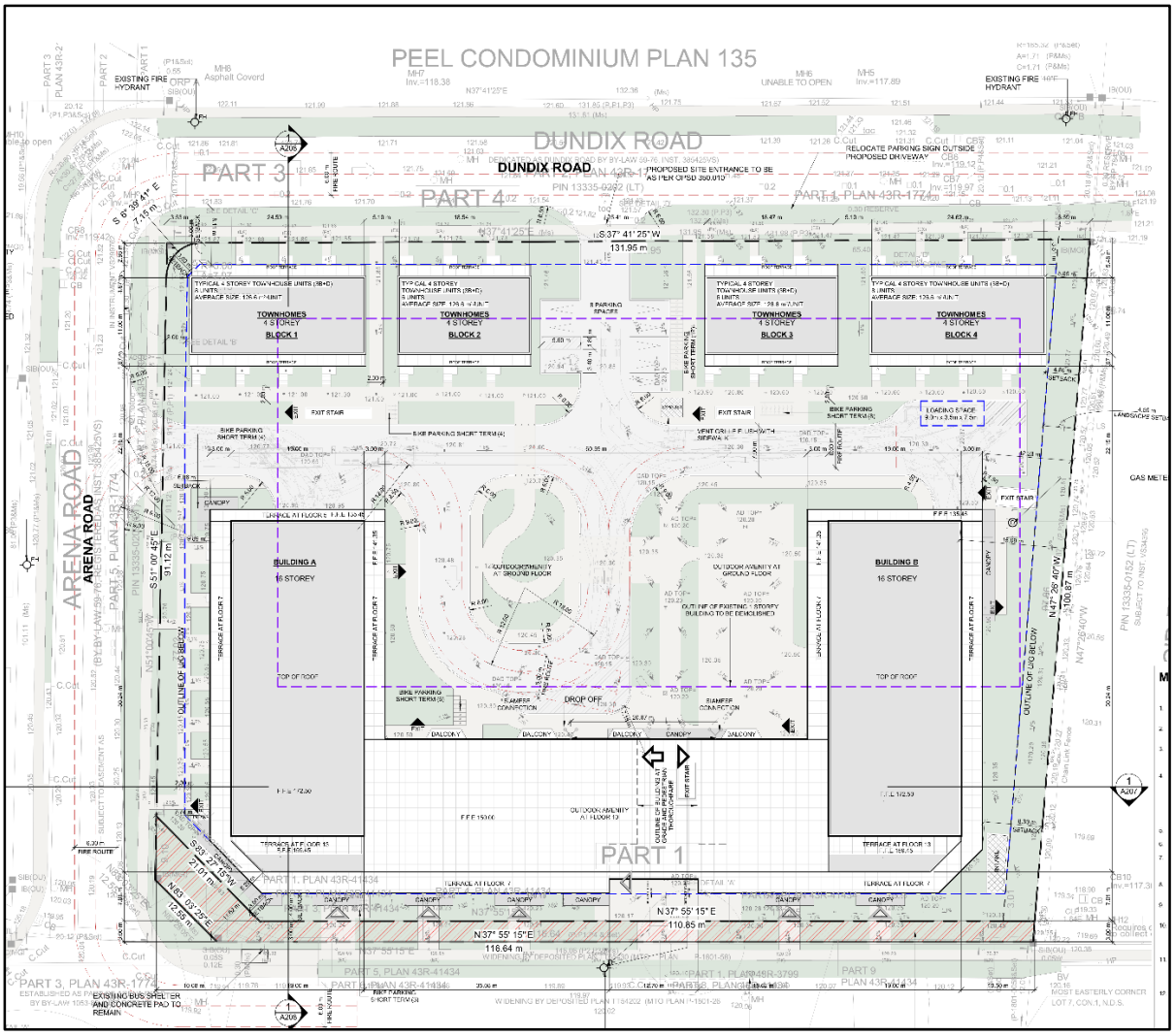
The subject property is currently zoned **C3** (General Commercial), which permits a range of commercial uses including retail stores, restaurants, convenience and take-out restaurants, service establishments, financial institutions, entertainment establishments, commercial schools, private clubs, universities/colleges, veterinary clinics, animal care establishments, funeral establishments, and motor vehicle sales, leasing and rental facilities, among other permitted uses.

Refer to Appendix 2 for the existing and proposed Zoning Map.

Proposed Development

1. Description

The applicant proposes to develop the property with two 16 storey apartment buildings connected by a six storey podium containing 553 dwelling units along with ground floor commercial uses and 34 back to back townhouses. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 2 for details of the proposed development.



Concept Plan



View from southwest



View from south



View looking north at townhouse block

2. Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: https://yoursay.mississauga.ca/development-applications-public-feedback.

3. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Improved pedestrian connectivity and safety through the removal of the Dundas Street East driveway access
- Rainwater harvesting systems to collect and reuse rainfall for landscape irrigation
- Green roof systems on non-amenity terrace areas, where feasible
- High-albedo paving materials within outdoor amenity areas to help reduce the urban heat island effect
- Enhanced soft landscaping throughout the site, including landscaped amenity areas and planting beds
- New tree planting to increase vegetation and contribute to the site's urban tree canopy
- Continuous planting beds designed to support healthy and sustainable landscape growth

Analysis and Evaluation

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

An amendment to Mississauga Official Plan 2051 is required to permit a residential development consisting of two 16 storey apartment buildings connected by a six storey podium containing 553 dwelling units along with ground floor commercial uses and 34 back to back townhouse dwellings. An amendment to Zoning By-law 0225-2007 is also required, as the existing **C3** (General Commercial) zone does not permit residential uses or the proposed built form.

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario to submit a development application to the local municipality in order to build or change the use of their property. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement, 2024 and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(i) Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety. The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

Section 2.2 of the PPS directs municipalities to provide for an appropriate range and mix of housing options and densities, including intensification within previously developed areas and efficient use of land and infrastructure. Sections 2.3 and 2.4 further direct growth and redevelopment to Settlement Areas and Strategic Growth Areas to support complete communities and compact built form.

The proposed applications are consistent with the PPS as they facilitate transit-supportive intensification within a Strategic Growth Area through the redevelopment of an underutilized site, while contributing additional housing supply and efficiently utilizing existing infrastructure and services.

(ii) Mississauga Official Plan

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application. The following is an analysis of the key policies and criteria:

(i) Directing Growth

The subject site is located within the Applewood Neighbourhood Character Area and is designated **Mixed Use**, which permits a range of residential, commercial, office and service uses. The site is also within the Dixie MTSA along the Dundas Street Corridor, where Mississauga Official Plan 2051 directs compact, transit-supportive growth. The applicant is proposing to redesignate the lands from **Mixed Use** to **Residential High Rise – Special Site** to permit a residential development consisting of two 16 storey apartment buildings connected by a six storey base building with 1 229 m² (13,228.9 ft^2) of ground floor commercial uses and four blocks of four storey back to back townhouse dwellings.

The proposed **Residential High-Rise** designation is appropriate given the predominantly residential nature of the development. Approximately 97.4% of the proposed gross floor area is dedicated to residential uses, with the remaining 2.6% consisting of retail/commercial uses at grade. Given the limited scale of the non-residential component, the development does not provide the mix of uses typically contemplated by the **Mixed Use** designation. The **Residential High Rise** designation, therefore, more accurately reflects the proposed use and built form of the site.

Mississauga Official Plan recognizes the Dundas Street Corridor as a priority growth area intended to evolve into a vibrant urban corridor that accommodates higher density development while supporting higher-order transit, active transportation and a high-quality public realm. The Corridor policies encourage development that creates an attractive pedestrian environment through active building frontages, commercial uses at grade, a consistent streetwall, and compact urban built form. The proposal implements these objectives by redeveloping an underutilized commercial site with a predominantly residential development that retains approximately 1 229 m² (13,228.9 ft^2) of commercial floor area along Dundas Street East. The commercial units are located at grade with entrances oriented toward Dundas Street, helping animate the public realm and supporting the long-term vision for the future Dundas Bus Rapid Transit corridor. The proposal is consistent with the overall intent of the Dundas Street Corridor policies.

The proposal also supports the objectives of the Dixie MTSA, where the official plan directs growth to areas with existing and planned higher-order transit in order to make efficient use of infrastructure, increase transit ridership and support complete communities. The redevelopment will replace an underutilized commercial plaza with 587 dwelling units while maintaining neighbourhood-serving commercial uses that contribute to an active streetscape. The proposal represents an appropriate form of residential intensification that advances the City's growth management objectives and is

consistent with the planned function of both the Dundas Street Intensification Corridor and the Dixie MTSA.

Housing

To ensure there is an appropriate range and mix of housing options and densities in unit types and sizes, MOP 2051 encourages that development containing more than 50 new residential units should include 50 percent 2-bedroom and 3-bedroom units (5.2.3). The proposed development attributes 41.9% of all dwelling units as 2-bedroom and 3-bedroom units. See below for a breakdown of the unit mix proposed.

Table 1: Proposed Unit Mix and Percentage Split*

Unit Type	Total	Percentage
1 Bedroom	115	22.2%
1 Bedroom + Den	186	35.9%
2 Bedroom	179	34.6%
2 Bedroom + Den	15	2.9%
3 Bedroom	23	4.4%
	518	100%

* The unit mix shown above applies to the proposed apartment units only and excludes the 34 back to back townhouse units.

To support the creation of new housing units, MOP 2051 states that the city will explore tools and programs to maximize the opportunity for existing buildings, land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units (5.2.5).

(ii) Compatibility

Land Use Compatibility

The subject lands are located along the Dundas Street Corridor within an area that has historically accommodated a mix of commercial, employment and industrial uses. As redevelopment and residential intensification continue to occur along the Corridor, Mississauga Official Plan recognizes the importance of ensuring that new sensitive land uses are compatible with existing employment and industrial operations while supporting the long-term evolution of the area. The official plan promotes compatibility between land uses through appropriate design, separation distances and mitigation measures, where required.

Given the proximity of the subject lands to existing industrial operations, the City required the submission of a Land Use Compatibility Assessment – Air Quality in accordance with the City's Terms of Reference and Provincial land use compatibility guidelines to assess potential air quality and odour impacts associated with the introduction of residential uses.

The study was independently peer reviewed by Pinchin Ltd. on behalf of the City. The City's peer reviewer is satisfied with the analysis completed by the applicant and advised that the assessment was adequate for the purposes of the official plan amendment and rezoning applications. Through the site plan application process, the applicant will undertake a more detailed odour assessment to confirm that there will be no adverse odour impacts on the proposed development by surrounding industry. Staff are satisfied that sufficient information has been provided to support the proposed official plan amendment and rezoning applications and that land use compatibility has been appropriately demonstrated.

Height and Built Form

The subject lands are located within the Dixie MTSA along the Dundas Street Corridor, where Mississauga Official Plan directs transit-supportive intensification and recognizes that increased building heights may be appropriate where development demonstrates compatibility with the surrounding context through appropriate built form, transition and urban design. While the proposed development exceeds the height currently contemplated for the subject lands, staff are satisfied that the proposed height is appropriate, having regard for the site's location within the MTSA, its frontage on Dundas Street, and the planned evolution of the Dundas Street Corridor.

Throughout the review process, the applicant worked collaboratively with City staff to refine the proposal in response to comments from Planning, Urban Design and other technical reviewers. The building heights were reduced from the interim proposal of 18 storeys to 16 storeys, and the building massing was redistributed to better respond to the Dundas Connects angular plane guidance while improving the transition to adjacent residential development and compatibility with the surrounding context. The proposal now consists of two 16 storey apartment buildings connected by a six-storey podium incorporating upper-storey stepbacks, with four blocks of four storey back to back townhouses located along the northern edge of the site to provide an appropriate transition toward the existing townhouse neighbourhood.

The applicant also submitted revised technical studies, including updated sun/shadow, and land use compatibility assessments, in response to staff comments. The proposal was further refined through revisions to the outdoor amenity areas, shadow analysis, and other site design elements throughout the review process. The updated Shadow Study identifies localized shadow impacts on the private outdoor amenity area associated with the townhouse at 3067 Palstan Road and on the north boulevard of Dundix Road during three consecutive morning test times. Staff have considered these

residual impacts and are satisfied that, when balanced against the overall planning merits of the proposal, including the site's location within the Dixie MTSA and the provision of additional housing, they do not warrant further modifications to the proposed built form. Staff are satisfied that the proposal represents an appropriate form of intensification that responds to the surrounding context. Detailed site design matters, including the final design of the outdoor amenity areas, landscaping and other site-specific elements, will continue to be refined through the Site Plan Approval process.

Pedestrian Wind Comfort and Safety Conditions

The Pedestrian Wind Comfort and Safety Study has identified areas of uncomfortable wind conditions and safety exceedances within and surrounding the site. Through the review of the application, mitigation measures have been identified to improve wind comfort and safety conditions, with some remaining site-specific measures to be addressed through the Site Plan Approval process.

The City of Mississauga Terms of reference for pedestrian wind comfort and safety studies divides the year into two seasons, summer (May to October) and winter (November to April). The Terms of Reference describes uncomfortable wind comfort conditions as “strong winds above 20 km/h considered a nuisance for most activities” and describes a safety exceedance as "excessive gust speeds above 90 km/h that can adversely affect a pedestrian’s balance and footing".

Winter wind comfort conditions that fall within the uncomfortable category are predicted at some locations along the Dundas Street and Arena Road municipal sidewalks. Further mitigation is required to achieve appropriate wind comfort conditions at these locations and the applicant’s wind consultant has identified additional mitigation that will achieve appropriate wind comfort conditions at these locations and bring them within the walking category. The applicant's wind consultant has confirmed that this additional mitigation will be tested prior to Site Plan Approval to demonstrate its effectiveness in achieving acceptable wind comfort conditions at this location.

Uncomfortable winter wind comfort conditions are predicted at two sensor locations along the Queen Frederica Drive frontage of the adjacent property to the east. However, this represents an improvement from the existing conditions in which wind comfort conditions at a third sensor location were previously identified in the uncomfortable category (i.e. existing condition without the proposed development), but with the wind mitigation proposed for this development results in an improved condition.

The wind comfort conditions at one sensor near the ground floor northwest corner unit along the Arena Road site frontage of the proposed development is predicted to remain in the uncomfortable category during both the summer and winter seasons. A safety exceedance is also predicted. Further mitigation is required and the applicant’s wind consultant has identified additional mitigation that will achieve appropriate wind comfort and safety conditions at this location. The applicant's wind consultant has confirmed that

this additional mitigation will be tested prior to Site Plan Approval to demonstrate its effectiveness in achieving acceptable wind comfort and safety conditions at this location.

Wind comfort conditions at other sensor locations within the proposed development including the ground level outdoor amenity areas and entrance areas of the townhouse units are predicted to fall within the walking category in both summer and winter. The applicant's wind Consultant has confirmed that prior to site plan approval, additional mitigation will be investigated and applied to improve the wind comfort conditions at these locations and bring them within the standing category or better.

Staff are satisfied that wind matters can be appropriately addressed through the Site Plan Approval process and do not preclude approval of the proposed Official Plan Amendment and Zoning By-law Amendment applications.

(iii) Services and Infrastructure

The Region of Peel has confirmed that sufficient water and sanitary servicing capacity exists to accommodate the proposed development. Development Engineering staff are satisfied that the site can be adequately serviced, subject to detailed design through the Site Plan Approval process.

(iv) Proximity to public transit

The site is located 1100 m (3,608 ft.) from the Dixie GO Station. The site is located along a future Bus Rapid Transit (BRT) line on Dundas Street East, with a future BRT stop proposed in proximity to the site. The following major MiWay bus routes currently service the site:

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

There is a transit stop on Dundas Street East within 50 m (164 ft.) of the site.

(v) Proximity to existing community services

The following community services are located in proximity to the site:

- Applewood Heights Park
- Applewood Hills (Natural green space) Mississauga Community Services

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

3. Zoning By-law 0225-2007

The proposed **RA4-XX** (Apartment) Exception Zone is appropriate to accommodate the proposed development.

A table summarizing the proposed zoning regulations can be found in Appendix 2.

4. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on October 13, 2022, August 14, 2024, July 29, 2025, and June 1, 2026. The following section summarizes the comments received. Refer to Appendix 2 for detailed comments.

(i) Region of Peel (ROP)

The Region of Peel has no objection to the proposed development. The Region supports opportunities for family-sized and affordable housing, active transportation and sustainable development. Regional servicing requirements will be addressed through the Site Plan process, and waste collection requirements have been satisfied.

(ii) City Planning and Building Department – Development Engineering and Construction

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

(iii) City Planning and Building Department – Park Planning

The subject property is located within the Applewood Neighbourhood Character Area, which is currently underserved by parkland. However, the site is within approximately 610 m (2,001 ft.) walking distance of Applewood Heights (P-011), an existing community park with a range of recreational amenities. Given the proximity to existing parkland and limited opportunity to secure a public park on-site, Cash-in-Lieu of Parkland Dedication will be required in accordance with the *Planning Act* and applicable City policies and by-laws.

(iv) Dufferin-Peel Catholic District School Board and Peel District School Board

Comments dated May 2026 for the Dufferin-Peel Catholic District School Board and the Peel District School Board advise there is sufficient capacity within both the elementary and secondary school catchment areas to accommodate the students anticipated from the proposed development.

Both school boards have requested a warning clause in all offers of purchase and sale to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighbourhood. Refer to Appendix 2 for the School Accommodations Summary by school board.

5. Housing Affordability, Housing Supply and the Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two bedroom units and three bedroom units. The proposed development contributes to the City's housing objectives by providing 553 new purpose-built rental units, including 194 two bedroom units, 23 three bedroom units and 35 townhouse units, providing a range of housing options for different household sizes. While dedicated affordable housing units are not proposed, the development will increase the supply and diversity of rental housing. The applicant is also encouraged to continue exploring opportunities to incorporate affordable housing options within the proposed development.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 3 Councillor, Chris Fonseca, on July 11, 2022, with approximately five people attending virtually. An Information Report was presented to the Planning and Development Committee at a public meeting that was held on January 30, 2023.Two people were in attendance and provided comments. The following summarizes comments received on the applications:

Comment

The proposed building height and density are not compatible with the surrounding neighbourhood.

Response

Throughout the review process, the applicant refined the proposal in response to comments from staff, including reducing the building heights from 18 storeys to 16 storeys and redistributing the building massing to better respond to the intent of the Dundas Connects angular plane guidance and improve the transition to adjacent residential development. The proposal incorporates a six storey base building (podium) with upper-storey stepbacks and four blocks of four storey back to back townhouse dwellings along the northern edge of the site to provide an appropriate transition to the existing townhouse neighbourhood. While the proposal exceeds the building height range identified for the subject lands, staff are satisfied that, having regard for the site's location within the Dixie MTSA and along the Dundas Street Corridor, the

proposal represents an appropriate form of transit-supportive intensification and achieves a compatible built form that responds to the surrounding context.

Comment

The proposed development will create unacceptable shadow impacts on neighbouring properties, including the adjacent seniors' apartment building (3020 Queen Frederica Drive).

Response

A revised Sun/Shadow Study, prepared by Turner Fleischer Architects Inc. and dated May 27, 2026, was submitted in support of the application. The study demonstrates that the communal outdoor amenity area at 3020 Queen Frederica Drive satisfies the City's minimum sun access criterion on June 21, September 21 and December 21. While the proposed development will result in some additional shadowing on adjacent properties, staff are satisfied that the overall shadow impacts are acceptable and represent an appropriate balance between achieving the City's intensification objectives within a Protected Major Transit Station Area and maintaining compatibility with the surrounding context.

Comment

The proposed development does not provide sufficient parking and will increase traffic congestion in the surrounding area.

Response

The Transportation Impact Study and Parking Justification Study were reviewed by Transportation and Works staff, who are satisfied that the proposed parking supply and site access can accommodate the development. The site is located within the Dixie MTSA, where Provincial planning policy and recent legislative changes recognize that developments in proximity to higher-order transit should be less reliant on private automobiles. As a result, there are no minimum parking requirements for developments within an MTSA. Notwithstanding this, the applicant is proposing on-site parking to accommodate residents, visitors and commercial uses. The site is also located along the future Dundas Bus Rapid Transit corridor and is currently served by frequent MiWay transit service, providing residents with convenient access to public transportation and supports the City's objective of increasing transit use and reducing reliance on private automobiles.

Comment

The existing municipal infrastructure, including water servicing, cannot accommodate the proposed development.

Response

The Functional Servicing and Stormwater Management Report was reviewed by the Region of Peel and the City's Development Engineering and Construction Division. Both have confirmed that there is sufficient water and wastewater servicing capacity to accommodate the proposed development. Stormwater management, site servicing and utility design will continue to be refined through the Site Plan Application process and will be subject to the satisfaction of the City and applicable external agencies.

Comment

The proposed development does not provide sufficient commercial uses along Dundas Street East to support an active streetscape.

Response

Throughout the review process, the proposal was revised in response to staff comments to increase the amount of ground floor commercial frontage along Dundas Street East. Indoor amenity space was relocated away from the Dundas Street frontage to provide additional commercial units with direct entrances facing the street. While the proposal retains approximately 1,229 m² (13,229 ft²) of ground floor commercial space, representing approximately 22% of the existing 5 667 m² (60,999 ft²) of commercial gross floor area, staff are satisfied that this is appropriate given the proposed redesignation from Mixed Use to Residential High Rise. The proposal is no longer intended to function as a commercial plaza, but rather as a predominantly residential development with supporting at-grade commercial uses that activate the Dundas Street frontage and contribute to the planned urban character of the corridor.

Comment

The proposed development does not include affordable housing units to address the City's housing affordability needs.

Response

Inclusionary Zoning requirements are currently paused in the City of Mississauga in accordance with Provincial regulation and, therefore, the proposal is not required to provide affordable housing units through the Inclusionary Zoning framework. Notwithstanding this, the proposed development will deliver 587 purpose-built rental dwelling units, contributing to the City's rental housing supply and increasing housing choice within the Dixie MTSA. The provision of additional purpose-built rental housing supports the City's broader housing objectives and responds to the need for a greater diversity of housing options.

Next Steps

Upon adoption of the recommendations contained in this report, Staff will prepare the implementing Official Plan Amendment and Zoning By-law Amendment and bring these documents to City Council for approval.

Prior to development of the lands, the applicant will be required to obtain site plan approval and building permits.

Conclusion

In conclusion, City staff has evaluated the applications to permit two 16 storey apartment buildings connected by a six storey podium along with ground floor commercial uses and 34 back to back townhouse dwellings against the Provincial Planning Statement and Mississauga Official Plan 2051. The proposal represents an appropriate form of intensification within the Dixie MTSA, supports the planned function of the Dundas Street Corridor, and will redevelop an

underutilized commercial site with 587 purpose-built rental dwelling units while retaining an active ground floor commercial frontage.

Staff are satisfied that the proposal is compatible with the surrounding context, represents an appropriate form of transit-supportive intensification within the Dixie MTSA, can be adequately serviced, and represents good planning. Accordingly, the applications are consistent with the Provincial Planning Statement, conform with the overall intent of Mississauga Official Plan 2051, and are recommended for approval.

Attachments

Appendix 1: Information Report
Appendix 2: Supplementary Information

A. Whittemore

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

Prepared by: Jaspreet Sidhu, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: January 6, 2023

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:
OZ/OPA 22-20 W3

Meeting date:
January 30, 2023

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 3)

Official Plan Amendment and Rezoning applications to permit a 12 storey apartment with ground floor commercial uses and 34 back to back townhouses
1225 Dundas Street East, northeast corner of Dundas Street East and Arena Road
Owner: Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited
Files: OZ/OPA 22-20 W3

Pre-Bill 109

Recommendation

That the report dated January 6, 2023, from the Commissioner of Planning and Building regarding the applications by Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited to permit a 12 storey apartment with ground floor commercial uses and 34 back to back townhouses, under File OZ/OPA 22-20 W3, 1225 Dundas Street East, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 12 storey apartment with ground floor commercial uses and 34 back to back townhouses. In total, 496 dwelling units and 675.5 m^2 (7,271 ft^2) of ground floor commercial uses are proposed. The

applicant is proposing to redesignate the property from **Mixed Use** to **Residential High Density** to permit a maximum building height of 12 storeys. The zoning by-law will also need to be amended from **C3** (General Commercial) to **RA3-Exception** (Apartments – Exception) to implement this development proposal. The applicant has not indicated the proposed tenure of the residential uses, but staff will require this information prior to completion of a recommendation report for Council's consideration.

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

Comments

The property is located at the northeast corner of Dundas Street East and Arena Road within the Applewood Neighbourhood Character Area. The site is currently occupied by a one storey commercial plaza with surface parking area.



Aerial image of 1225 Dundas Street East



Applicant's rendering of the proposed 12 storey apartment with ground floor commercial uses and 34 back to back townhouses

LAND USE POLICIES AND REGULATIONS

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

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

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input (if applicable).

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

A. Whittemore

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

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited

1225 Dundas Street East

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1. Proposed Development

The applicant proposes to construct a 12 storey apartment building with 675.5 m^2 (7,271 ft^2) of ground floor commercial area and 34 back to back townhouses. In total, 496 dwellings are proposed. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: July 8, 2022 Deemed complete: October 7, 2022	
Developer/ Owner:	Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited	
Applicant:	Glen Schnarr & Associates	
Number of units:	469 units	
Proposed Gross Floor Area:	43,770.2 m^2 (471,138.5 ft^2)	
Height: Apartment Townhomes	 12 storeys / 161.5 m (529.9 ft.) 3 storeys / 9.2 m (30.0 ft.)	
Floor Space Index:	3.66	
Anticipated Population:	1220* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces retail Total	Required 537 111 24 672	Provided 306 56 14 376
Green Initiatives:	• Landscape irrigation	
	• Bicycle storage • Erosion and sediment control • Public transportation access	

Supporting Studies and Plans

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

- Acoustical Feasibility Study
- Arborist Report
- Architectural Drawings
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Erosion and Sediment Control Plan
- Functional Servicing and Stormwater Management Report
- Grading and Servicing Plan
- Green Design Features
- Housing Report
- Landscape Plan
- Low Impact Design Features
- Parcel Registry
- Phase 1 Environmental Site Assessment
- Planning Justification Report
- Sun Shadow Study
- Traffic Impact Study
- Tree Inventory and Preservation Plan
- Urban Design Brief
- Wind Study

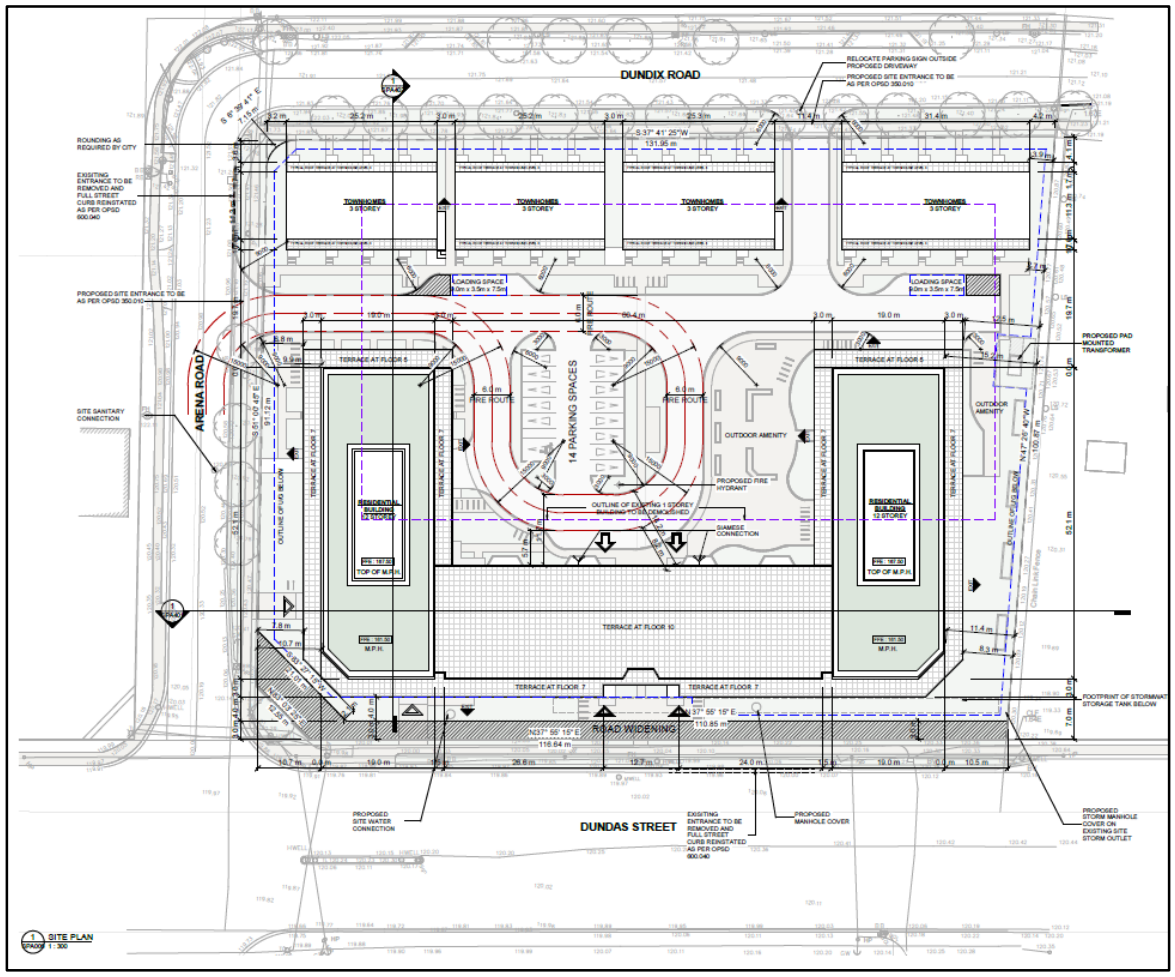
The application was reviewed by the Urban Design Advisory Panel on September 20, 2022. The Urban Design Advisory Panel is an advisory body that makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

Application Status

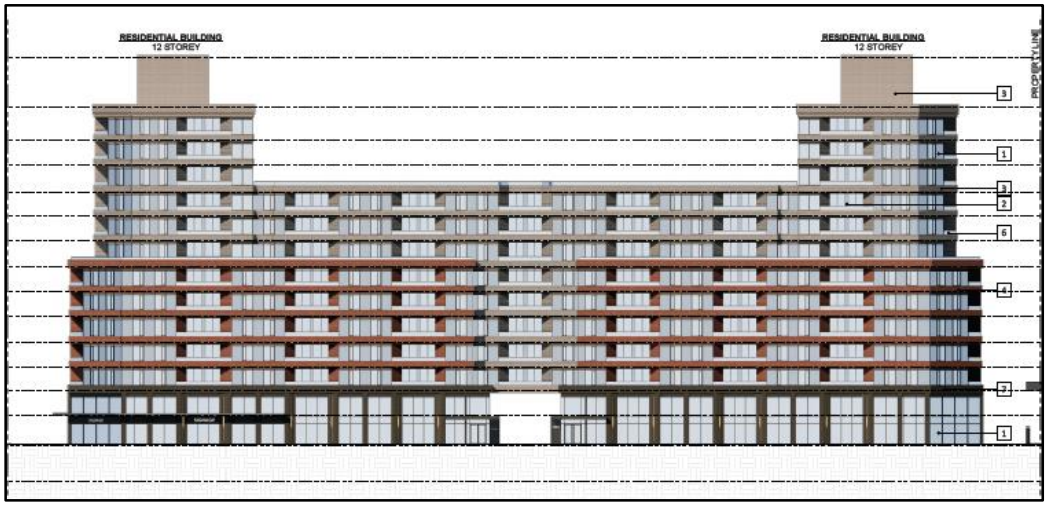
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 3 Councillor, Chris Fonseca, on July 11, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

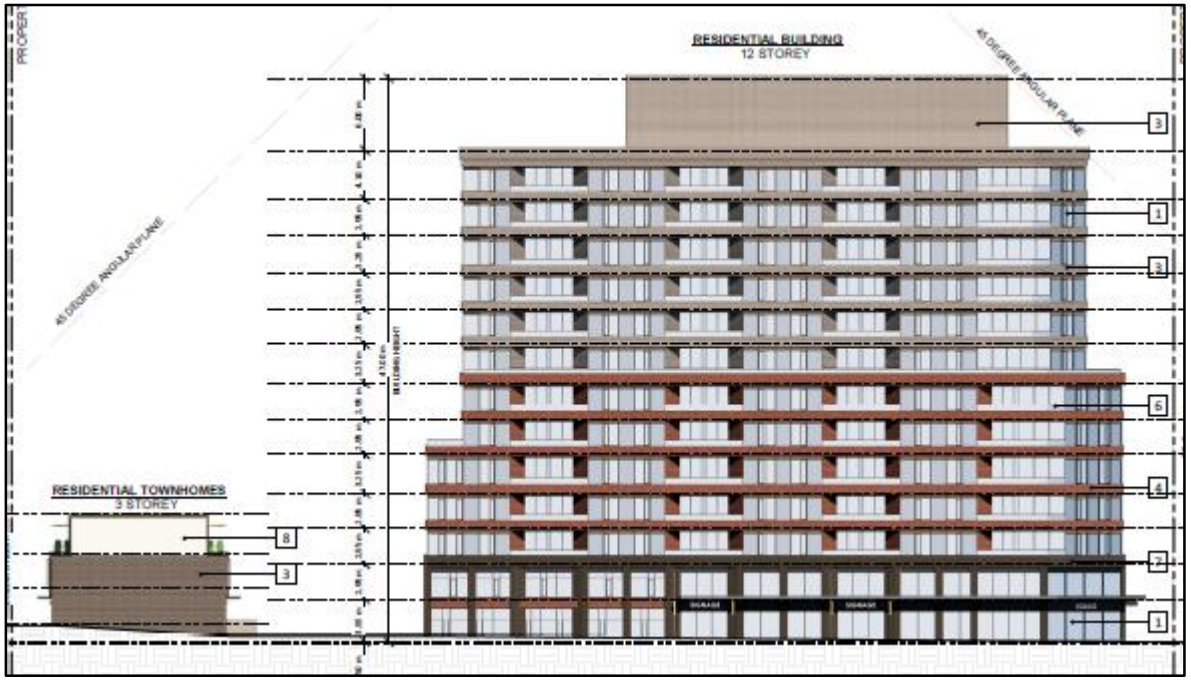
Concept Plan, Elevations and Renderings



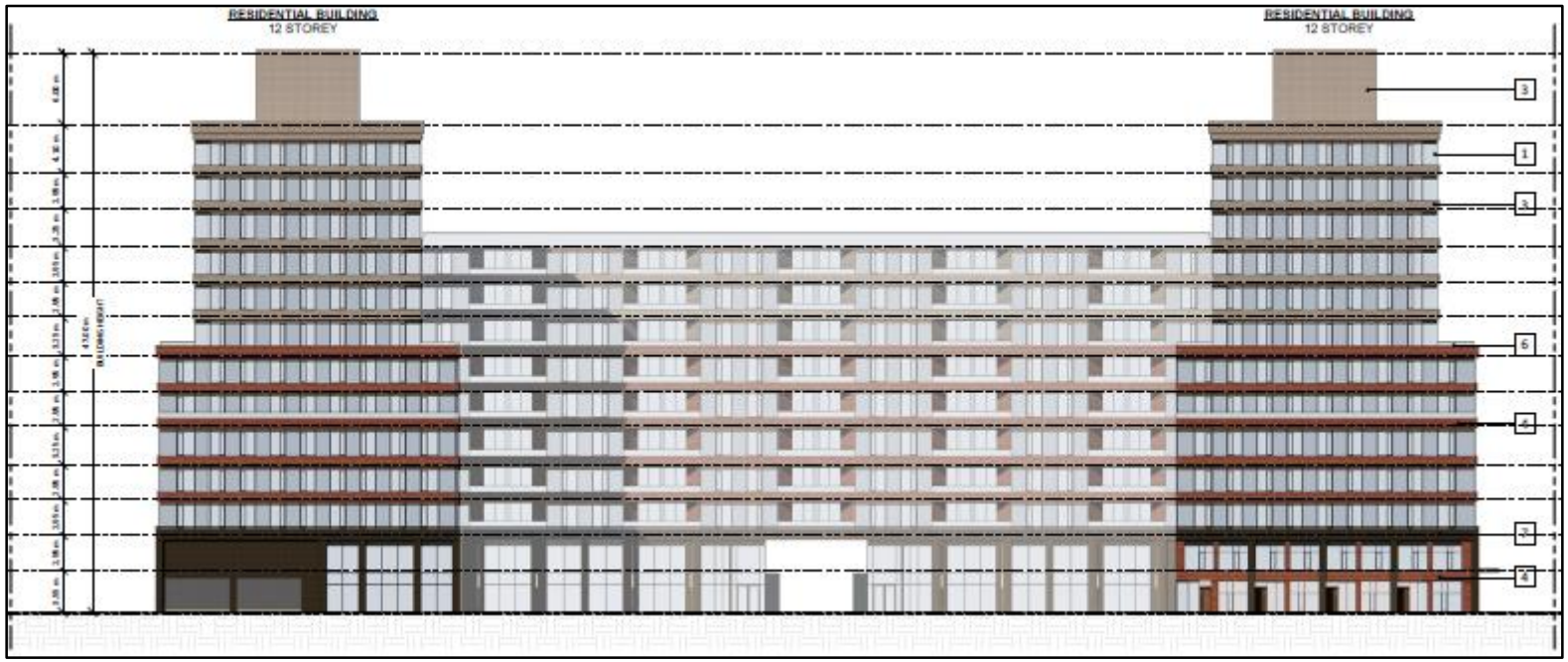
Concept Plan



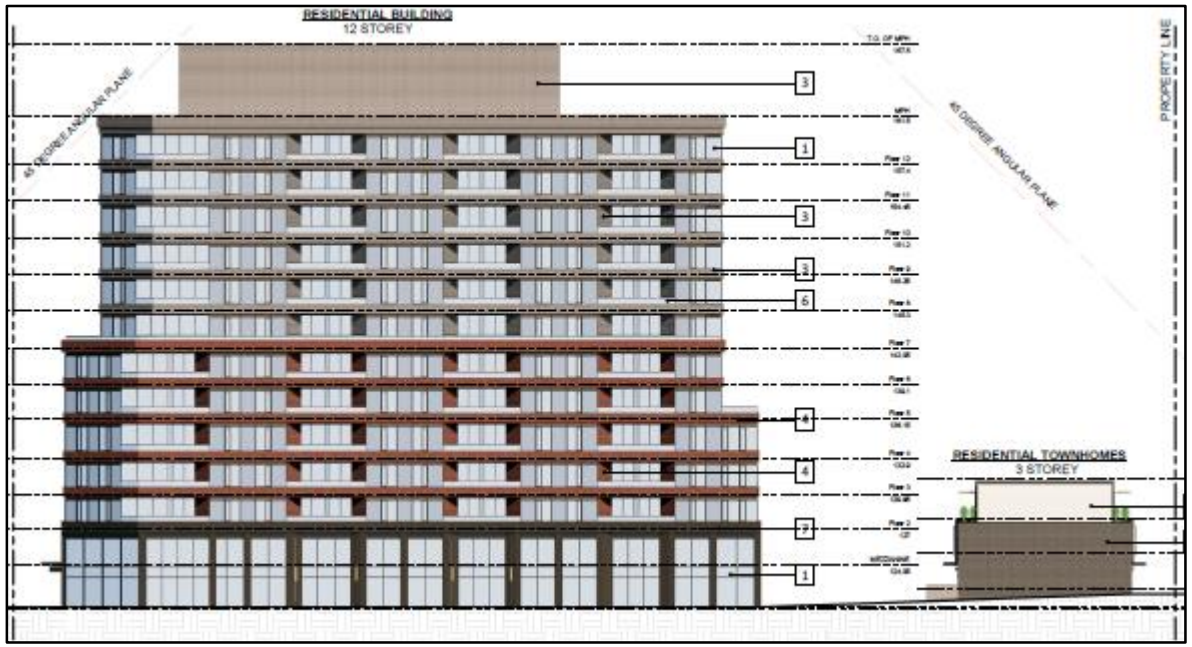
South Elevation – Apartment



West Elevation – Back to Back Townhouses/Apartment



North Elevation - Apartment



East Elevation – Apartment/Back to Back Townhouses



North Elevation – Back to Back Townhouses



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Applewood Neighbourhood Character Area and within a Protected Major Transit Station Area of the City, on the northeast corner of Dundas Street East and Arena Road. The surrounding area contains a mix of low and high rise residential and commercial uses. The site is currently occupied by a one storey multi-tenant commercial plaza and surface parking area.

Property Size and Use	
Frontages: Dundas Street Arena Road Dundix Road	 116.6 m (382.5 ft.) 91.1 m (298.9 ft.) 132.0 m (433.1 ft.)
Depth:	100.9 m (331.0 ft.)
Gross Lot Area:	1.2 ha. (3.1 ac.)
Existing Uses:	One storey commercial plaza with surface parking area



Aerial Photo of 1225 Dundas Street East



Image of existing conditions facing north

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3** (General Commercial). The **C3** zone permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings.

- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated **Mixed Use** in the Applewood Neighbourhood Character Area.

3. Site Context

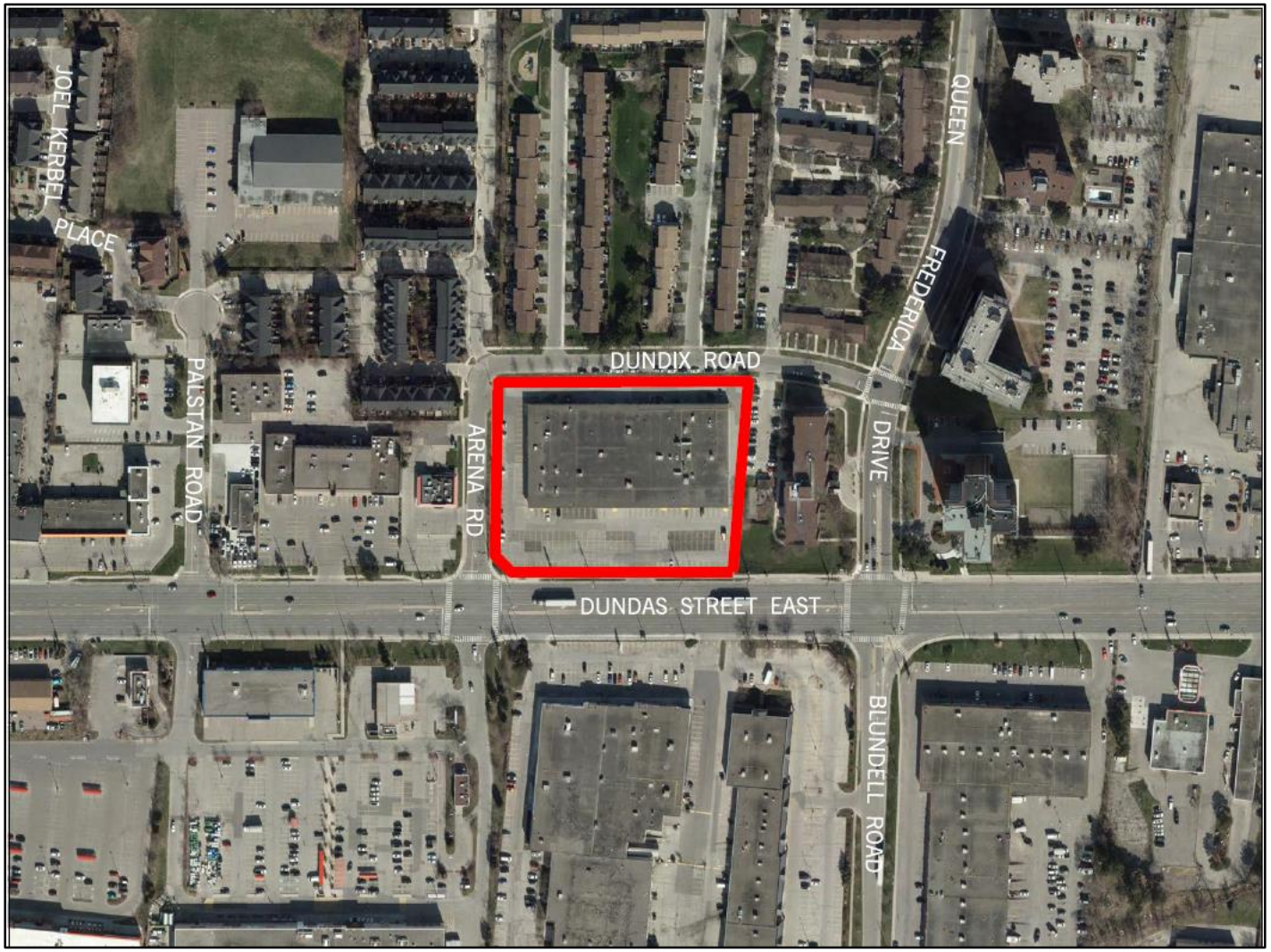
Surrounding Land Uses

There are townhouses located to the north of the subject lands. A one storey commercial building containing a restaurant is located to the west. A six storey seniors' apartment is located directly to the east and one storey commercial buildings containing retail uses are located across Dundas Street East to the south.

The surrounding land uses are:
North: Townhomes
East: Apartments
South: Commercial buildings
West: Restaurant

Neighbourhood Context

The subject property is located on the north side of Dundas Street East in the Applewood Neighbourhood Character Area. The surrounding area consists of low rise residential uses to the north, and largely commercial development to the east, south and north along the Dundas Street Corridor, which is identified as an intensification corridor.



Aerial Photo of 1225 Dundas Street East

Demographics

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

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

Other Development Applications

There are no active development applications in the vicinity of the subject property.

Community and Transportation Services

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

The proposed development will be serviced by Applewood Heights Park (P-011) which is approximately 600 m (1,968.5 ft.) from the site, which includes a play site and an outdoor pool. In addition, Applewood Hills (P049) is approximately 500 m (1,640.4 ft.) from the development site, classified as Natural Green Space in the Natural Heritage System and includes a play site as well as walking trails.

Notwithstanding proximity to community parks in the neighbourhood, the subject lands are located in the Applewood Neighbourhood Character Area, which currently has a parkland provision of 1.1 ha (2.7 ac.) of parkland for every 1000 residents, whereas the minimum standard is 1.2 ha (3.0 ac.)/1000 residents. This results in a deficit of 3.8 ha (9.3 ac) of parkland. The subject lands are also located in the Dixie GO MTSA where population growth will put further pressure on parkland needs in the area.

The site is within 1.1 km (0.68 miles) of the Dixie GO station, which provides two-way, peak train service and two-way off peak bus service to downtown Toronto. The site is located along a future Bus Rapid Transit (BRT) line on Dundas Street East, with a future BRT stop proposed in proximity to the site.

There is a westbound bus stop adjacent to the Dundas Street frontage of the subject lands and an eastbound bus stop appropriately 50.0 m (164.0 ft.) from the site. The following major MiWay bus routes currently service the site:

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

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement **(PPS)**	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)
Growth Plan for the Greater Golden Horseshoe **(Growth Plan)**	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan,	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide

Policy Document	Legislative Authority/Applicability	Key Policies
	subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.* *Under Bill 23, in the event the applicable provisions relating to changes in the authority of upper tier municipalities concerning official plans are proclaimed to be in force, the Region of Peel will be removed as the approval authority for City of Mississauga Official Plan Amendments. At the time of preparation of this report, these provisions in Bill 23 have not yet been proclaimed.	The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The Dundas Corridor Policy Implementation Project and Major Transit Station Area report was recently considered by Council, resulting in the adoption of OPA Nos. 141 and 142 on August 10, 2022. These OPAs were appealed by affected landowners to the Ontario Land Tribunal (OLT). In addition, Major Transit Station Area related policies, including maximum building heights, were also adopted by Council on August 10th through OPA Nos. 143 and 144, and are awaiting Region of Peel approval. The approved height for this site is a maximum of 9 storeys.

Existing Designation

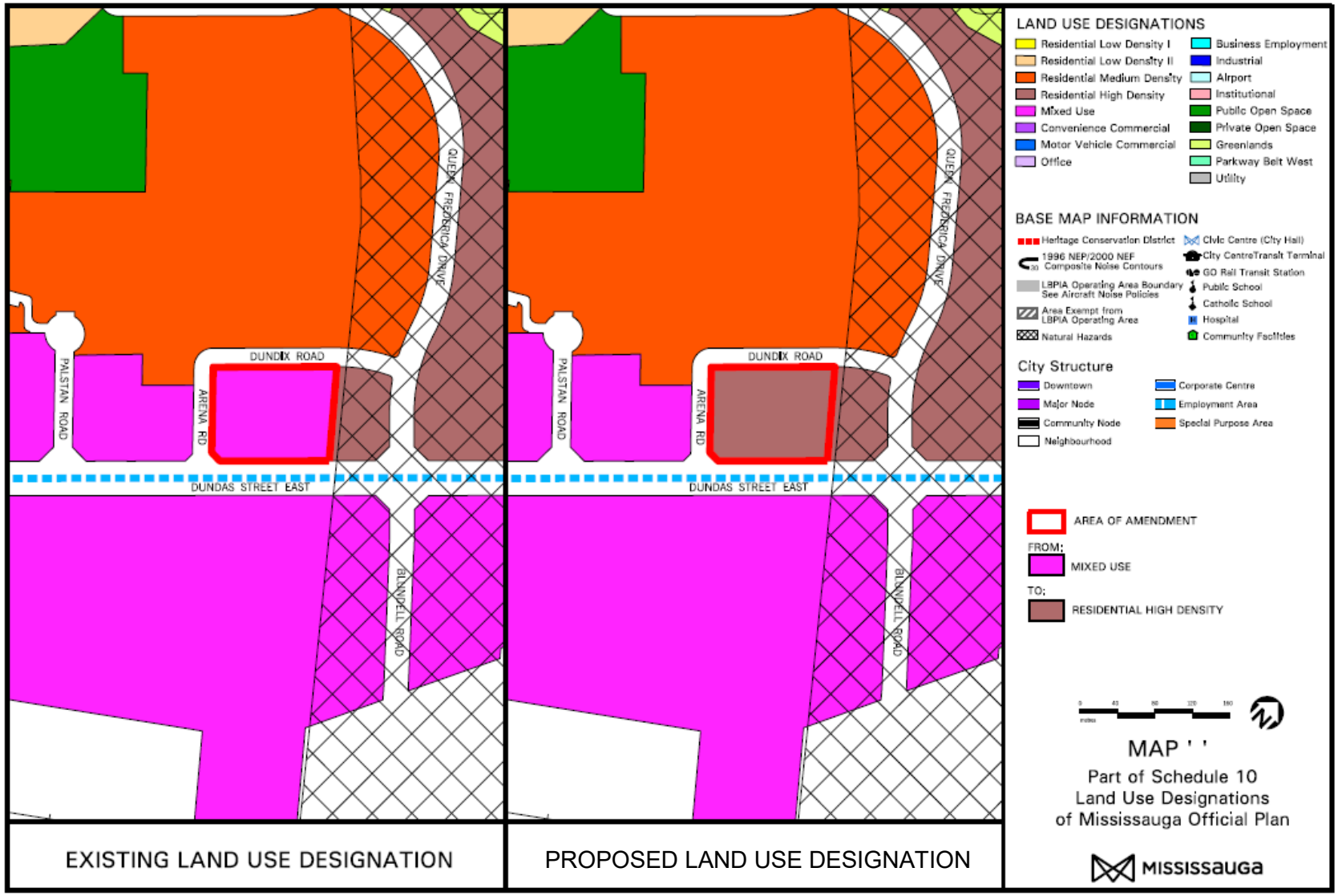
The lands are located within the Applewood Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

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

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 12 storey apartment with ground floor commercial uses and 34 back to back townhouses. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of the Applewood Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6) Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7) Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1) Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1) Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3) Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5) Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6) Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (Section 5.4.11) Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4) Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5) 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. (Section 5.5.1) Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3) Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the

	General Intent
	City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13) Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. (Section 5.5.16)
Chapter 7 Complete Communities	Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6) Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1) 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 c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)
Chapter 9 Build A Desirable Urban Form	Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1) Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2) A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4) Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10) Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21) Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (Sections 9.2.1.23, 24 and 25) Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28) Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)

	General Intent
	Development 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. (Sections 9.2.1.31 and 32) Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37) Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2) While new development need not mirror existing development, new development in Neighbourhoods will: a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) Development on Corridors will be encouraged to: a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5) Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6) Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7) Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (Sections 9.5.1.1 and 2)

	General Intent
	Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3) Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5) Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9) Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12) Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(Section 9.5.2.2) Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4) Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a) street trees and landscaping, and relocating utilities, if required; b) lighting; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (Section 9.5.2.5)
Chapter 11 General Land Use Designations	Lands designated Residential High Density will permit an apartment dwelling. (Section11.2.5) Lands designated Mixed Use will permit residential, in conjunction with other permitted uses and a variety of commercial uses (Section 11.2.6.1)
Chapter 16 Neighbourhoods	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1) Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2) Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design. (Section 16.2.2.2)

	General Intent
	In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered. (Section 16.2.2.3)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

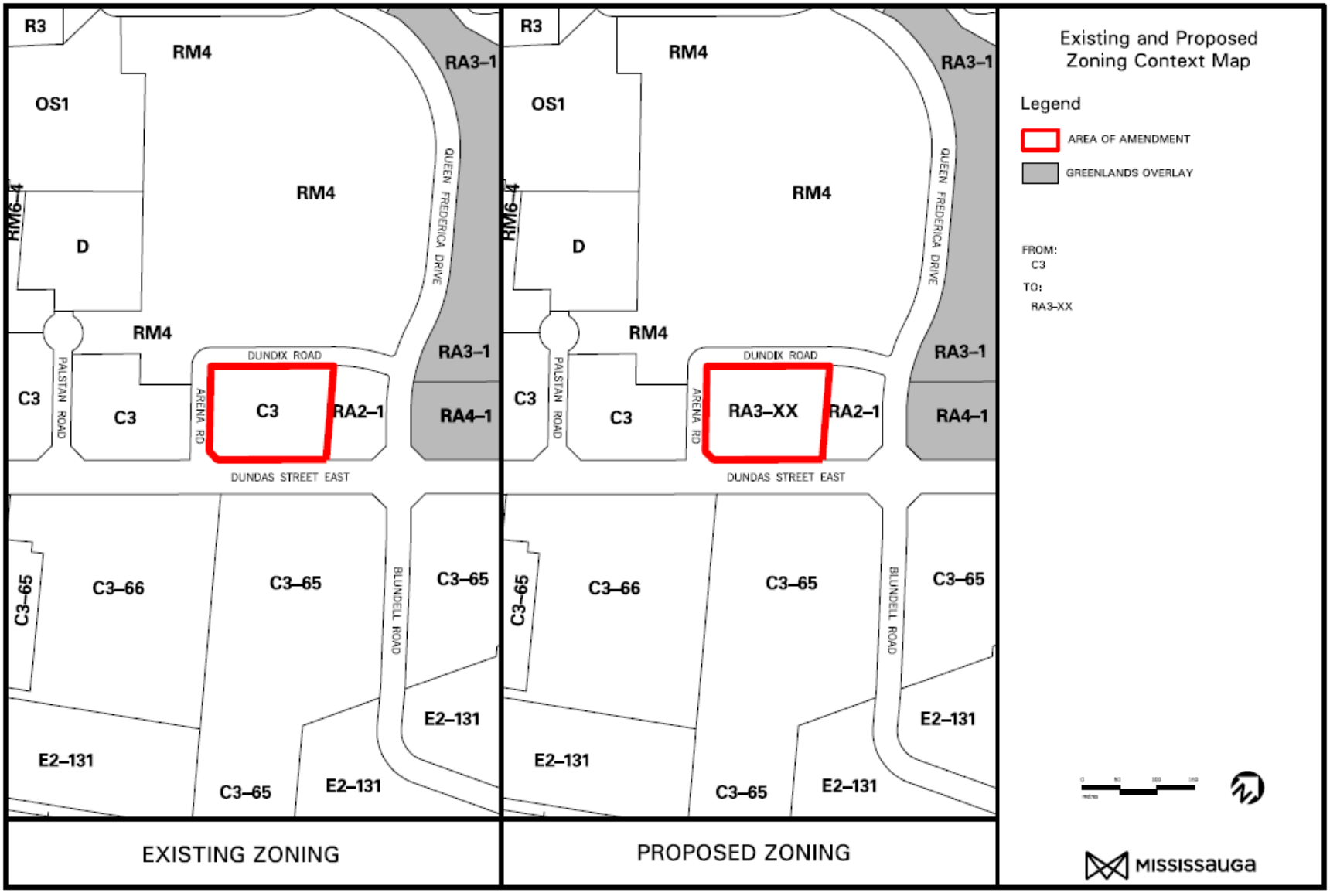
Existing Zoning

The subject property is currently zoned **C3** (General Commercial), which permits a variety of commercial, service, and office uses.

Proposed Zoning

The applicant is proposing to rezone the property to **RA3 – Exception** (Apartments – Exception) to permit a 12 storey apartment with ground floor commercial space and 34 back to back townhouses. The applicant has not indicated the proposed tenure of the residential uses, but staff will require this information prior to completion of a recommendation report for Council's consideration.

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



Excerpt of Zoning Map 20

Proposed Zoning Regulations

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Permitted **Uses**	**Retail Store** **Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted** **Motor Vehicle Rental Facility** **Restaurant** **Convenience Restaurant** **Take out Restaurant** **Veterinary clinic** **Animal Care Establishment** **Funeral Establishment** **Service establishment** **Commercial School** **Financial Institution** **Medical Office** **Office** **Overnight Accommodation** **Banquet Hall/Conference Centre/ Convention Centre** **Recreational Establishment** **Entertainment Establishment** **Private Club** University/College	**Apartment** **Long Term Care Building** **Retirement Building**	**Apartment** **Long Term Care Building** **Retirement Building** **Townhouse** **Back to Back Townhouse** **Office** **Medical Office** **Retail Store** **Financial Institution** **Service establishment** **Restaurant** **Take out Restaurant** **Veterinary clinic**
Maximum **Floor Space Index (FSI)**	N/A	1.0	3.7

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Maximum **Height**	**Sloped roof:** 20.0 m (65.6 ft.) and 4 **storeys**, where a **lot** abuts a Residential Zone **Flat roof:** 16.5 m (54.13 ft.) and 4 **storeys**, where a lot abuts a Residential Zone	**Apartment** 38.0 m (124.7 ft.) and 12 **storeys** **Back to Back Townhouse** n/a	**Apartment** 41.0 m (134.5 ft.) and 13 **storeys** **Back to Back Townhouse** 9.2 m (30.2 ft.) and 3 **storeys**
Minimum **Front** and **Exterior Side Yards** For that portion of the dwelling with a **height** less than or equal to 13.0 m (42.7 ft.):	**Front** and **Exterior Side Yard**: 4.5 m (14.76 ft.)	**Apartment** 7.5 m (24.6 ft.)	**Apartment** **Front Yard** - Arena Road: 6.8 m (22.3 ft.) **Exterior Side Yard** - Dundas Street East: 4.0 m (13.1 ft.) **Exterior Side Yard** - Dundix Road: 35.0 m (114.8 ft.)
For that portion of the dwelling with a **height** greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):		8.5 m (27.9 ft.)	**Front Yard** - Arena Road: 6.8 m (22.3 ft.) **Exterior Side Yard** - Dundas Street East: 4.8 m (15.7 ft.) **Exterior Side Yard** - Dundix Road: 35.0 m (114.8 ft.)
For that portion of the dwelling with a **height** greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):		9.5 m (31.2 ft.)	**Front Yard**- Arena Road: 6.8 m (22.3 ft.) **Exterior Side Yard** - Dundas Street East: 4.8 m (15.7 ft.) **Exterior Side Yard** - Dundix Road: 35.0 m (114.8 ft.)
For that portion of the dwelling with a **height** greater		10.5 m (34.4 ft.)	**Front Yard** - Arena Road: 9.9 m (32.5 ft.)

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
than 26.0 m (85.3 ft.):		**Back to Back Townhouse** n/a	**Exterior Side Yard** - Dundas Street East: 8.5 m (27.9 ft.) **Exterior Side Yard** - Dundix Road: 38.3 m (125.7 ft.) **Back to Back Townhouse** **Front Yard** - Arena Road: 78.7 m (258.2 ft.) **Exterior Side Yard** - Dundas Street East: 3.2 m (10.5 ft.) **Exterior Side Yard** - Dundix Road: 3.6 m (11.8 ft.)
Minimum **Rear Yard**	**Lot** abutting a Residential Zone: 6.0 m (19.69 ft.)	**Apartment**	**Apartment**
For that portion of the dwelling with a **height** less than or equal to 13.0 m (42.7 ft.):		7.5 m (24.6 ft.)	8.3 m (27.2 ft.)
For that portion of the dwelling with a **height** greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):		10.0 m (32.8 ft.)	8.3 m (27.2 ft.)
For that portion of the dwelling with a **height** greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):		12.5 m (41.0 ft.)	8.3 m (27.2 ft.)

Zone Regulations	Existing C3 Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
For that portion of the dwelling with a **height** greater than 26.0 m (85.3 ft.):		15.0 m (49.2 ft.) **Back to Back Townhouse** n/a	11.4 m (37.4 ft.) **Back to Back Townhouse** 2.7 m (8.9 ft.)
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells, to any **lot line**	N/A	3.0 m (9.8 ft.)	1.3 m (4.3 ft.)
Minimum **Landscaped Area**	N/A	40% of the **lot area**	37.5% of the **lot area**
Minimum number of **Parking Spaces**	Varying rates depdening on use	**Apartment** 1.0 resident spaces per unit 0.2 visitor spaces per unit **Towhouse** 2.0 spaces per unit 0.25 visitor per unit	**Apartment** 0.51 resident spaces per unit 0.1 visitor spaces per unit **Towhouse** 0.9 spaces per unit 0.18 visitor per unit

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. Based on the number of units proposed in this development, a total of 42 units would be required for affordable housing.

A Housing Report was submitted in support of the proposal. However, the report did not provide any additional provisions to provide for the range of housing options contemplated in the City's Housing Reports Terms of Reference.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
47 Kindergarten to Grade 5 16 Grade 6 to Grade 8 9 Grade 9 to Grade 12	Dixie Public School Enrolment: 355 Capacity: 507 Portables: 0	Tomken Road Middle School Enrolment: 893 Capacity: 947 Portables: 0	Applewood Heights Secondary School Enrolment: 1222 Capacity: 1284 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
10 Kindergarten to Grade 8 8 Grade 9 to Grade 12	St. Thomas More Elementary School Enrolment: 564	Philip Pocock Catholic Secondary School Enrolment: 1118

	Capacity: 648 Portables: 0	Capacity: 1257 Portables: 0

6. Community Questions and Comments

A pre-application community meeting was held by Ward 3 Councillor, Chris Fonseca, on July 11, 2022. A total of 5 people virtually attended the meeting.

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

- What will the housing tenure be?
- What are the proposed setbacks to the lot lines?
- What impacts will there be on the adjacent Peel Housing building?
- What will happen to the on-street parking along Dundix Street?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 8, 2022)	An existing 375 mm (14.7 in.) diameter sanitary sewer is located on Dundas Street and Arena Road. An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Dundix Road. Please review the Regions Sanitary Sewer Design Criteria found online. An existing 300 mm (11.8 in.) diameter water main is located on Dundas Street East. An existing 200 mm (7.9 in.) diameter water main is located on Arena Road. An existing 250 mm (9.8 in.) diameter water main is located on Dundix Road. Due to the size and function of the 2100 mm (82.7 in.) diameter watermain on Dundix Road & Arena Road, connection will not be permitted (Watermain Design Criteria 6.1). This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2.
Dufferin-Peel Catholic District School Board (October 19, 2022)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.

Agency / Comment Date	Comments
	That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
Peel District School Board (November 10, 202)	Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan. The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."
City Community Services Department – Park Planning Section (October 16, 2022) City Community Services Department – Culture Section (November 11, 2022)	Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws. The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m^2 (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. The HLRT transit corridor has been identified as a priority zone for public art. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.

Agency / Comment Date	Comments
City Transportation and Works Department – Municipal Parking (October 19, 2022)	Staff cannot support the proposed parking rates as proposed as they are lower than the newly in-effect Zoning By-law 0117-2022, and are not supportive of the Parking Regulations Study recommendations. The submitted parking justification for the proposed land uses is not acceptable. As the proposed parking rates are lower than the existing Zoning By-law 0225-2007, as amended, new parking rates for Precinct 3, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site. The following Parking Precinct 3 parking rates are recommended: 1.0 spaces/residential condominium apartment unit, 0.20 spaces/residential condominium apartment unit for visitors, 1.3 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway, 0.25 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway for visitors, 4.0 spaces/100m^2 (1076.4 ft^2) non-residential GFA for permitted non-residential uses except restaurants with a GFA greater than 220 m^2 (2,368.1 ft^2). Should the Applicant wish to propose a shared parking arrangement between the non-residential uses of the subject site, a shared parking arrangement is applicable for the calculation of required visitor/non-residential parking in accordance with the following: the greater of visitor spaces/unit or parking required for all non-residential uses, except restaurants over 220 m^2 (2,368.1 ft^2) GFA-non-residential. Restaurants over 220 m^2 (2,368.1 ft^2) GFA non residential shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of City of Mississauga's Zoning By-law. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for a particular use or occupant. Please note that above comments and recommendations are based on the details submitted along with the application and are subject to change should there be any changes to the proposal. Staff commend the Applicant for considering the provision of TDM measures on site; however staff request further details. Staff request the Applicant provide clarification, specific details and commitments as to how these measures will be provided and implemented on site. Staff encourage the applicant to consider the provision of a minimum of three months worth of transit passes to residents. Municipal Parking Staff advise that the Applicant contact TDM Staff in the Transportation Planning section to review and provide comment on the proposed TDM measures. Staff note the submitted draft Zoning By-law Amendment states parking rates for residential and visitor uses that are not consistent with the Site Plan Statistics. Staff advise that there are multiple discrepancies between the submitted Site Plan Statistics, Parking Plans, and Parking Section of the Transportation Impact Study. Staff request that the proposed unit counts, number of parking spaces, and parking rates be verified and confirmed for consistency. Please confirm whether or not a shared parking arrangement is being proposed between the resident visitor parking and retail parking on site. Please confirm the number of retail units proposed in the development and ensure the correct retail parking rate is used. Staff note that the City of Mississauga's Zoning By-law 0225-2007, as amended, requires a minimum number of required Electric Vehicle Ready parking spaces. The associated rates for these are noted in Table 3.1.1.12, Minimum Required Number of Electric Vehicle Ready Parking Spaces, of the updated Zoning By-law.
City Transportation and Works	Technical reports have been submitted and are under reviewed to ensure that engineering matters related to noise,

Agency / Comment Date	Comments
Department (December 21, 2022)	grading, servicing, storm water management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows: <u>Stormwater</u> A Functional Servicing and Stormwater Management Report prepared by Stantec, dated July, 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of storm water run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site storm water management controls for the post development discharge. The applicant is required to provide further technical information to: - provide further technical information for the proposed storm sewer connection; - demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved; and - demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site <u>Traffic</u> A Transportation Impact Study (TIS), prepared by CGH Transportation and dated June 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department: - provide an updated Traffic Impact Study addressing all staff comments; - review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; - provide the future property lines due to required land dedication; and, - address any traffic concerns from the community related to the proposed development.

Agency / Comment Date	Comments
	Environmental Compliance A Phase One Environmental Site Assessment (ESA) report, dated June 30, 2022, and prepared by GEI Consultants Ltd, was submitted in support of the proposed development. The report indicates that a further investigation is required to assess the soil and groundwater conditions at the site. Therefore, the following is to be submitted for review: - a letter of reliance for the Phase One ESA report; - a Phase Two ESA report along with a letter of reliance; - a Temporary Discharge Commitment Letter; - written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; and, - a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks. Noise A Noise and Vibration Impact Study prepared by Thornton Tomasetti, dated June 28, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. The report indicated that noise sources that may have an impact on this development include road traffic and stationary noise sources. Noise mitigation will be required in the form of upgraded building components, as well as noise warning clauses included in the development agreement. A revised noise study is required as part of the next submission to address staff comments. Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.
City Fire Department (October 14, 2022)	The City's Fire Department have requested additional information to address the following questions. Can the proposed fire access route location be modified to provide 3.0 m (9.8 ft.) of clearance to the West tower? For example, can the fire access route requirements still be met if the route passes by the surface parking area before turning towards the main entrance?
Go Transit - Metrolinx (December 12, 2022)	The analysis for all legs along Dundas Street East in future conditions are incorrect as the left turns are coded as permissive-protected. Due to the median bus lanes, permissive movements are not allowed as they would be in direct conflict and result in unsafe operations. This will significantly impact the results for left turning movements and queues along Dundas.

Agency / Comment Date	Comments
	The offsets may change due to passive transit priority over corridor flow. To be confirmed by City of Mississauga. Please confirm that channelized right turn lanes are not part of any of the modelled future scenarios. Please note that if the queue lengths exceed the storage lengths provided under the Dundas BRT scenario once remodelled, this would need to be resolved with the City of Mississauga. The all reds look very short on these signal timing plans. Please confirm this is acceptable to the City of Mississauga. Protected left turn phases are required at Blundell Road/Dundas and Arena/Dundas. Potential conflict at NE corner of Arena and Dundas between sidewalk and manhole based on property lines.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Canada Post - Conseil Scolaire Viamonde - Alectra Utilities - City Community Services – Arborist City Property - City Community Services – Arborist Private Property - Enbridge - Greater Toronto Airport Authority - City Community Services - Heritage Planning - Trillium Health Partners
	The following City Departments and external agencies were circulated the applications but provided no comments: - Bell Canada - City Community Services – Arborist Streetscape - Legal Services - City Community Services – Landscape Architect

Development Requirements

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

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

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

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

9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?

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

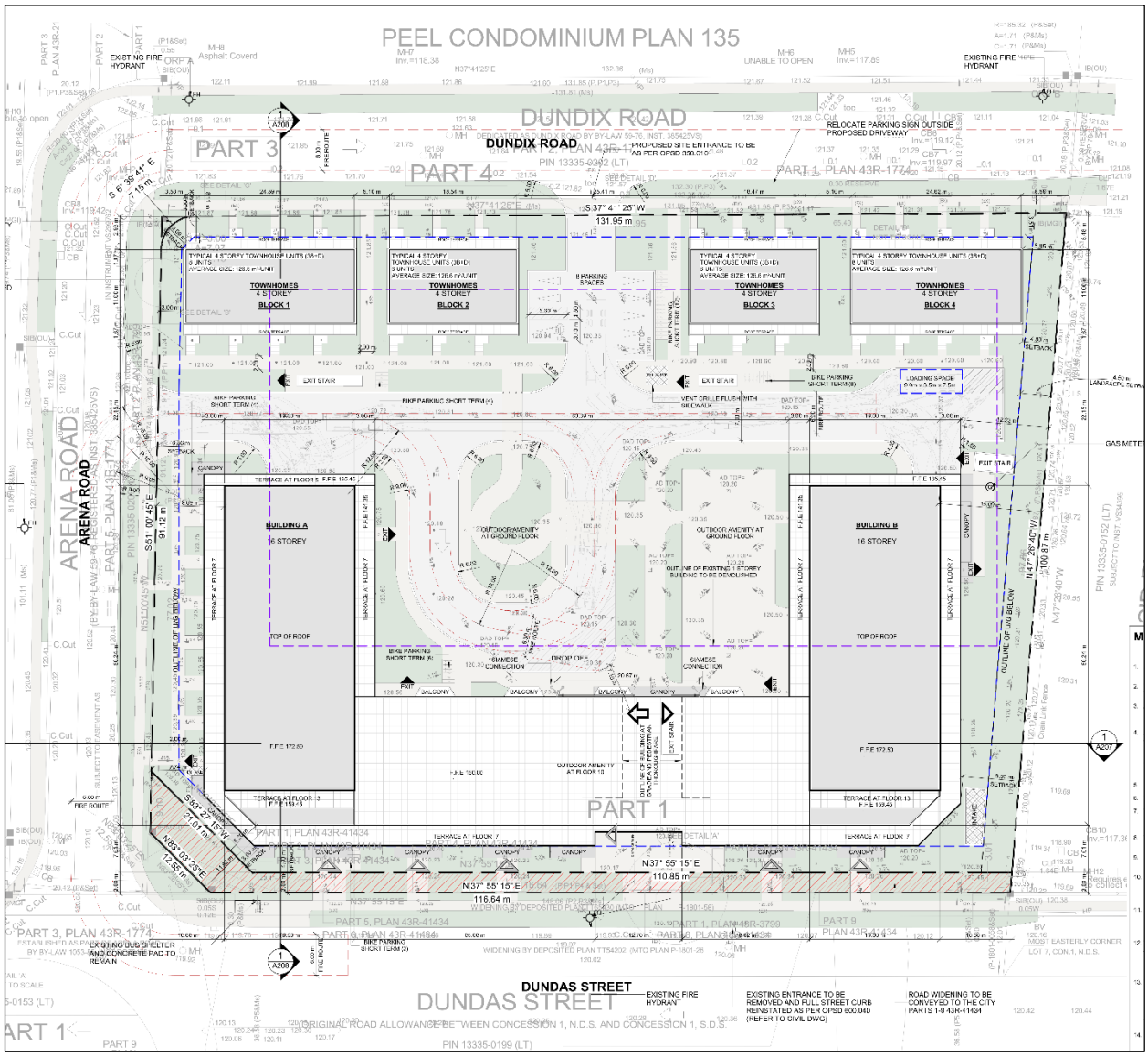
Supplementary Information

Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited
1225 Dundas Street East

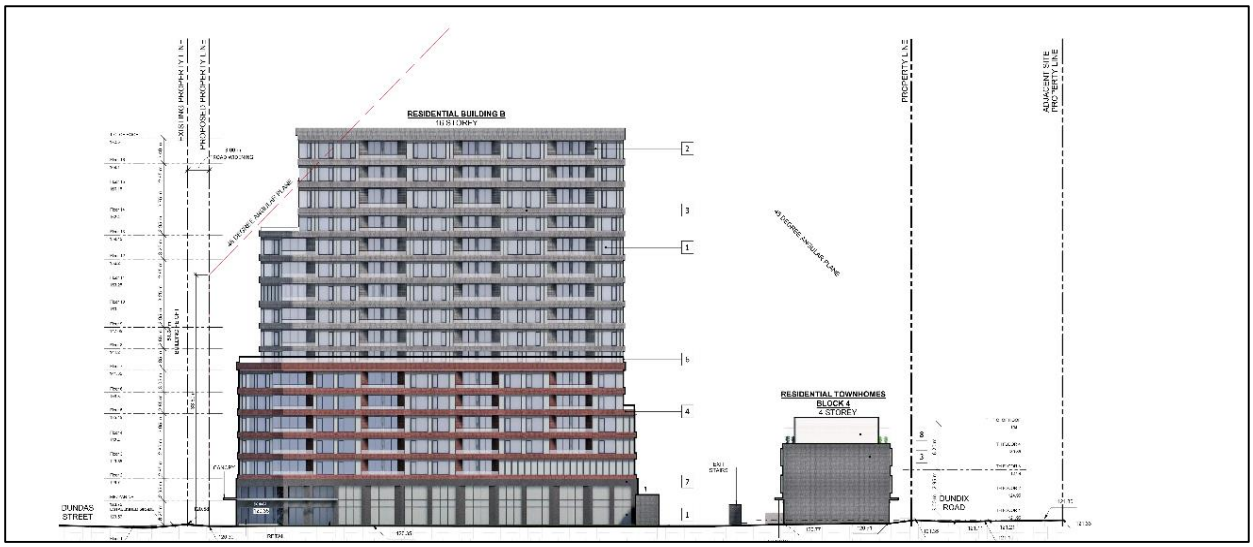
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1. Concept Plan



2. Elevations and Renderings



North Elevation



East Elevation (Dundas Street)



South Elevation (Arena Road)



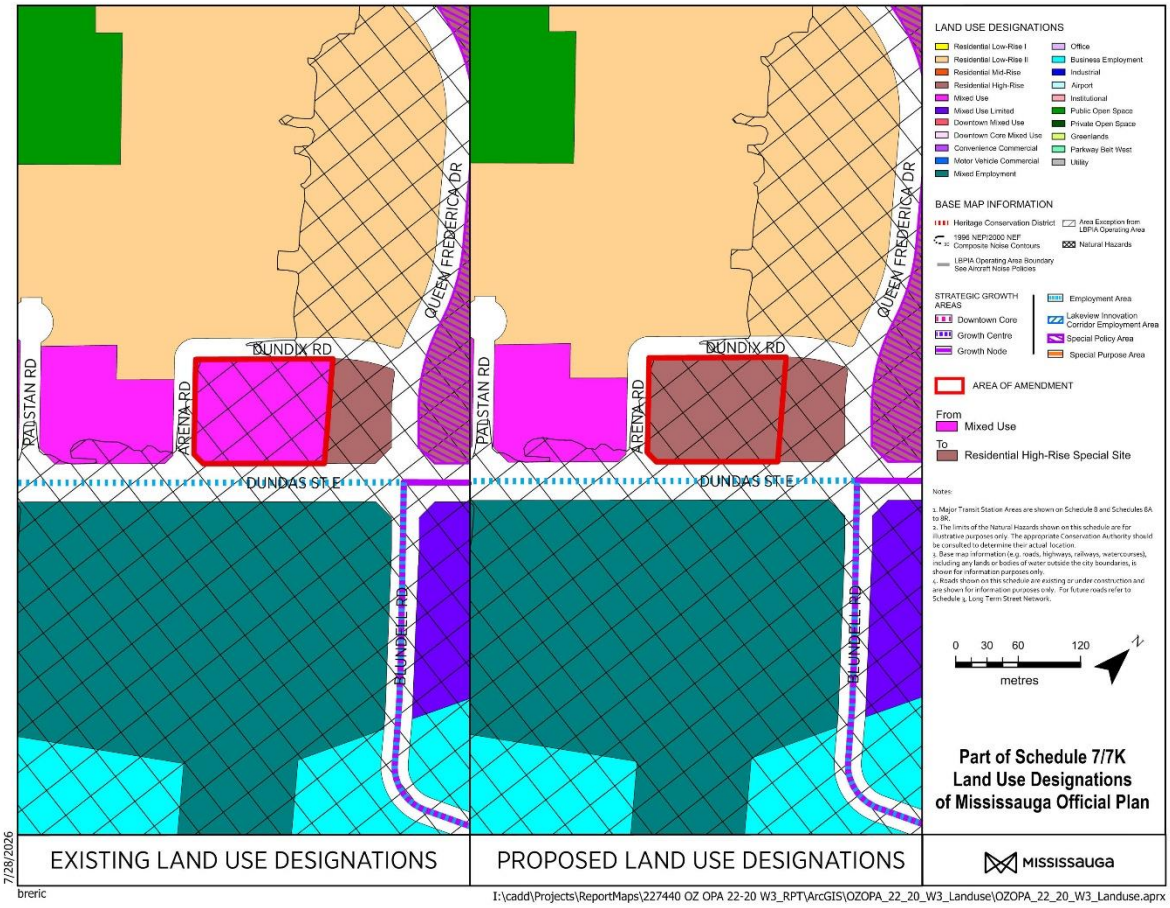
West Elevation (Dundix Road)

3. Site and Development Statistics

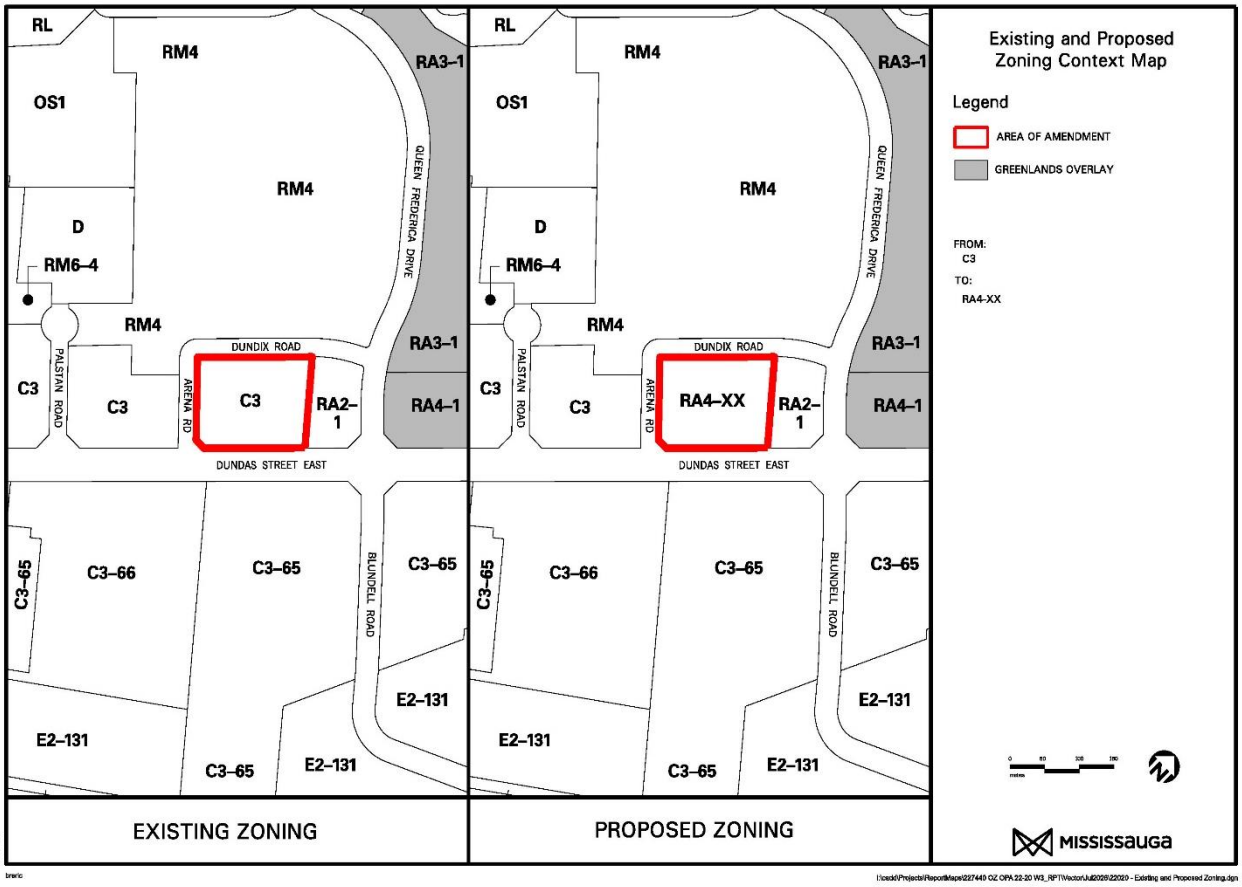
Applications submitted:	Received: July 8, 2022 Deemed complete: October 7, 2022	
Developer/Owner:	Stephen-Mitchell Reality Limited, Whitehorn Investments Limited, Lynrob Investments Limited, Richco Investments Limited and Tobdele Investments Limited	
Applicant:	Smartcentres	
Property Frontage:	Dundas Street East – 125.6 m (412.1 ft.) Dundix Road – 90.7 m (297.6 ft.) Arena Road – 132.3 m (434.1 ft.)	
Property Area	1.31 ha (3.24 ac.)	
Existing Gross Floor Area:	5 667 m^2 (60,999 ft^2)	
Proposed Gross Floor Area:	22 317.6 m^2 (240,224.5 ft^2)	
Lot Coverage:	39.1%	
Floor Space Index:	3.57	
Total Number of Dwelling Units:	553 One Bedroom Unit: 301 (54.4%) Two Bedroom Units: 194 (35.1%) Three Bedroom Units: 23 (4.2%) Townhouse unit: 35 (6.3%)	
Height:	53 m (173.9 ft.) and 16 storeys	
Landscaped Area:	5 206 m^2 (56,033 ft^2)	
Amenity Area (per unit):	7.3 m^2 (78.6 ft^2)	
Road Type:	Public	
Anticipated Population:	1,438	
Parking: **Resident Spaces** **Visitor Spaces** **Non-Residential spaces** **Total**	Required (MTSA) 0 0 0 0	Proposed 93 37 5 135
Green Initiatives:	• All parking located underground • Transit oriented, higher-density development • Enhanced pedestrian safety and connectivity • Accessible, shaded pedestrian walkways • Rainwater harvesting for irrigation • Green roofs and planted terraces • Native landscaping and tree planting • High-albedo roofs and paving • Heat island effect reduction	

	• Secure short- and long-term bicycle parking • Bird-friendly glazing and lighting • Water-efficient plumbing fixtures • Waste and recycling separation • Erosion, sediment and dust controls • Responsibly sourced low-carbon materials

4. Existing and Proposed Official Plan Map



5. Existing and Proposed Zoning Map and Regulations



Zone Regulations	Existing C3 (General Commercial) Zone Regulations	Proposed RA3 (Apartments) Base Zone Regulations	Proposed RA3-XX (Apartments) Exception Zone Regulations
Additional Permitted Uses	n/a	n/a	**1) Townhouse** **2) Back to back townhouse** **3) Office** **4) Medical office** **5) Retail store** **6) Financial institution** **7) Personal Service establishment** **8) Restaurant** **9) Take out restaurant** **10) Veterinary clinic**
Maximum **floor space index – apartment zone**	n/a	1.0	3.6
Maximum **height**		38.0 m (124.7 ft.) and 12 **storeys**	52.0 m (170.6 ft.) and 16 **storeys**
Minimum **front Yard**	4.5 m (14.8 ft.)	n/a	4.0 m (13.1 ft.)
Minimum **front Yard**		n/a	For that portion of the dwelling with a **height** less than or equal to 21 m (68.9 ft.) 4.0 m (13.1 ft.)
Minimum **front Yard**	n/a	n/a	For that portion of the dwelling with a **height** greater than 21 m (68.9 ft.) and less than or equal to 39 m (128 ft.) 7.0 m (23 ft.)
Minimum **front Yard**	n/a	n/a	For that portion of the dwelling with a **height** greater than 39 m (128 ft.) and less than or equal to 52 m (170.6 ft.) 12.25 m (40.2 ft.)

Zone Regulations	Existing C3 (General Commercial) Zone Regulations	Proposed RA3 (Apartments) Base Zone Regulations	Proposed RA3-XX (Apartments) Exception Zone Regulations
Minimum **interior side yard**	n/a	n/a	For that portion of the dwelling with a **height** less than or equal to 21 m (68.9 ft.) 9.0 m (29.5 ft.)
Minimum **interior side yard**	n/a	n/a	For that portion of the dwelling with a **height** greater than 21 m (68.9 ft.) and less than or equal to 52 m (170.6 ft.) 12 m (39.4 ft.)
Minimum **rear yard** to back to back townhouse	n/a	n/a	3.0 m (9.8 ft.)
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	n/a	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)

Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

6. Department and Agency Comments

Department/Agency	Comments
Region of Peel (July, 2026)	The Region has no objection to the proposal. The Region encouraged opportunities to contribute toward Regional housing objectives, including affordable, rental and family-sized housing, and identified measures to support healthy and sustainable development, including improved pedestrian and cycling connections, bicycle parking, accessible routes, reduced or unbundled parking, carshare and EV infrastructure. The Region does not have any objections to the proposed sanitary discharge, and the Region's water system has available capacity and pressure for servicing this development. The Region confirmed that waste collection requirements have been satisfied and that Regional collection may commence once the development reaches 90% occupancy and the required inspection and documentation have been completed. Non-residential waste will require private collection.
City Planning and Building Department – Development Engineering and Construction (July, 2026)	**Stormwater** A Functional Servicing and Stormwater Management (FSSWM) Report, prepared by Stantec Consulting Ltd, dated August 7, 2024, was submitted in support of the proposed development. The Report indicates that an increase in stormwater runoff will occur as a result of the proposed redevelopment. To mitigate the impact on the receiving municipal drainage system, on-site stormwater management controls for post-development discharge are required. In general, the applicant has demonstrated a satisfactory stormwater servicing concept. Catch basins, a stormwater management tank, and an oil-grit separator (OGS) unit are proposed within the development to provide quantity and quality control. Additional technical information is required to address staff comments related to the storm servicing design, to be addressed at site plan stage. **Traffic** Two traffic impact study (TIS) submissions were provided by CGH Transportation in support of the proposed development. Each submission was reviewed and audited by staff. Based on the second submission, dated August 2024, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 249 (72 in,177

Department/Agency	Comments
	out) and 328 (197 in, 131 out) two-way site trips for the weekday AM and PM peak hours in horizon year 2028, respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions. **Environmental Compliance** A Phase One Environmental Site Assessment (ESA) dated June 30, 2022, a Phase Two ESA dated June 30, 2022, and a Remedial Action Plan (RAP) dated July 13, 2026, all prepared by GEI Consultants Ltd., were submitted in support of the proposed development. The reports identified soil impacts on the property and outlined a strategy for further delineation and remediation to address the identified contamination. As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to issuance of Building Permit. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks. **Noise** A Noise Impact Study prepared by Thornton Tomasetti, dated August 2, 2024, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation will be required in the form of warning clauses and HVAC provisions. **Engineering Plans/Drawings** The applicant has submitted a number of technical plans and drawings, and staff are generally satisfied with the details provided to confirm feasibility of the development proposal from an engineering standpoint.
City Planning and Building Department – Park Planning (July, 2026)	The subject property is located within the Applewood Neighbourhood Character Area. As identified in the 2022 Parks Plan, the parkland provision target of 1.2 ha (3.0 ac) per 1,000 people is not currently being achieved. The Character Area is underserved, with 1.1 ha (2.7 ac) of parkland per 1,000 people (2021). The subject property is located within 610 m (2,001 ft.) walking distance of Applewood

Department/Agency	Comments
	Heights (P-011), which is zoned OS1 – Open Space – Community Park and contains a community playground, basketball courts, multi-use pad, soccer field, pool and open space. Notwithstanding the parkland deficit within the Character Area, the subject site's proximity to an existing community park and the limited opportunity to secure a public park on-site support the collection of Cash-in-Lieu of Parkland Dedication for the proposed development. Accordingly, Cash-in-Lieu of Parkland Dedication will be required prior to the issuance of building permits for each lot or block, as applicable, pursuant to Section 42 of the Planning Act and in accordance with the City's applicable policies and by-laws.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: • City of Mississauga, Transit Reviewer • City of Mississauga, Transit Infrastructure • City of Mississauga, Public Art Coordinator • Canada Post Corporation • Public Art • Alectra • CS Viamonde • Rogers

7. School Accommodations

The Peel District School Board

Student Yield	School Accommodation		
48 - Kindergarten to Grade 5 20 - Grade 6 to Grade 8 12 - Grade 9 to Grade 12	Dixie P.S.	Tomken Road P.S.	Applewood Heights S.S.
	Enrolment: 296 Capacity: 507 Portables: 0	Enrolment: 900 Capacity: 947 Portables: 0	Enrolment: 1,037 Capacity: 1,284 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation
33 - Kindergarten to Grade 8	St. Thomas More CES
	Enrolment: 567 Capacity: 647 Portables: 0
17 – Grade 9 to 12	Philip Pocock Catholic S.S.
	Enrolment: 1118 Capacity: 1242 Portables: 0

Both school board have provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.