

Planning Justification Report

For 1000 & 1024 Dundas Street East Redevelopment



Submitted to City of Mississauga
by Plan Logic Consulting Inc.

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1 Subject Site and Local Context

1.1 Subject Site

Plan Logic Consulting Inc. has been retained by Ahmed Developments Inc. to submit an application to the City of Mississauga for site specific Official Plan Amendment and Zoning By-law Amendment for their site at 1000 and 1024 Dundas Street East to permit a 4 storey, 16 storey and 20 storey mixed-use redevelopment with at grade commercial uses, 543 purpose-built rental apartment units, a gross floor area of 37,401 m² (402,581 ft²) and a development density of FSI 4.7.

Site Ownership

The proposed redevelopment is shown on the properties at 1000 and 1024 Dundas Street East in **Figure 1** which are located to the east Tomken Road on the south of Dundas Street East within the City of Mississauga. The corporate owner of 1000 Dundas Street East within the City of Mississauga is “Ahmed Group (1000 Dundas St. E.) Inc.” and the corporate owner of 1024 Dundas Street East within the City of Mississauga is “Ahmed Group (1024 Dundas St. E.) Inc.”



Figure 1-1000 and 1024 Dundas Street East

Legal Description and Size of Subject Site

A survey plan is enclosed for the subject site in **Appendix A** in this report which is legally described as Part of Lot 8 Concession 1 South of Dundas Street in the City of Mississauga, Region of Peel. The aggregate size of the two properties is 8,115.12 m² (87,350.43 ft²) when the land to be dedicated to the City for road widening purposes is excluded. The 1000 Dundas Street East property is comprised of Parts 2 & 3 Plan 43R-31024. There is an easement registered over Part 3 of Plan 43R-31024 on 1000 Dundas Street East in favour of the City of Mississauga to access an existing sanitary sewer located to the south of this property at 2550 Stanfield Road. As summarized in Part 5.7 of this report, the IBI Group Functional Servicing and Storm Water Management report describes how this existing sanitary sewer shall be protected during the construction of the proposed redevelopment on the subject site. A survey plan for the subject site showing this easement is enclosed as **Appendix A** in this report. A copy of the instrument registered on title to the property is enclosed in **Appendix B** in this report. The land situated within 1.524 metres (5 feet) of the rear lot line of the 1000 Dundas Street East property is subject to this easement. For the remainder of this report these properties will be referred to as the “subject site”.

Existing Land Use On The Subject Site

The existing one storey 955 m² (10,280 sq. ft) building and the paved parking area at 1000 Dundas Street East are used for used automobile sales. The exterior north and west elevations of this existing building are shown in the photograph in **Figure 2**.



Figure 2-1000 Dundas Street East

Ahmed Developments Inc. currently uses part of the existing one storey 4,450 m² (47,899 sq. ft.) building at 1024 Dundas Street East for its corporate office and Elections Ontario formerly occupied part of the ground floor of this existing building. The remainder of this existing building is currently vacant. The exterior north elevation of this existing building is shown in the photograph in **Figures 3 and 4**.



Figure 3-Ahmed Group Corporate Office & Former Elections Ontario Training Centre in 1024 Dundas Street East



Figure 4- Former Elections Ontario Facility in 1024 Dundas Street East

An existing sodded front lawn is located between the two vehicular access driveways to 1024 Dundas Street East. There are existing trees along the southerly shared lot line of the subject site with 2550 Stanfield Road. Waste storage bins are stored within the rear yard of the subject site.

The survey plan enclosed in **Appendix A** shows the size of the setback distances of the existing buildings at 1000 and 1024 Dundas Street East from their respective lot lines.

Pedestrians, cyclists and vehicles access these two properties directly from Dundas Street East. Pedestrians can safely and conveniently walk across Dundas Street East at the signalized Tomken Road and Dundas Street East intersection. There are two existing vehicular access points to the property and 1024 Dundas

Street East and the easterly access point is shared with the adjoining property to the east at 1030 Dundas Street East. One existing access point is used for vehicular access to the property at 1000 Dundas Street East.

1.2 Existing Context

The proposed mixed-use redevelopment project represents contextually appropriate intensification because of the proximity of the subject site to the planned Tomken Road Bus Rapid Station and the scale of some of the existing apartment buildings facing the segment of Dundas Street East close to the subject site among other things.

To the North and Northeast

To the north and northeast of the subject site there are existing four-storey residential buildings which front onto the north side of Dundas Street East (see **Figure 5A**)



Figure 5A-Existing 4 storey residential buildings on the north side of Dundas Street East

Further to the northeast of the subject site there are existing retail stores and restaurants (see **Figure 5B**).



Figure 5B-Existing commercial uses in Northwest and Northeast corner of Dundas Street East and Palston Road

There is a multi-tenant plaza at 1225 Dundas Street East and one of the units is occupied by the Danforth Food Market (see **Figure 5C**).



Figure 5C -Multi-tenant plaza at 1225 Dundas Street East

There is also an existing 15 storey apartment building at 3025 Queen Fredrica Drive (see **Figure 6**) and an existing 6 storey rental apartment building at 3020 Queen Fredrica Drive (see **Figure 7A**).



Figure 6- Existing 15 storey apartment building at 3025 Queen Fredrica Drive



Figure 7A-Existing 6 storey rental apartment building at 3020 Queen Fredrica

To the northwest

To the northwest of the subject site there is an existing Bank of Montréal branch (see **Figure 7B**) and a freestanding Kentucky Fried Chicken restaurant located at the northeast and the northwest corner of Tomken Road and Dundas Street East intersection respectively.



Figure 7B-Existing Bank of Montreal Branch at the northeast corner of Tomken Road and Dundas Street East intersection.

To the west of the existing Kentucky Fried Chicken restaurant at the northwest corner of Tomken Road and Dundas Street East there are existing single detached dwellings fronting onto Greta Gate. An existing 16 storey rental apartment building is located at 935 Dundas Street East (see **Figure 8**) and an existing 8 storey apartment building is located on the adjoining property at 888 Riley Court (see **Figure 9**). There is an existing public park located directly to the north of the existing 16 storey apartment building which is municipally known as Hawkins Glen Park. A single detached dwelling is located at 865 Dundas Street East and a barn is located on the property at 855 Dundas Street East. The properties at 849 and 851 Dundas Street are vacant.



Figure 8-Existing 16 storey rental apartment building is located at 935 Dundas Street East



Figure 9-Existing 8 storey apartment building at 888 Riley Court

To the west

To the west of the subject site there are a range of existing commercial land uses occupying the existing buildings on the properties fronting onto the south side of Dundas Street East. Existing one storey retail stores are located immediately west of the subject site at 980 and 992 Dundas Street East (see **Figure 10A**).



Figure 10A - Trutone Electronics Inc. at 980 and Kudos Modern Furniture at 992 Dundas Street East

In the south west quadrant of the Tomken Road and Dundas Street East intersection there is an existing one storey multi-tenant commercial mall located at 960- 966 Dundas Street East (see **Figure 10B**).



Figure 10B - Multi-tenant commercial mall located at 960- 966 Dundas Street East

A temporarily closed restaurant occupied the existing building located at 920 Dundas Street East (see **Figure 10C**).



Figure 10C- A temporarily closed restaurant located at 920 Dundas Street East.

A 5 storey office building is located at 918 Dundas Street East (see **Figure 10D**). An existing two storey building is located to the southeast of this existing office building at 922 Dundas Street East. A vehicle repair, vehicle service, as well as an autobody repair facility occupy the ground floor (Mavis Auto & Lube, as well as S.M. Auto & Transmission) and an office use on the upper floor of this building.



Figure 10D - Existing 5 storey office building is located at 918 Dundas Street East

There is a one storey multi-tenant commercial mall located at 888 Dundas Street East which is municipally known as the Mississauga Chinese Centre (see **Figure 11, 12 and 13**).



Figure 11 Existing Entrance Gate to 888 Dundas Street East



Figure 12 Existing Commercial Uses at 888 Dundas Street East



Figure 13 Existing West Wall Panel to 888 Dundas Street East

To the east

To the east of the subject site there is also a broad range of existing commercial uses occupying the buildings fronting onto the south side of Dundas Street East. An existing retail food store occupies the building on the adjoining property to the east of the subject site at 1030 Dundas Street East (see **Figure 14A**).



Figure 14A -Tavora Foods store at 1030 Dundas Street East

Another existing grocery store ("Adonis") is located further to the southeast of the subject site (see **Figure 14B**) at 2561 Stanfield Road at the southeast corner of Stanfield Road and Dundas Street East. The other land uses on the south side of Dundas Street East between these existing retail food stores include a 2 storey office building at 1090 Dundas Street East, the 2 storey Avenue Motel at 1060 Dundas Street East and a McDonald's eat in and drive-through restaurant at 1050 Dundas Street East.



Figure 14B-Existing Adonis Grocery Store at 2561 Stanfield Road

To the south and southeast

To the south and southeast of the subject site there are a range of existing land uses.

The lot located to the south of the subject site was formerly occupied by a retail clearance warehouse known as Closeout King Discount Store at 2550 Stanfield Road (see **Figure 15**).



Figure 15- Former Closeout King Discount Store (retail clearance warehouse) at 2550 Stanfield Road

A landscaped area exists directly to the south of the subject site on this adjoining property. (see **Figure 16A** and **Figure 16B**).

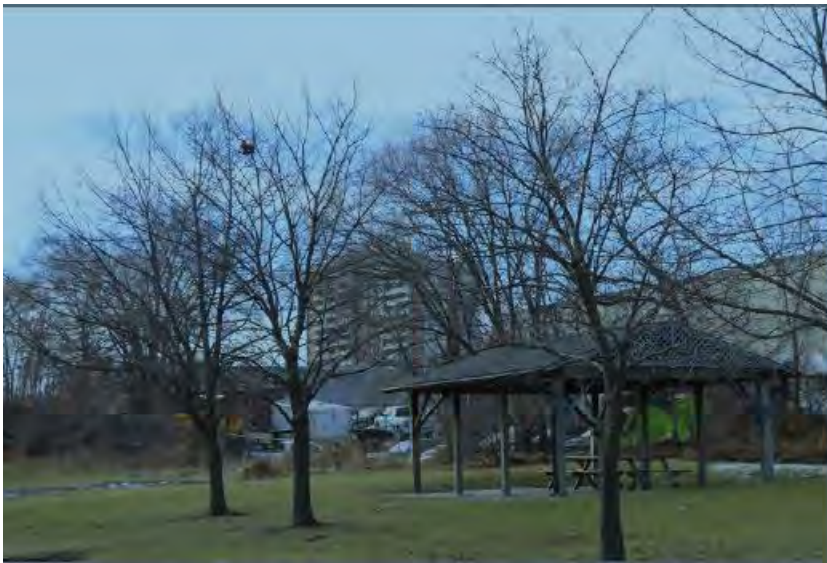


Figure 16A - Existing landscaped area at 2550 Stanfield Road



Figure 16B - Existing landscaped area at 2550 Stanfield Road

The existing building on the property to the south at 2554 Stanfield Road was formerly used for office uses but is also currently vacant. The Canadian Pacific Railway (“CP Railway”) corridor is located approximately 175 meters to the south of the subject site. There is also an existing two storey former residential building at 2572 Stanfield Road which has been converted to office use. Mother Parker’s Tea and Coffee Inc. occupies three existing buildings fronting on to Stanfield Road which are municipally known as 2470, 2520 and 2531 Stanfield Road. The existing CP railway line is located between the existing buildings that Mother Parker’s Tea and Coffee Inc. occupies on the west side of Stanfield Road which is used by Metrolinx for GO Train service and CP Railway for goods movement. Mother Parker’s Tea and Coffee Inc. uses the building they occupy for coffee processing, their corporate office and as a wholesale distribution centre.

1.3 Community Services and Facilities

Places of Worship

A variety of existing places of worship are located close to the subject site including the Mississauga Muslim Community Centre, Kingdom Covenant International, St. Patrick’s Parrish, St. Sava Serbian Orthodox Church, St. John’s Anglican Church and the Dixie Presbyterian Church. There is also an existing place of worship located at 3625 Cawthra Road which is municipally known as “The Domination of Mother of God Ukrainian Catholic Church. MiWAY Transit provides public bus transit service between the subject site and this existing place of worship located at the southeast quadrant at the Cawthra Road and Burnhamthorpe Road intersection. Other existing places of worship serving the needs of City of Mississauga residents can also be accessed by MiWAY public transit such as the Solel Congregation Synagogue.

Public Schools

There are numerous existing public schools in the vicinity of the subject site as shown in **Figure 17A** of this report.

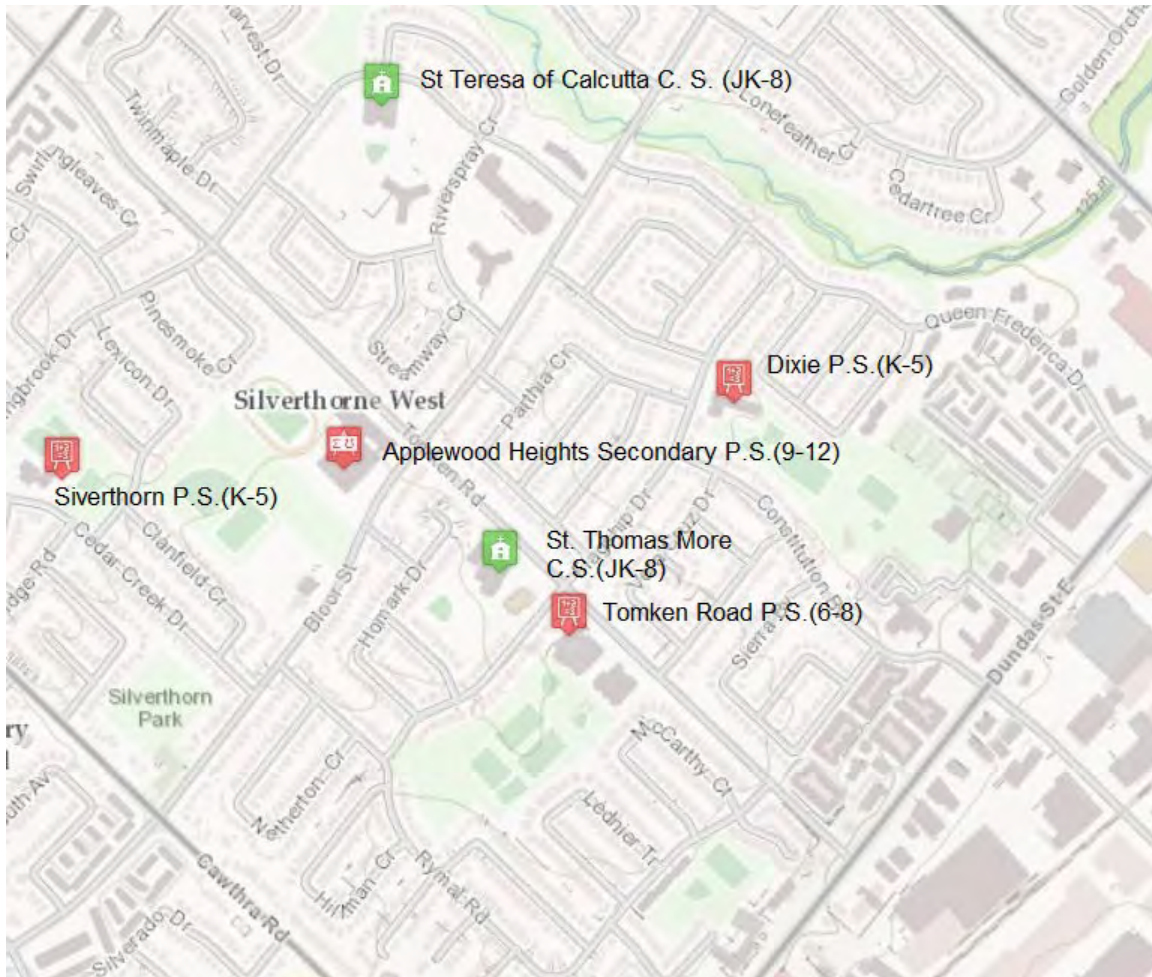


Figure 17A Existing Public Schools

Private Schools

There are two existing private schools located to the east of and within walking distance of the subject site known as Al-Risala Academy and Kingdom Covenant Ministries which are shown in **Figure 17 B** below.

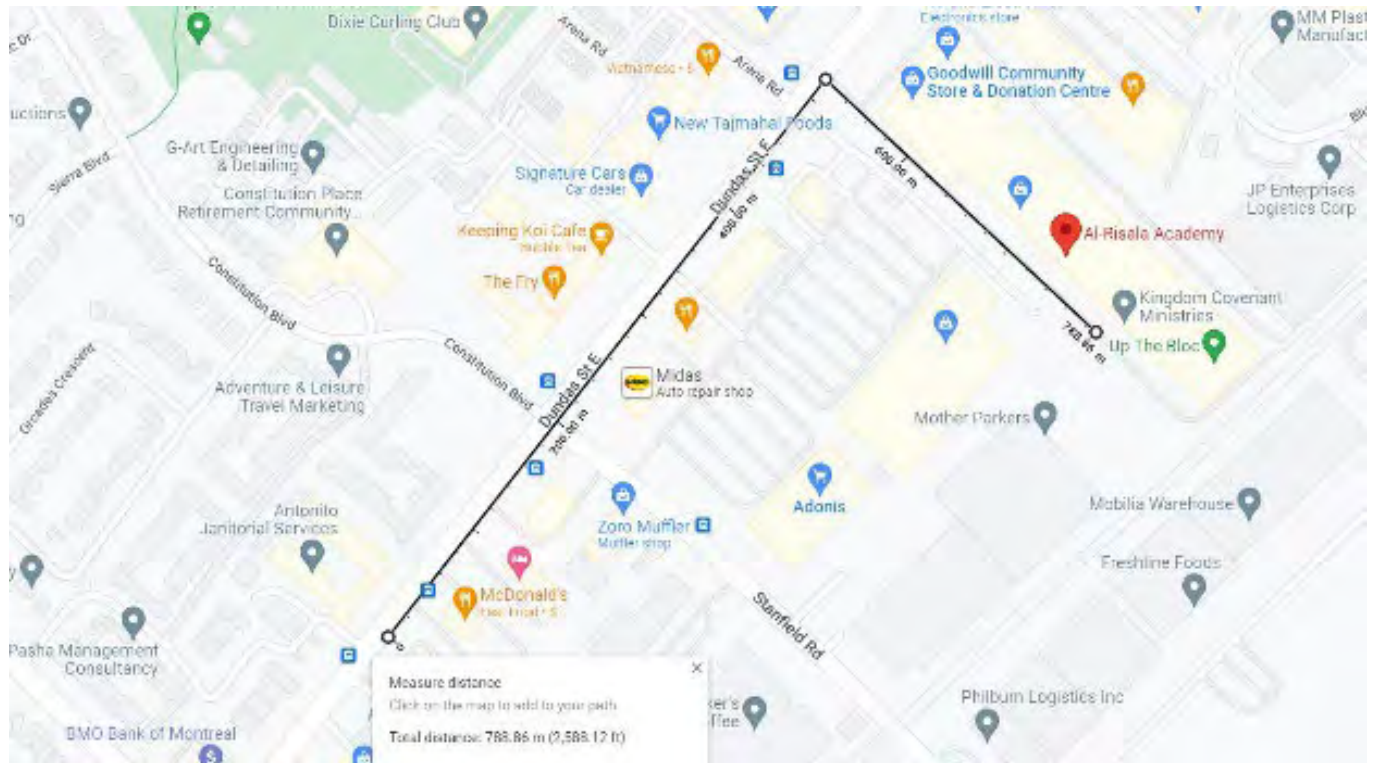


Figure 17B – Walking Distance to Al-Risala Academy and Kingdom Covenant Ministries Private School

Public Recreation

There are numerous existing public recreation facilities in the vicinity of the subject site as shown in **Figure 18A** and **18B** of this report.

- the existing public walking/cycling trails within Applewood Heights Park (which is located approximately 700 m to the northeast of the subject site);
- The Hawkins Glen Park (which is located to the northwest of the subject site as shown in **Figure 18A**); and
- the sports and recreation facilities within the Tomken Road Middle School and the adjoining Cherry Hill Park (which are both located approximately 500 m north of the subject site).

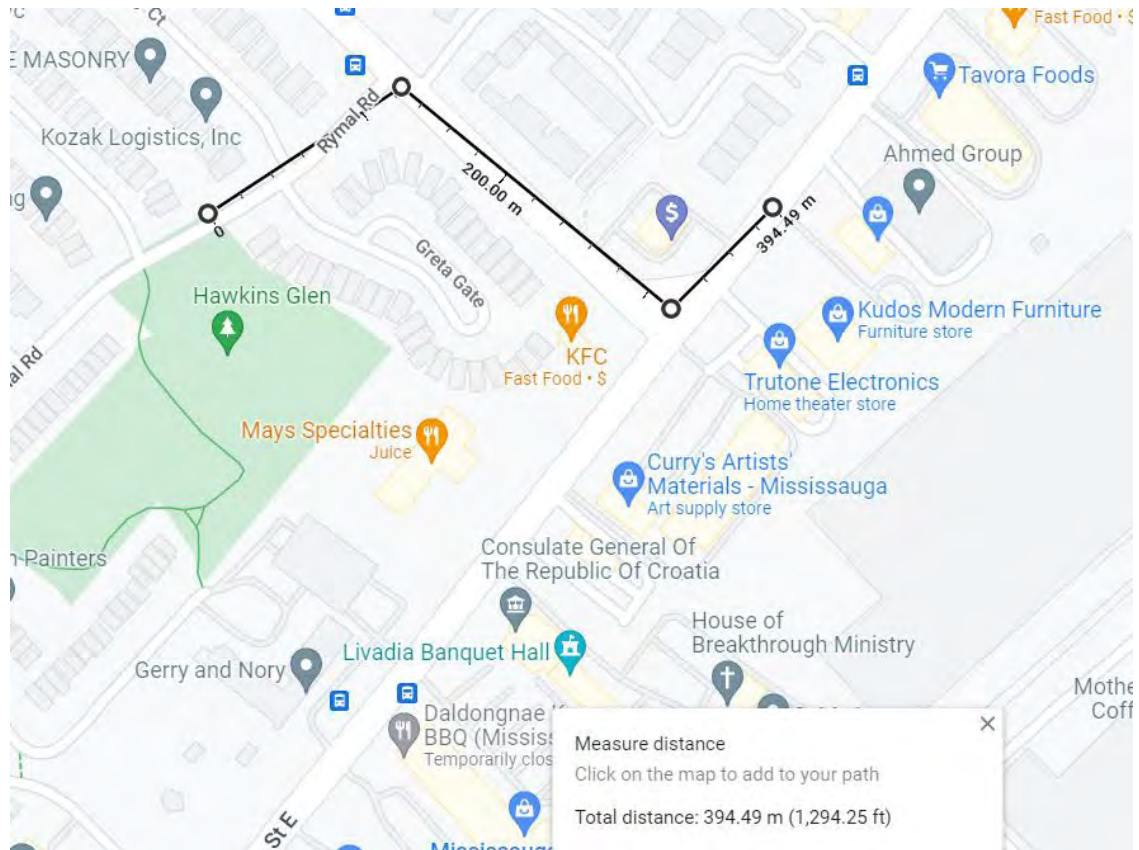


Figure 18A- Walking Distance to Hawkins Glen Park

City of Mississauga land use planning staff have indicated that a playground is required within the area where the subject site is located. There is an existing City owned park located within the northwest quadrant of the subject site which is municipally known as Hawkins Glen Park and a playground could be developed in this existing park. As **Figure 18A** shows this existing park is located within 400 m of the subject site. Alternatively, the cash-in-lieu payment that the City of Mississauga would be receiving as a condition of granting the building permit for the proposed redevelopment for the subject site would provide the City of Mississauga the funds required to start acquiring another site with the Applewood Neighbourhood for this playground within convenient walking distance of the subject site in conformity Section 5.7.8.1. of the City of Mississauga draft Official Plan Amendment for Major Transit Station Areas.

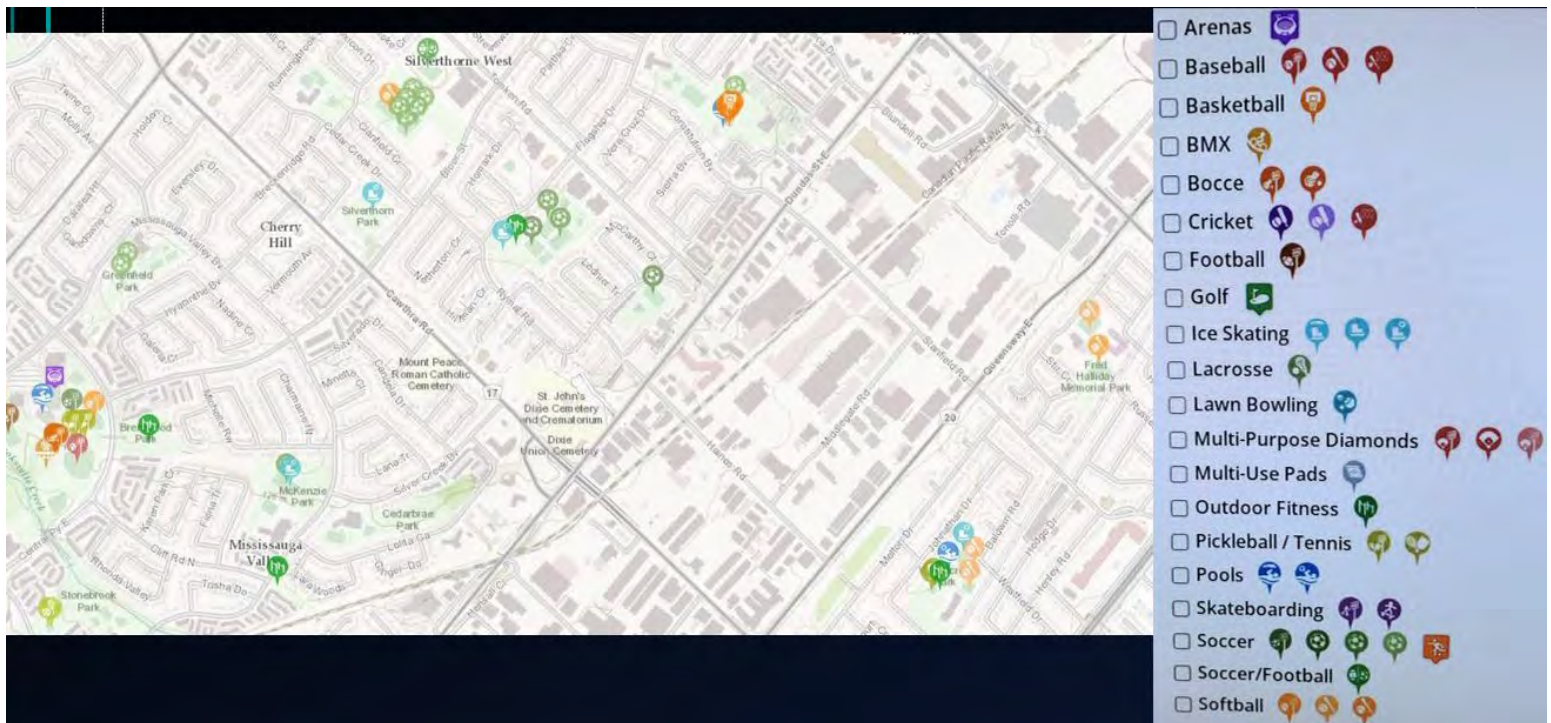


Figure 18 Public Recreation Facilities

The mapping within the City of Mississauga 2019 Parks and Forestry Master Plan which is reproduced in **Appendix C** of this report indicates that the subject site is located within the service area of the following types of existing parks and recreation facilities: natural grass fields (page 53), ball diamonds (page 55), outdoor pools (page 60), basketball courts (page 62), play sites (page 73), leash free zones (page 76) and community center with outdoor artificial ice (page 78).

Private Fitness

There are also existing private sector fitness facilities (LA Fitness & Planet Fitness) housed within buildings fronting onto Dundas Street East to the east of the subject site.

2 Transportation

2.1 Existing Transportation Infrastructure

Public Transit

Schedule G- Rapid Transit Corridors in the in force Region of Peel Official Plan designates the portion of Dundas Street East abutting the subject site as the Other Rapid Transit Corridor (See **Figure 19**). This map also recognizes Metrolinx GO Train service on the Milton Line by designating this corridor as GO Train and also identifies the lands in proximity to the Dixie GO Train Station as a Future Mobility Hub. Metrolinx has adopted Mobility Hub Design Guidelines.

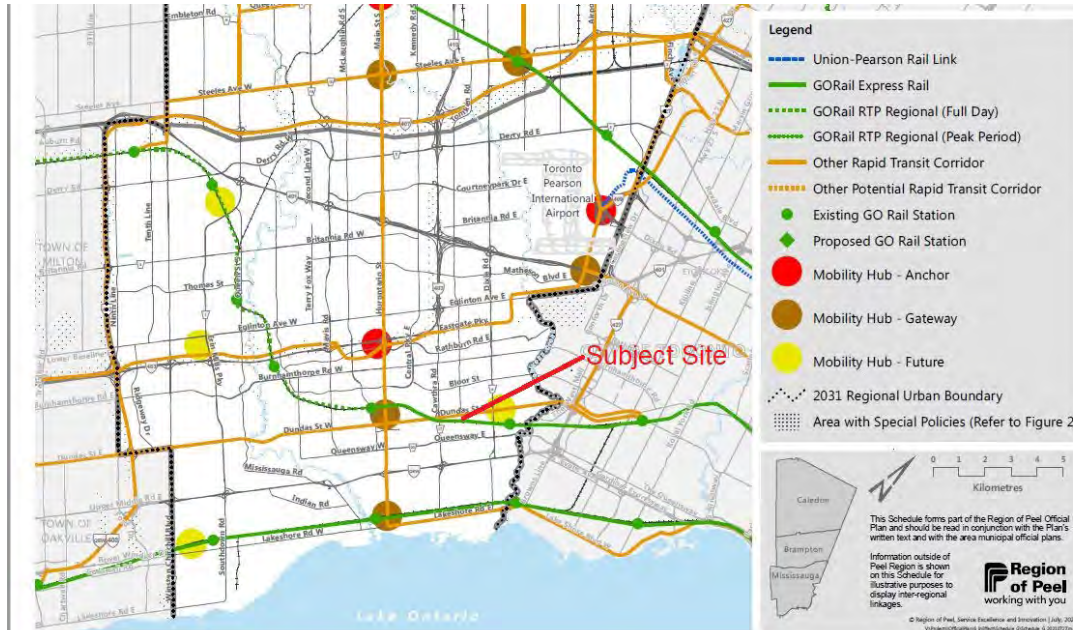


Figure 19- Region of Peel Official Plan Schedule G- Rapid Transit Corridors

Schedule 6 - Long Term Transit Network of the existing City of Mississauga Official Plan designates the portion of Dundas Street East abutting the subject site as a Higher Order Transit Corridor (See **Figure 20**).

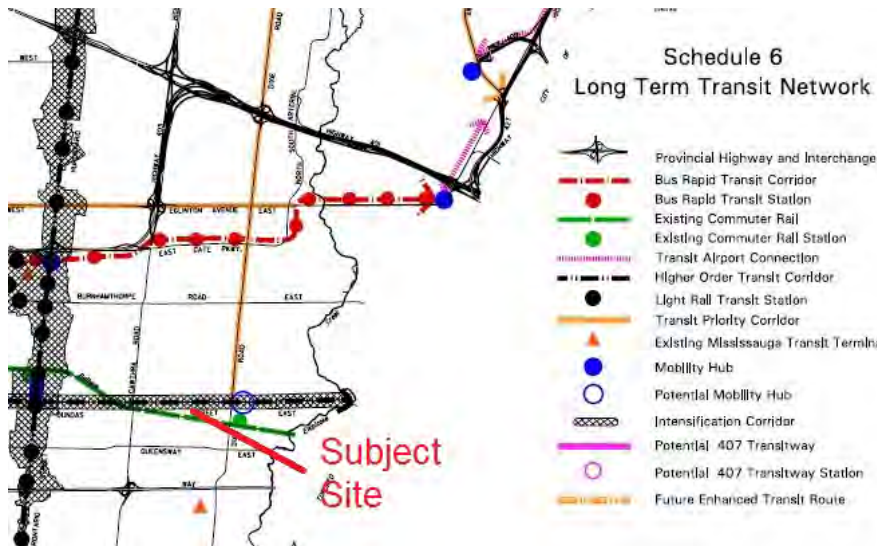


Figure 20 City of Mississauga Official Plan Schedule 6 - Long Term Transit Network

MiWAY Transit provides bus service from Monday to Sunday on Route 1 Dundas/1C Dundas-Collegeway between the South Common Centre Bus Terminal and Islington Station Bus Terminal (see **Figures 21, 22 and 23** - MiWAY Transit System Map – Weekday, Saturday and Sunday, respectively). Weekday bus service is provided to each stop every 24 minutes, on Saturdays it is provided every 31 minutes and on Sundays it is provided every 41 minutes. This route has bus stops along Dundas Street between Winston Churchill Boulevard and Islington Station (see **Figures 23A and Figures 23B**). The closest Route 1/1C bus stop to the subject site is at the intersection of Dundas Street and Tomken Road, is approximately 100 metres from the subject site. The Route 1 Dundas is slightly different to Route 1C Dundas-Collegeway whereas Route 1C runs through the University of Toronto Mississauga campus whereas the Route 1 provides service slightly to the west of Winston Churchill Boulevard.



Figure 21- MiWAY Weekday Bus Transit Service Routes

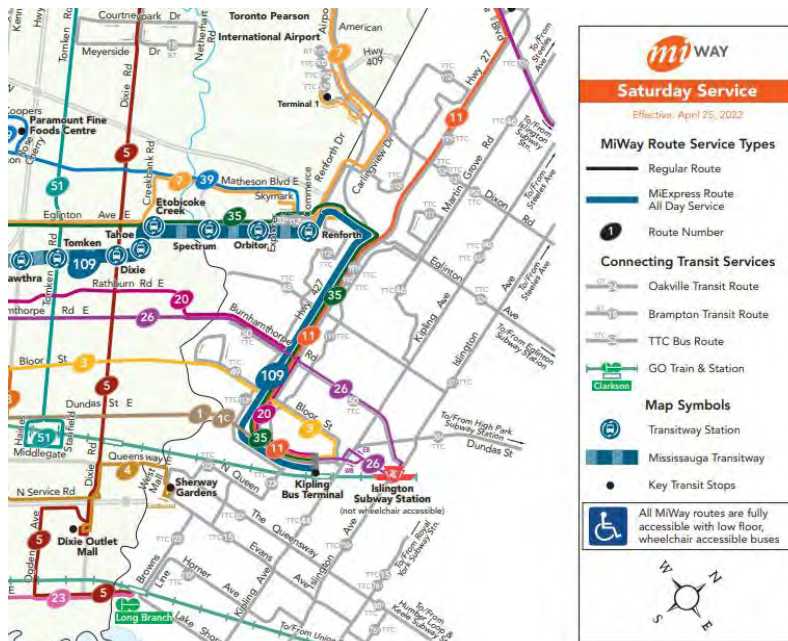


Figure 22- MiWAY Saturday Bus Transit Service Routes



Figure 23- MiWAY Sunday Bus Transit Service Routes



Figure 23A- MiWAY bus stop at the Northeast corner of Tomken Road & Dundas Street East



Figure 23B- MiWAY bus stop at the Southwest corner of Tomken Road & Dundas Street East

MiWAY Transit currently provides frequent public transit to the subject site except on Sundays. MiWAY Transit also provides bus service from Monday to Saturday on Route 51 Tomken Road between Cardiff Boulevard and Middlegate Road (see **Figures 24 - MiWAY Transit System Map – Monday to Saturday**). During the morning and evening peak service is provided to each bus stop every 10 minutes whereas during the day the frequency of service to each stop decreases to every 15 minutes. Since, Tomken Road terminates at Dundas Street East in the form of a T intersection, the bus route runs west from this intersection, then south on Haines Road, then East on Middlegate Road and then north on Stanfield Road and then west on Dundas Street East to Tomken Road. Therefore, future occupants of the rental apartment units on the subject site would have convenient access the Provincially Significant Employment Zone located to the south of the subject site via the bus service provided on this route. This route also extends north along Tomken Road into the existing employment area located to the west of Lester B. Pearson International Airport. Future occupants of the rental apartment units on the subject site would be able to access this existing employment area via the bus service provided on this bus route. The closest Tomken Road route bus stop to the subject site is at the intersection of Dundas Street and Tomken Road, approximately 100 metres from the subject site (see **Figures 23A and Figures 23B**).



Figure 24- MiWAY Bus Transit Service on Route 51 Tomken

Metrolinx provides GO Train service on the Milton GO train line to and from Union Station during commuting hours. The subject site is located between two GO Train stations on the Milton GO Train line. The Dixie GO Train station is located at 2445 Dixie Road and approximately 1.5 kilometres to the southeast of the subject site. The Cooksville GO Train station is located at 3210 Hurontario Street and approximately 3.25 kilometres

to the northwest of the subject site. The MiWAY Transit bus service on Dundas Street East provides for transfers to the public transit service available on both Hurontario Street and Dixie Road. The Dundas Bus Rapid Transit line shall provide service to the Dixie GO Train station passenger transfer and commuter pick up/drop off areas.

Dixie GO Train Station is located to the southeast of the subject site which together with existing municipal public transit service on Dundas Street East supports transit-oriented development on the subject site until the Dundas Bus Rapid Transit system (discussed further below) has been implemented. In addition, Metrolinx’s Dixie GO Train station passenger transfer and commuter pick up/drop off areas could also support the Dundas Bus Rapid Transit line.

Cycling

Schedule 8 -Long Term Cycling Routes of the existing City of Mississauga Official Plan designates cycling routes within the City (**see Figure 25**). However, it does not recognize the planned cycling route on Dundas Street East as described in part 2.2 of this report. The City of Mississauga 2018 Cycling Master Plan shows existing and planned cycling routes (**see Figure 26**). This Cycling Master Plan the planned cycling route on Dundas Street East.

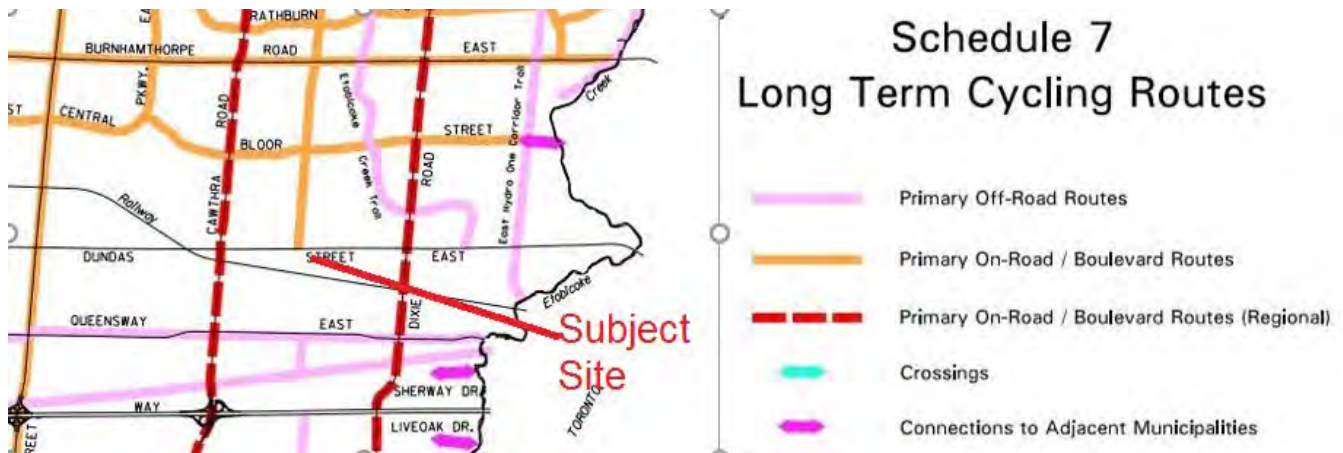


Figure 25-City of Mississauga Official Plan Schedule 8 -Long Term Cycling Routes

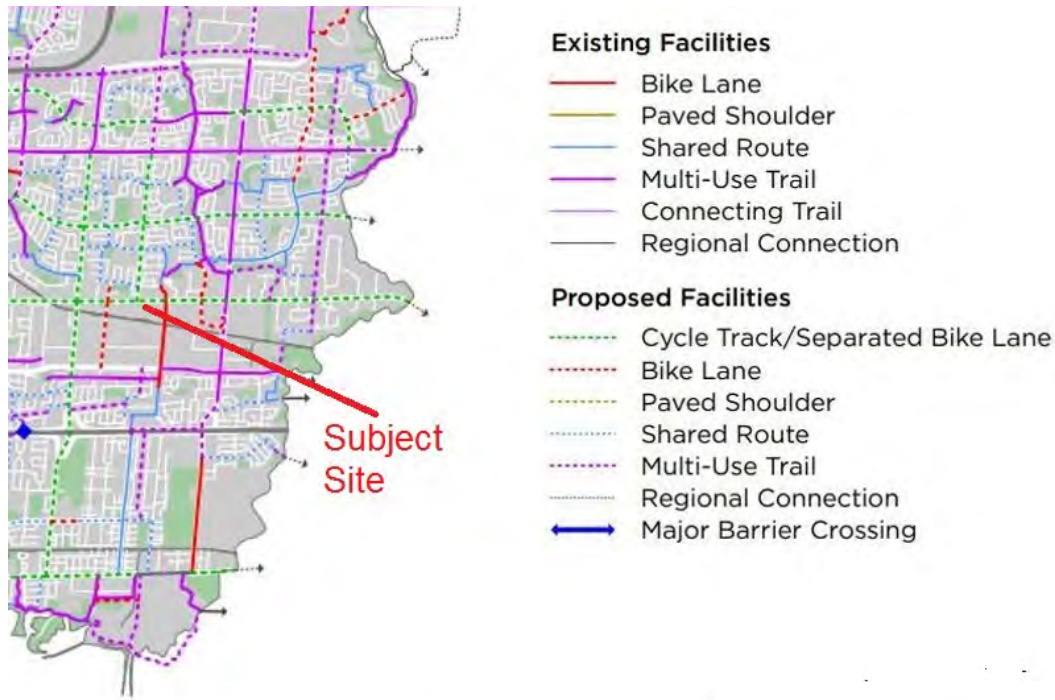


Figure 26 City of Mississauga 2018 Cycling Master Plan

Road Network

Schedule F-2 Major Road Network in the in force Region of Peel Official Plan designates Dundas Street East, Cawthra Road and a large part of Dixie Road as a Major Road (See Figure 27). Schedule 5 -Long Term Road Network of the existing City of Mississauga Official Plan designates the portion of Dundas Street East abutting the subject site as an Arterial and Tomken Road as a Major Collector Road (See Figure 28).



Figure 27 -Region of Peel Official Plan Schedule F-2 Major Road Network

2



Figure 28 - City of Mississauga Official Plan Schedule 5 Long Term Road Network

The Dundas Connects Master Plan recommended that City of Mississauga Official Plan increase the ultimate width of the Dundas Street East road allowance adjacent to the subject site by 7 meters from 35 to 42 meters. On February 5, 2020 the City of Mississauga adopted Official Plan Amendment 106 to designate the Dundas Street Road allowance adjacent to the subject site for an ultimate width of 42 meters (see the link below):

http://www6.mississauga.ca/onlinemaps/planbldg/MOP_Amendments/MOPA106.pdf

The proposed mixed use redevelopment project plans for the subject site assume that the portion of the subject site within a 3.5 m (11.5 ft) depth from the current Dundas Street East Road allowance shall be dedicated to the City of Mississauga in the future for road widening purposes as a condition of site plan approval.

Schedule 8 Designated Right-Of-Way Widths and Table 8-1 Road Classification – Arterials the existing City of Mississauga Official Plan designates the portion of Dundas Street East adjacent to the subject site as an Arterial with a right-of-way of 42 metres.

2.2 Planned Transportation Infrastructure

Public Transit

On March 4, 2022 the Federal Government, Provincial Government and the City of Mississauga announced that they would collectively be contributing \$675 million in funding to three transit projects within the City of Mississauga. The design and construction of Dundas Bus Rapid Transit line between Cooksville and Etobicoke is one of these three projects. In addition, the environmental assessment studies for the Dundas Bus Rapid Transit line are also proceeding.

The planned Dundas Bus Rapid Transit line conforms to the “Higher Order Transit” definition and the planned Tomken Road Bus Rapid Transit station conforms to the “Major Transit Station Areas” definition within the A Place to Grow Plan. The planned rapid transit stations on the Dundas Bus Rapid Transit line are shown in **Figure 29** including the planned Bus Rapid Transit Station at the Tomken Road and Dundas Street East intersection.

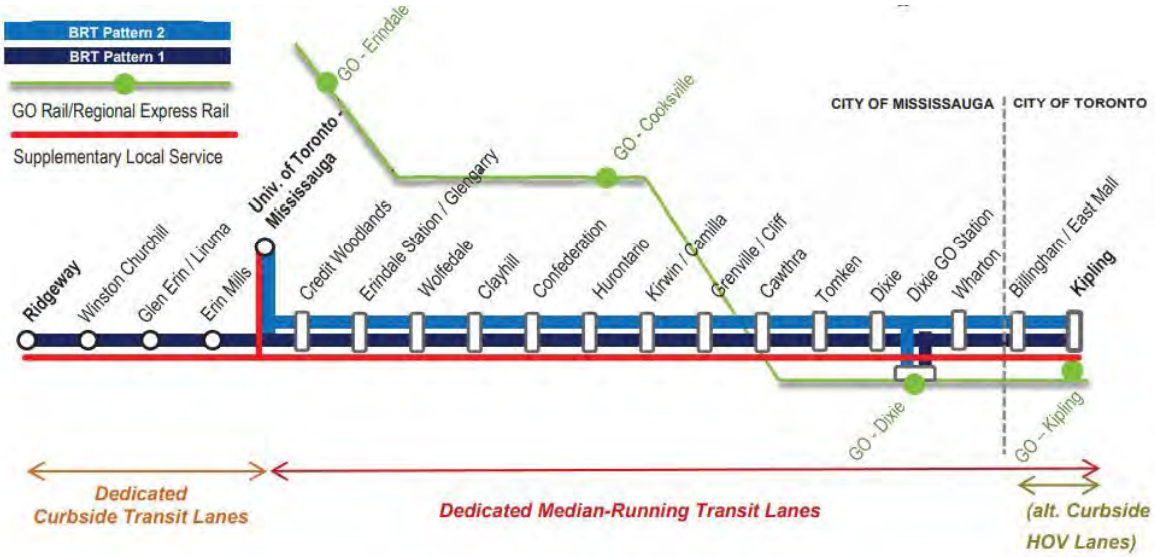


Figure 5-48. Dundas Street BRT Concept: Alignments, Stops, and Running Way Types / Locations

Figure 29 -Dundas Connects Master Plan -Planned Bus Rapid Transit Stations

The environmental assessment studies for the Dundas Bus Rapid Transit line are also proceeding. "Appendix C" of the Environmental Project Report of the Transit Project Assessment Process (TPAP) is reproduced below and it shows the design of the proposed BRT route within Dundas Street East, as well as the planned station at the Dundas Street East and Tomken Road intersection.



Figure 30 – Tomken Road Bus Rapid Transit Station

The planned public transit network serving the subject site is addressed in the New Region of Peel Official Plan that Region of Peel Council adopted on April 28, 2022. The excerpt of the maps in the New Region of Peel Official Plan are reproduced in this report as follows:

- Schedule E-3 Strategic Growth Areas in the New Region of Peel Official Plan designates the subject site as Primary or Secondary Major Station Area (see **Figure 31**);
- Schedule E-5 Major Transit Station Areas in the New Region of Peel Official Plan includes the subject site within the Primary Major Transit Station Area for the planned Tomken Road Bus Rapid Transit Station (see **Figure 32**); and
- Schedule F-1 Rapid Transit Corridors in the New Region of Peel Official Plan recognizes the planned Dundas Bus Rapid Transit line between the Town of Oakville boundary and Etobicoke Creek by designating it BRT (Bus Rapid Transit/Highway 407 Transitway) (see **Figure 33**).



Figure 31-Schedule E-3 Strategic Growth Areas in the New Region of Peel Official Plan

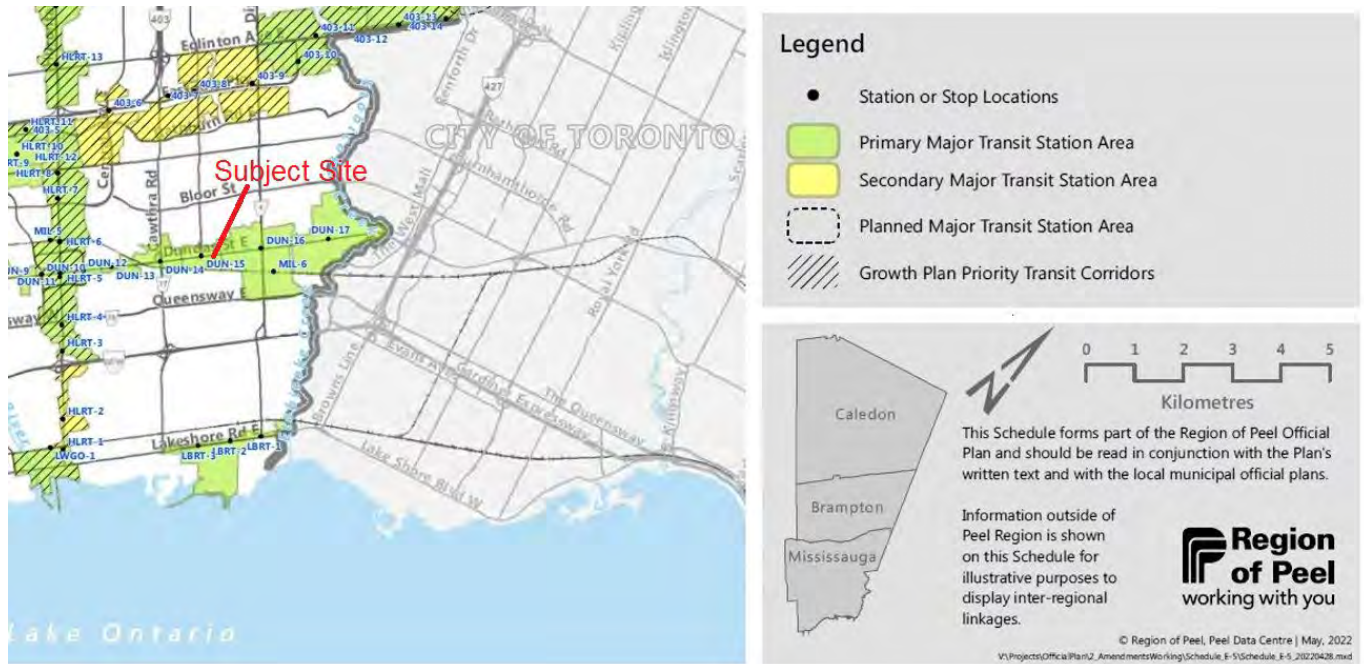


Figure 32-Schedule E-5 Major Transit Station Areas in the New Region of Peel Official Plan

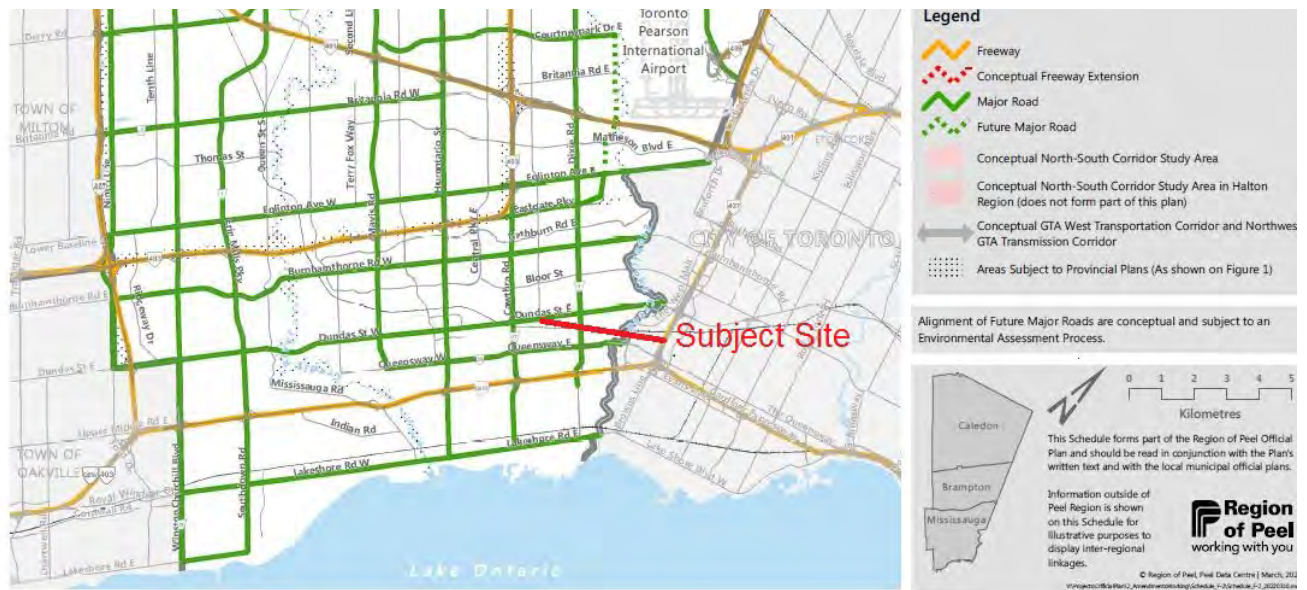


Figure 33-Schedule F-1 Rapid Transit Corridors in the New Region of Peel Official Plan

The Dundas Connects Master Plan shows how the widened Dundas Street East shall be reconstructed for the Dundas Bus Rapid Transit line, as well as to achieve an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and which also supports mixed use development. Thus, the proposed mixed-use redevelopment for the subject site shall facilitate the implementation of Dundas Bus Rapid Transit line and other public realm improvements to enhance the Major Transit Station Area. The Dundas Connects Master Plan:

- envisions that the Dundas Bus Rapid Transit line shall be constructed in the centre of Dundas Street East adjacent to the subject site as shown on the road cross-section plan in **Figure 34** and the site plan in **Figure 35**;
- an enhanced pedestrian realm within Dundas Street East is shown in **Figure 36** and **Figure 37**; and
- a dedicated and elevated cycling path within Dundas Street East is shown in **Figure 38** and **Figure 39**.

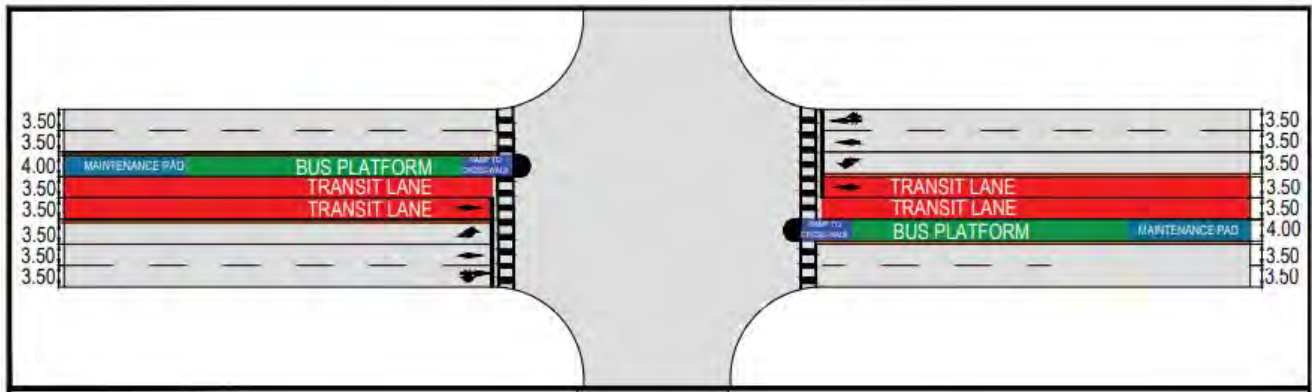


Figure 34- Dundas Connects Master Plan- Dundas Bus Rapid Transit Line

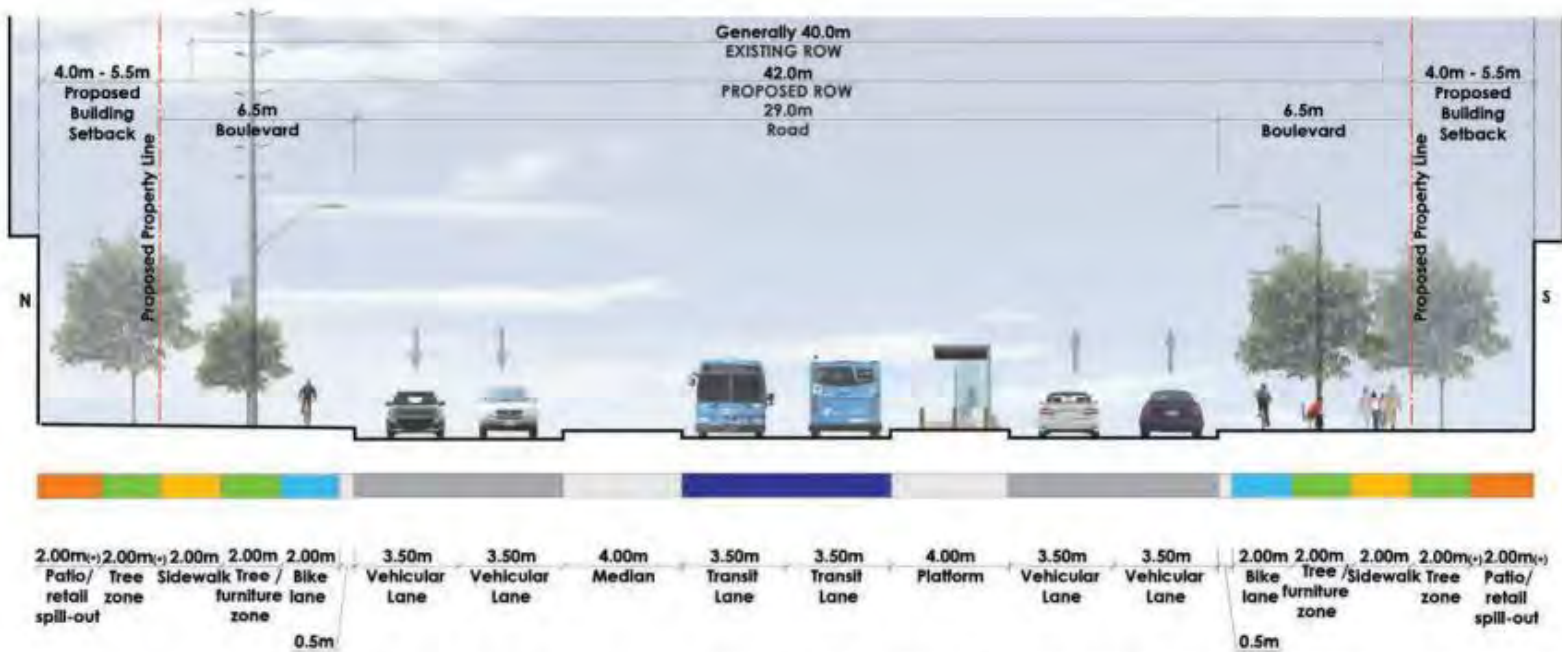


Figure 5-38. General Condition East of The Credit Woodlands

Figure 35- Dundas Connects Master Plan Figure 5-38 – Planned Reconfiguration of Dundas Street East

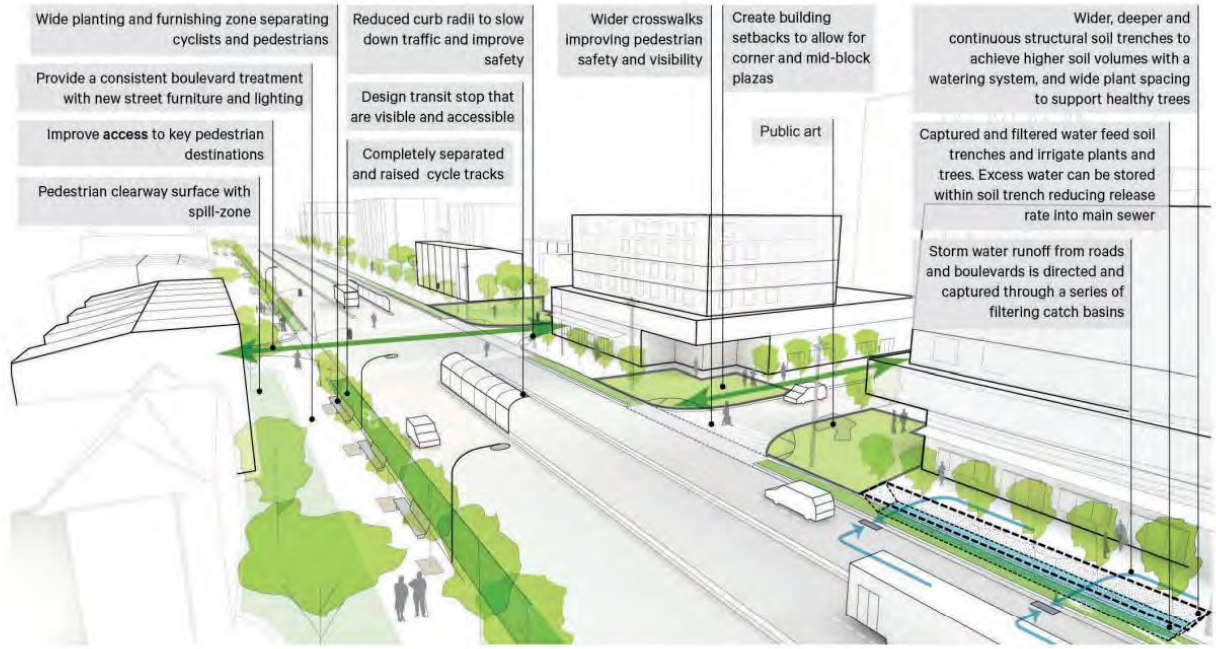


Figure 5-55. Streetscape guidelines

Figure 36- Dundas Connects Master Plan – Planned Streetscape For Dundas Street East



Figure 5-75. Demonstration perspective showing enhanced public realm

DUNDASCONNECTS V-177

Figure 37- Dundas Connects Master Plan Figure 5-75 – Enhanced Pedestrian Realm



Figure 5-54. Raised cycle track

Figure 38- Dundas Connects Master Plan Figure 5-54 – Raised Cycle Track

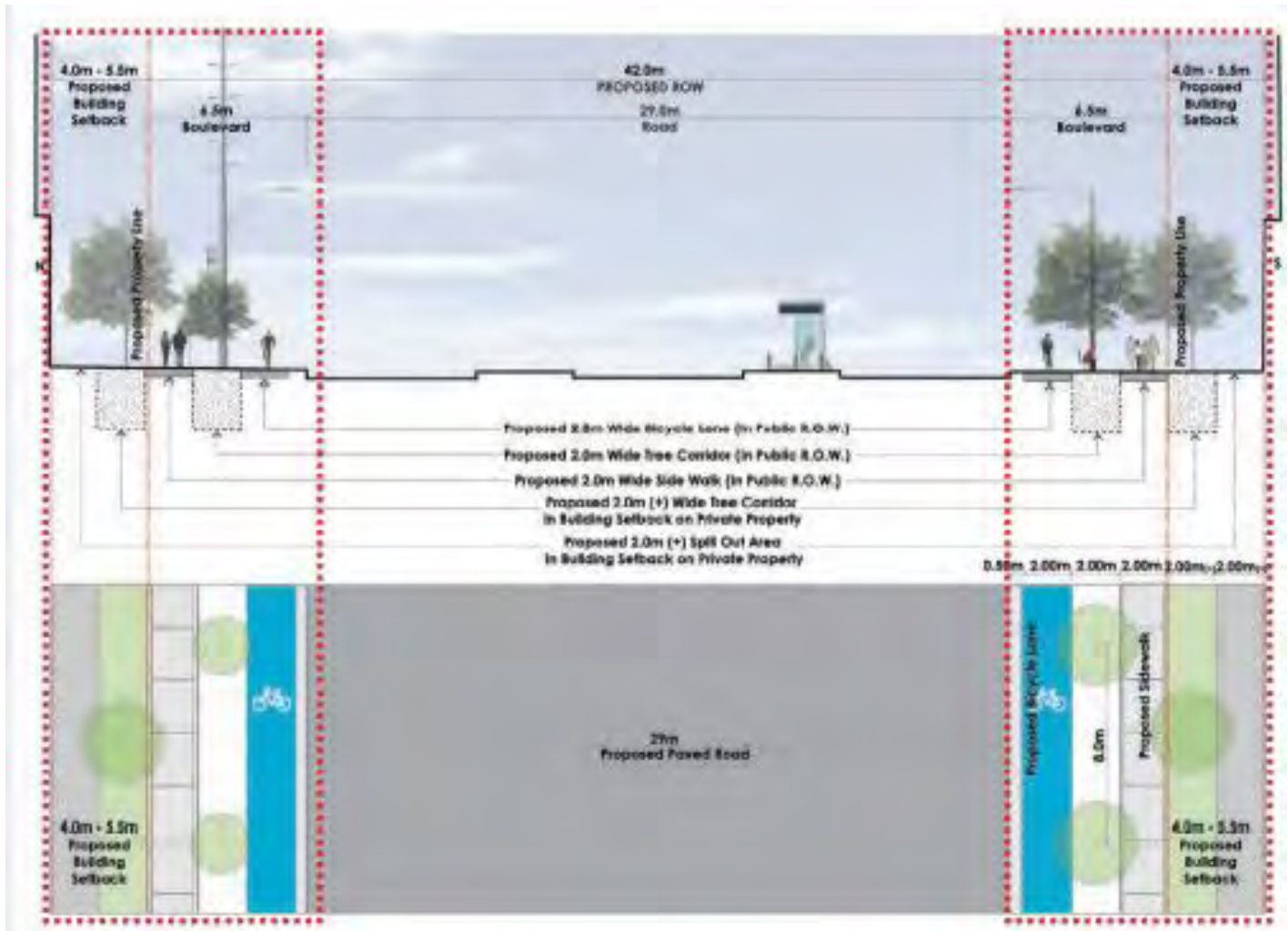


Figure 39- Dundas Connects Master Plan Figure 5-63 – Raised Cycle Track

Cycling

The City of Mississauga 2019 Cycling Master Plan shows existing and planned cycling routes (see Figure 26). This Cycling Master Plan shows the planned cycling route on Dundas Street East.

Road Network

The planned road network serving the subject site is addressed in the New Region of Peel Official Plan that Region of Peel Council adopted on April 28, 2022. The excerpt of the map in the New Region of Peel Official Plan is reproduced in this report as follows;

- Schedule F-2 Major Road Network in the New Region of Peel Official Plan designates Dundas Street East adjacent to the subject site as a Major Road and also designates most of Dixie Road, as well as Cawthra Road as a Major Road (see Figure 40).

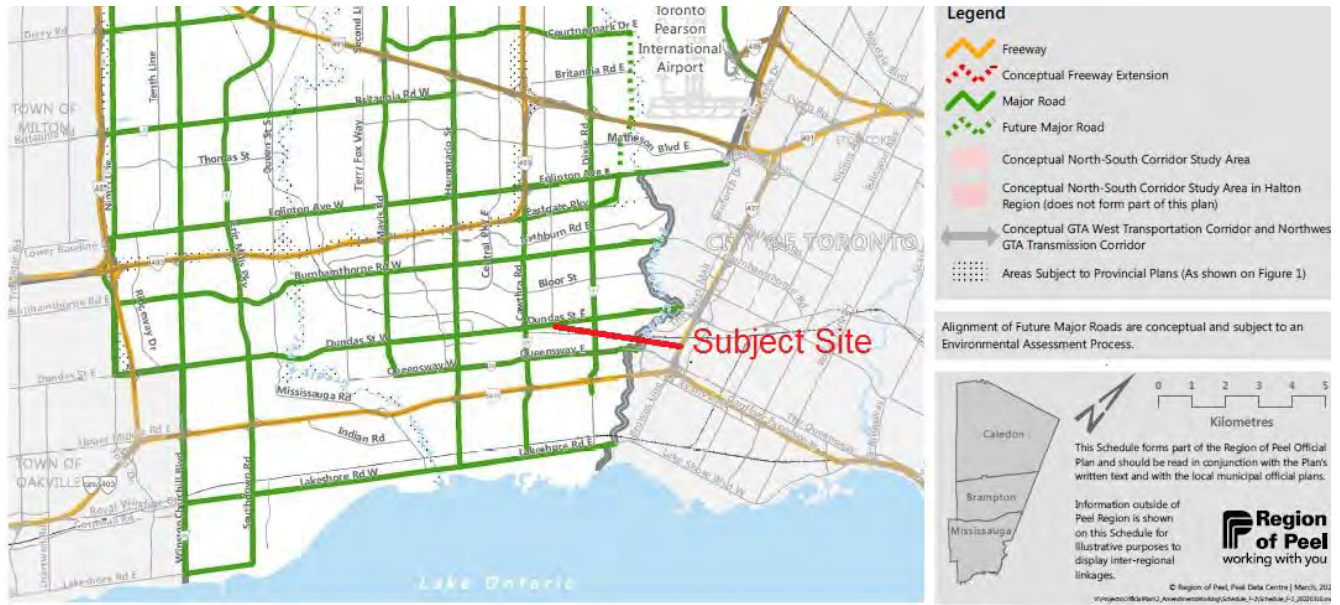


Figure 40 -Schedule F-2 Major Road Network in the New Region of Peel Official Plan

3 Redevelopment Proposal

3.1 Redevelopment Proposal

WZMH Architects Inc. have prepared building concept plans for the subject site envision a 4 storey, 16 storey and 20 storey mixed-use building with at grade commercial uses, 462 purpose-built rental apartment units, a gross floor area of 37,817 m² (407,059 ft²) and a development density of FSI 4.7. The owners of the subject site wish to retain the option to introduce studio rental apartment units, decrease the number of 3 bedroom rental apartment units as well as to change the proportion of 1 and 2 bedroom rental apartment units within the building. To provide this flexibility the Official Plan Amendment and Zoning Bylaw amendment would permit up to a maximum of 543 purpose-built rental apartment units on the subject site. A site plan for the project is included in **Figure 41** in this report. Renderings of the exterior of the proposed building are included **Figure 42, 43, 44, 45A** and **45B** in this report.

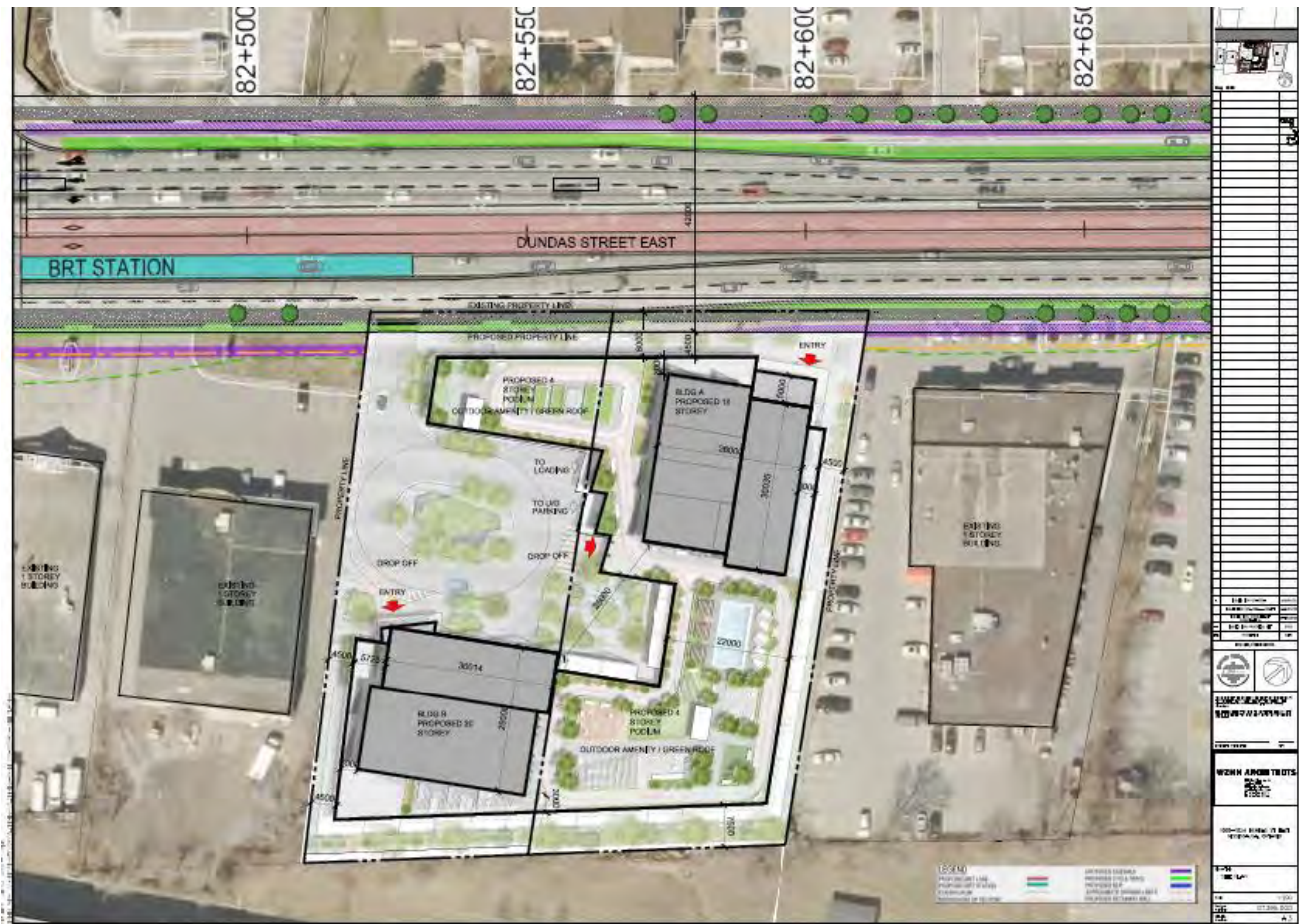


Figure 41- Site Plan

The 16 storey and 20 storey building components sit on top of a four-storey podium containing at grade street related retail uses, as well as rental apartment units.



Figure 42-View Of Proposed Redevelopment From Dundas Street East

The development would also include outdoor amenity space on the roof of the 4 storey podium and at grade. A total of 924 m² (9,946 ft²) of indoor amenity space is proposed. This development would contribute vibrancy and visual interest to an area where attractively designed redevelopment projects are being encouraged.



Figure 43 -Outdoor Amenity Space On The Roof Of The 4 Storey Podium

Active street related retail and commercial service uses would be housed on the ground floor of the proposed building. They shall have functional front door entrances from the street, the number of different types of commercial units within the proposed building will create an interesting, as well as vibrant pedestrian realm on Dundas Street East.



Figure 44 - Active Street Related Retail And Commercial Service Uses On The Ground Floor



Figure 45A -Internal Courtyard and Water Feature For Proposed Redevelopment

The typical floorplate within the proposed 16 storey and 20 storey building components is approximately 780m² (8,396 ft²) in size. A variety of different types of apartment unit layouts and size of apartment units can be accommodated within a floorplate of this size.



Figure 45B- Raised Dedicated Cycling Lane And Dundas Street East Animation

4 Policy Context

4.1 The Planning Act

The matters of Provincial interest set out in Section 2 of the *Planning Act* R.S.O. 1990 CP 13 (“the *Planning Act*”), which are applicable to the proposed redevelopment for the subject site specifically include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed mixed use redevelopment for the subject site conforms to these applicable Section 2 considerations of provincial interest as follows:

- the efficient use of planned transportation system, the Dundas Bus Rapid Transit line, as well as Tomken Bus Rapid Transit Station in conformity with Section 2(f);
- the efficient use of both regional wastewater and water systems in conformity with Section 2(f);
- barrier free access to the building, as well as the recreation facilities on the roof of the 4 storey podium shall be provided in accordance with Section 2 (h);

- the completed Region of Heathy Development Assessment Scorecard, RWDI 1000 and 1024 Dundas Street East Pedestrian Wind Study Report dated April 29,2022, the RWDI Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report , the RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022 and the GHD Traffic Impact Study conclude that this redevelopment will provide a safe and healthy living environment in accordance with Section 2 (h);
- an adequate provision and distribution of educational, health, social, cultural and recreational facilities is available to service the proposed mixed use redevelopment on the subject site in accordance with Section 2(i);
- the addition of much-needed transit oriented rental apartment units to ensure the adequate provision of housing in accordance with Section 2(j);
- it includes an adequate provision of employment opportunities in conformity with Section 2 (k);
- the creation of a healthy community in conformity with Section 2(o) as confirmed through RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report, as well as the completed Region of Peel Heathy Development Assessment Scorecard included with the Official Plan Amendment application and Zoning By-law Amendment application;
- the subject site is an appropriate location for growth and the type, as well as scale of the redevelopment that is proposed for this site and therefore implements Section 2(p). (The Official Plan Amendment and Zoning By-Law Amendment applications for the subject site is consistent with the provincial growth secretariat staff's decision to remove the subject site from the Provincially Significant Employment Zone (see **Figure 48**) and Region of Peel supports the employment land conversion(See **Appendix D**) and adopted a New Official Plan on April 28, 2022 which does not designate the subject site Employment Area to implement this decision);

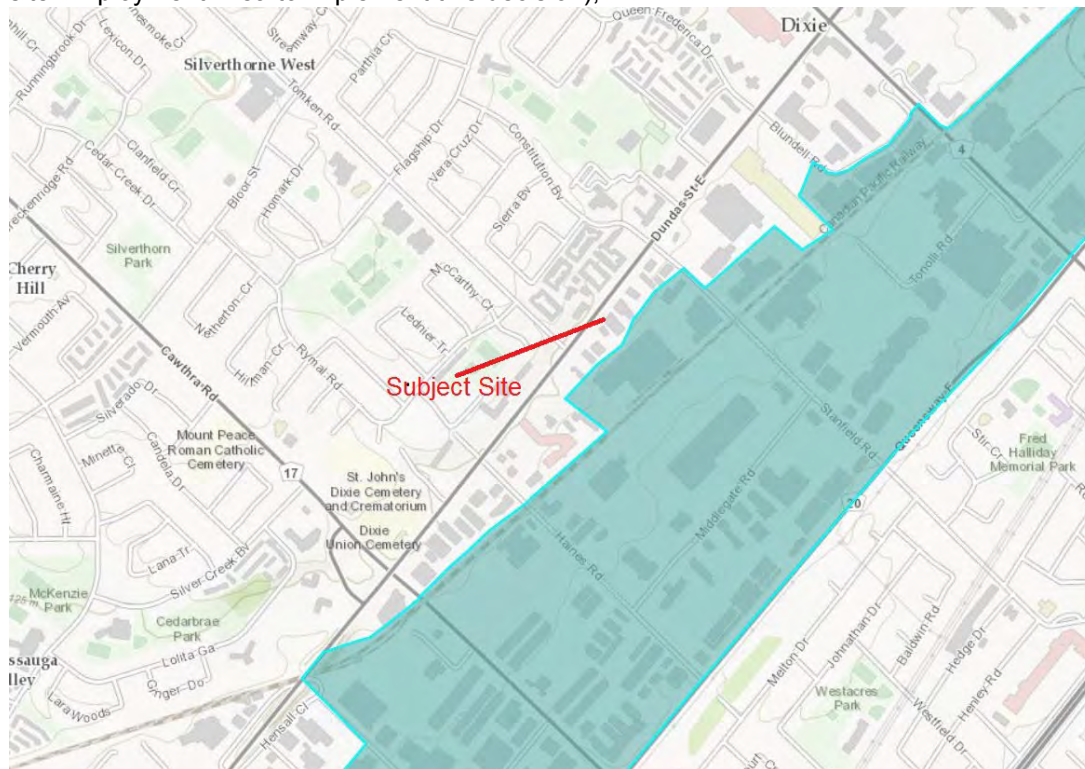


Figure 48-Provincially Significant Employment Zone

- the proposed mixed use redevelopment is the type that Section 2(q) promotes because it supports the planned Dundas Bus Rapid Transit system, the ground floor commercial uses on the Dundas Street East frontage are pedestrian oriented and the proposed building includes sustainable features such as rooftop gardens, as well as bicycle parking.

- implements Section 2(r) because the redevelopment project has a built form that is well designed, includes an internal courtyard that shall create a sense of place and includes publicly accessible space which is of a high quality, safe, accessible, attractive, as well as vibrant;
- the proposed mixed use redevelopment conforms to Section 2(r) because an internal courtyard which is enclosed by a 4 storey podium with rooftop recreational amenities that shall create an attractive elevated viewing platform into the courtyard and also includes building components of sufficient building height to enclose this courtyard to create a sense of place; and
- the proposed mixed use redevelopment shall include EV ready parking spaces, bicycle parking and a minimal amount of on site vehicle parking and an attractive pedestrian link to the planned Tomken Road Bus Rapid Transit Station to implements Section 2(s) by the mitigation of greenhouse gas emissions.

4.2 Provincial Policy Statement

The Provincial government issued the 2020 Provincial Policy Statement which took effect on May 1, 2020 and the proposed official plan and zoning by-law amendments for the subject site are consistent with this document.

To summarize, the proposed redevelopment project for the subject site is consistent with the stated policy objectives in Section 1.1.1 of the Provincial Policy Statement (PPS) because:

- It introduces a land use pattern density and built form which involves the efficient use of the subject site and associated infrastructure;
- It contributes rental apartment units that shall range in size from 1 bedroom units to 2 bedroom units contributing to the range and mix of housing in the area;
- It does not create any environmental, public health or safety concerns;
- It supports the planned Dundas Bus Rapid Transit system and optimizes the future transit investment by all three levels of government;
- It would provide people reliant on mobility aids barrier-free access to the rooftop amenity area on the roof of four storey podium of the building; and
- There is existing infrastructure and there are a broad range of existing public recreation facilities available to service the proposed mixed-use redevelopment project.

The proposed project constitutes “redevelopment” of the subject site for the purpose of the Provincial Policy Statement and this site shall be better served by public transit in the future through the Dundas Bus Rapid Transit System.

The occupants of proposed mixed-use redevelopment for the subject site shall use the existing and planned infrastructure, as well as public facilities efficiently because of the convenient access available to them, as well as their capacity to support this future resident population in a manner consistent with Section 1.1.3.2.b) of the Provincial Policy Statement.

The proposed redevelopment shall create a healthy, livable and safe community through the introduction of a more efficient development pattern on the subject site as the policy in Section 1.1.3.2 a) is promoting. RWDI’s pedestrian level wind, noise, vibration and air quality studies for the proposed redevelopment have confirmed that the proposed building shall provide a healthy, livable and safe place of residence, as well as a place of commercial employment. Pedestrian level winds resulting from the proposed project can be mitigated to maintain pedestrian health and safety on the Dundas Street East sidewalks adjacent to the subject site is consistent with the Section 1.1.3.4 of the Provincial Policy Statement. The on-site amenities, the City’s existing

public parks, other public recreation facilities and the existing commercial fitness facilities on Dundas Street East, currently serving the community where the subject site is located, collectively create a desirable living environment.

The area of the subject site within 3.5 m of the existing Dundas Street East road allowance is proposed to be dedicated to the City of Mississauga to permit the City of Mississauga to construct dedicated cycling lanes and enhanced sidewalks within the widened public street as illustrated in **Figures 35, 36, 37, and 38** of this report. In addition, bicycle parking facilities are proposed within the mixed-use redevelopment on the subject site and street related commercial uses are proposed for the ground floor.

Sections 1.1.3.2.f) and 1.1.3.3 of the Provincial Policy Statement promote transit supportive development, intensification, a cost-effective development pattern, optimization of transit investments and minimizing land consumption. The proposed building components are 16 and 20 storeys in height on a 4 storey podium and the mixed use redevelopment has a development density of FSI 4.7 which optimizes the transit investment by all three levels of government. This proposed mixed use redevelopment for the subject site is transit supportive, with a development density and built form that uses the land and existing and planned infrastructure efficiently.

The proposed mixed-use redevelopment for the subject site is also consistent with Section 1.1.3.3 of the Provincial Policy Statement as the scale of the proposed mixed use redevelopment on the subject site is transit-supportive and contributes to the range and mix of housing options through intensification. Further, the proposed development takes into account the existing building stock as follows:

- the proposed 16 storey building component sited adjacent to the south side of Dundas Street East to complement the existing 16 storey apartment building located at 935 Dundas Street East and which is located to the northwest of the subject site;
- the proposed 4 storey podium on the subject site would complement the existing 4 storey residential buildings fronting onto the north side of Dundas Street East opposite the subject site; and
- the 4 storey, 16 storey and 20 storey building components conform to the 45° plane measured from the north side of the planned ultimate 42 m wide road allowance for Dundas Street East as **Figure 57** in this report shows and shall therefore be compatible with the existing residential community located to the north of the subject site.

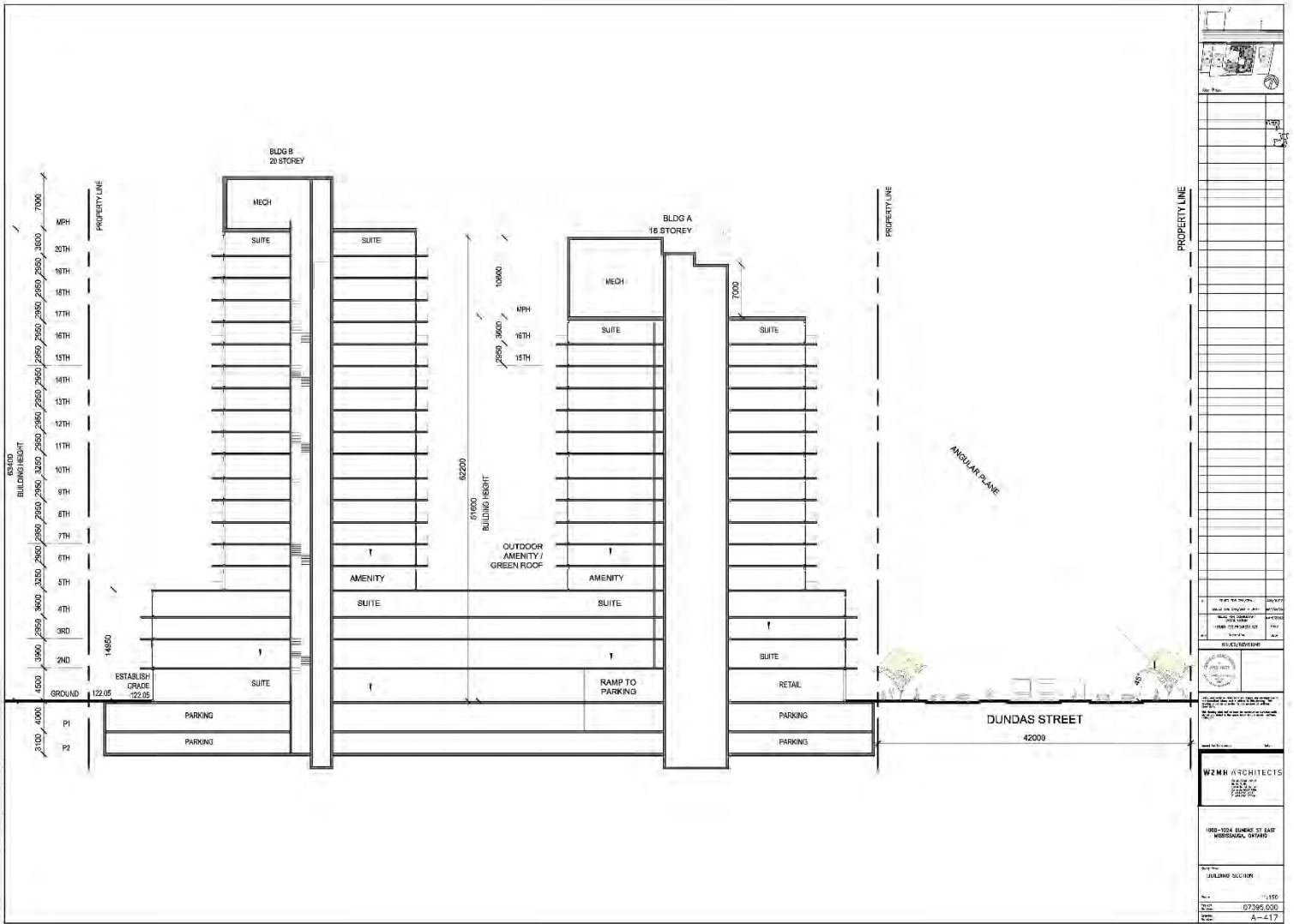


Figure 57- WZMH Architects Inc. Building Section Plan Showing 45 Degree Plane Height Measurement

The proposed mixed-use redevelopment for the subject site, the Official Plan Amendment contained in **Appendix E** and the Zoning By-law Amendment application in **Appendix F** in this report is consistent with Section 1.3.2.5 of the of the Provincial Policy Statement because:

- the Region of Peel is undertaking an official plan review which has not been completed;
- the existing *employment areas* may be converted to a designation that permits non-employment uses because the subject site is not been located within a Provincially Significant Employment Zone (see **Figure 48**);
- the Region of Peel, working together with City of Mississauga concluded that subject site is not suitable for a employment area;
- there is need for new purpose-built rental apartment units which Peel Region’s recently adopted employment conversion would permit and Peel Region’s Land Needs Assessment Report concluded that the subject site is not required for employment purposes over the long term (see **Appendix D**);
- the proposed uses would not adversely affect the overall viability of the *employment area* as the proposed uses are compatible with existing employment uses in the vicinity and the City is proposing to permit certain residential uses within the *employment area*, subject to certain criteria; and

- existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses.

The proposed mixed-use redevelopment for the subject site, the Official Plan Amendment contained in **Appendix E** of this report and the Zoning By-law Amendment application in **Appendix F** of this report are consistent with Section 1.4.3 b) of the of the Provincial Policy Statement because:

- it fulfills one of the *housing options* required to meet the social, health, economic and well-being requirements of current and future residents and needs arising from demographic changes and employment opportunities;
- it constitutes *redevelopment* in accordance with the policy in Section 1.1.3.3 of the Provincial Policy Statement;
- the subject site is where the policy directs the development of new housing because it has appropriate levels of *infrastructure* and *public service facilities* which are or will be available to support current, as well as projected needs;
- it has a development density of FSI 4.7 which efficiently uses the site, *infrastructure* and *public service facilities*,
- it supports the use of *active transportation* through the provision of on-site bicycle parking, a road widening land dedication for a dedicated cycling path and an enhanced pedestrian realm;
- the large resident population that would occupy the proposed 543 rental apartment units and the proposed road widening land dedication both support public transit;
- the mixed-use redevelopment is *transit-supportive* and represents *intensification*, within a transit corridor and in proximity to a planned rapid transit station where this policy prioritizes this type of development; and
- it establishes development standards for the mixed use *redevelopment* which minimize the cost of housing and facilitate a compact built form, while maintaining appropriate levels of public health, as well as safety.

The Official Plan Amendment contained in **Appendix E** of this report and the Zoning By-law Amendment application in **Appendix F** of this report for the proposed mixed-use redevelopment for the subject site is consistent with Section 1.6.7.4 of the of the Provincial Policy Statement because it permits a land use pattern, development density and a mix of uses that shall minimize the length and number of vehicle trips and support current and future use of public transit and *active transportation*.

4.3 A Place to Grow Plan

The subject site and the area surrounding the planned Tomken Road Bus Rapid Transit Station conform with the definition for Major Transit Station Area within the Provincial May 2019 A Place to Grow Plan. The Region's new Official Plan Map E-5 Major Transit Station Area (see **Figure 31**) includes the subject site within the Primary Major Transit Station Area for the planned Tomken Road Bus Rapid Transit Station.

There are 543 purpose built rental apartment units proposed on the subject site within a compact urban form and a vibrant public realm shall be created by including highest intensity transit supportive grade-related commercial uses close to the planned Tomken Road Bus Rapid Transit Station in conformity with Section 2.2.1.4.e) of the A Place to Grow Plan.

A Place to Grow Plan establishes a framework for future population of employment growth within the Greater Golden Horseshoe up to the year 2051.

The mixed-use redevelopment for the subject site conforms to the guiding principles for complete communities set out in Section 2.2.1 of the A Place to Grow Plan for the following reasons:

- it provides rental apartment units to assist the Region of Peel in realizing its rental tenure housing target in Section 5.9.7 of the New Regional Official Plan that it adopted on April 28, 2022 and it also assists the City into meeting the provincial population growth forecast in Schedule 3 of this Plan;
- different size rental apartment units are proposed for the subject site for occupancy by a range of different sized households;
- the Region of Peel has included the site within a Strategic Growth Area where Section 2.2.1.2.c) ii indicates that future growth should be focused; and
- the proposed mixed use redevelopment for subject site shall positively contribute to the creation of a complete community that shall support healthy and active living, as well as meet people's daily needs because of the range of existing land uses within the surrounding area.

The site-specific Official Plan Amendment and Zoning By-law Amendment for the subject site conform to Section 2.2.1.3 the of the A Place to Grow Plan because they implement:

- the results of the Region of Peel's municipal comprehensive review of the Regional Official Plan;
- the Region of Peel's decision to support employment conversion of the subject site (see **Appendix D**);
- the policy in Section 5.8.16 of the New Regional Official Plan which was adopted on April 28, 2022 which directs the City of Mississauga to remove the subject site from the Employment Area; and
- so that the City of Mississauga's land use planning instruments conform with the New Regional Official Plan adopted by Peel Region on April 28, 2022.

The site-specific Official Plan Amendment and Zoning By-law Amendment in this report for the subject site conform to section 2.2.1.3 a of the A Place to Grow Plan because:

- it applies a Major Transit Station Area designation to the site in conformity with the New Region of Peel Official Plan adopted on April 28, 2022; and
- it permits a development density and built form on the subject site that reflects its strategic location adjacent to the planned Tomken Road Bus Rapid Transit Station on the Dundas Bus Rapid Transit line.

The A Place to Grow Plan prioritizes intensification and higher development densities to support transit viability. The proposed redevelopment for the subject site implements Section 2.2.1.3 c) of the A Place to Grow Plan because this Plan policy prioritizes intensification within planned higher order transit corridors such as the Dundas Bus Rapid Transit line and the policy in Section 2.2.4.2 which seeks to maximize the number of transit users within walking distance of a Major Transit Station because the subject site is located in close proximity to the planned Tomken Road Bus Rapid Transit Station. The proposed redevelopment for the subject site implements Section 2.2.4.10 of the A Place to Grow Plan because is a transit supportive project to which MiWAY Transit provides frequent transit service (except Sundays), includes a road widening dedication to permit the City of Mississauga to construct additional facilities to support active transportation and contains both residential as well as commercial uses. Further the project optimizes the use of the subject site and makes better use of existing public recreation facilities and other existing infrastructure available in conformity with Section 2.2.1.3 b) and 2.2.1.3 c) of this Plan. The proposed project has a compact built form and optimizes infrastructure within a planned and the funded Dundas Bus Rapid Transit line in conformity with section 2.2.1.3 c) of this Plan.

The proposed project implements Section 2.2.1.4 of the A Place to Grow Plan and will support the achievement of complete communities because, among other things:

- it provides a compact form of intensification, expanding convenient access to the existing transit infrastructure and the planned Tomken Road Bus Rapid Transit station in immediate proximity to

the site, and providing a land use that helps reduce greenhouse gas emissions and contribute to environmental sustainability;

- the ground floor street related commercial uses, together with the enhanced streetscaping that the City shall be constructing within the widened public street would collectively contribute to the creation of a vibrant public realm;
- the Dundas Street East road widening dedication that the City of Mississauga would be receiving as a precondition to site plan approval for this redevelopment would facilitate the construction of the Dundas Bus Rapid Transit line, the planned Dundas Street East dedicated cycling lanes, as well as the construction of a vibrant pedestrian realm;
- it would result in an increase in the resident population in the area, supporting a diverse mix of land uses, with residents that would supporting existing and future commercial uses;
- it contains a range of dwelling units in terms of size contributing a more diversity in the size of households that could reside in the area; and
- it contains a mix of land uses with convenient access to local stores, commercial services and public facilities.

The proposed project conforms to Section 2.2.2 of the A Place to Grow Plan and specifically to:

- Section 2.2.2.3 a) as it assists the Region of Peel and the City of Mississauga in meeting their intensification targets for the Tomken Road Major Rapid Transit Station Area;
- Section 2.2.2.3 b) as it intensifies underutilized lands with residential uses and at grade commercial uses in a location where the City of Mississauga Dundas Connects Master Plan envisions these uses within the existing Dixie Employment Area;
- Section 2.2.2.3 b) as it has an appropriate scale of development in terms of building height with the proposed 16 storey building component sited adjacent to the south side of Dundas Street East to complement existing built form, including the 16 storey apartment building located at 935 Dundas Street East located to the northwest of the subject site;
- Section 2.2.2.3 b) as it also has an appropriate scale of development in terms of proposed building height because the proposed four storey podium on the subject site would complement the existing four storey residential buildings fronting onto the north side of Dundas Street East opposite the subject site;
- Section 2.2.2.3 b) in that the four storey, 16 storey and 20 storey building components conform to a 45° angular plane measured from the north side of the planned ultimate 42 m wide road allowance for Dundas Street East and shall therefore be compatible with the existing residential community located to the north of the subject site;
- Section 2.2.2.3 b) because RWDI's Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report and this report both conclude that the proposed redevelopment project shall be compatible with existing and planned employment uses located to the south;
- Section 2.2.2.3 c) since it involves more intensive use of the subject site which the A Place to Grow Plan encourages throughout the built-up area;
- Section 2.2.2.3 d) as it facilitates the achievement of a more complete community; and
- Section 2.2.2.3 f) since it involves the Amendment to the City of Mississauga Official Plan and an Amendment to the City of Mississauga existing Zoning By-law that shall facilitate the achievement of the minimum density target for the Major Transit Station Area for the Tomken Road Bus Rapid Transit Station within the Region of Peel's New Official Plan adopted April 28, 2022.



Section 2.2.4.2 of the A Place to Grow Plan seeks to maximize the number of potential transit riders within walking distance of a station in a Major Transit Station Area on a higher order transit corridor. The 543 rental apartment units on the subject site would accommodate a large resident population. These future residents would have convenient pedestrian access to the planned Tomken Road Bus Rapid Transit Station located to northwest of the subject site. Thus, this project would increase the number of potential transit system users.

Section 2.2.4.6 of the A Place to Grow Plan prohibits land uses in a built form that would adversely affect the achievement of transit supportive densities. The proposed redevelopment for the subject site has a built form which implements this policy because it has transit supportive development density. The proposed mixed use redevelopment replaces existing land uses which do not have a transit supportive density.

The subject site is located within a Strategic Growth Area as defined by the A Place to Grow Plan. The New Official Plan adopted by the Region of Peel on April 28, 2022 contains a Map E-2 entitled Strategic Growth Areas which proposes to designate the subject site Primary or Secondary Major Transit Station Area and Map E-5 Major Transit Station Areas which proposes to designate the site as Primary Major Transit Station Area. The proposed redevelopment conforms to the specific policies within the following Sections of the A Place to Grow Plan for Major Transit Station Areas including:

- Section 2.2.4.8 as it is a transit supportive redevelopment which would provide residents with convenient access to existing and planned transit, including the Tomken Road Bus Rapid Transit Station;
- Section 2.2.4.9 c) since the proposed site-specific Zoning By-law Amendment would apply reduced amenity area standards to the subject site;
- Section 2.2.4.9 c) since the proposed site-specific Zoning By-law Amendment would apply reduced parking standards to the subject site;
- Section 2.2.4.9 c) because a maximum 25 m separation distance is proposed between the 16 storey and 20 storey building components of the redevelopment shall facilitate a compact development containing 543 rental apartment units; and
- Section 2.2.4.9 because the proposed built form for the subject site would not preclude or prejudice the redevelopment of the adjoining properties located both to the east and west for tall buildings with the provision of a maximum 25 m separation distance between the tall buildings on the project site and with other new tall buildings on the adjoining properties as shown in **Figure 47**.



| | | | | | |
|-----------------|--|--|---|--|---|
| WZMH ARCHITECTS |  AHMED GROUP <small>ESTABLISHED IN 1978</small> | 1000-1024 DUNDAS Mississauga, Ontario | Proposed Tomken MTSA Masterplan  | Project No: 7395 Scale: 1:600 @A1 | Date MAY 11 2022 Drawing No: - |
|-----------------|--|--|---|--|---|

47-Minimum separation distance between tall buildings on podiums

The Dundas Connects Master Plan envisions the construction of the new infrastructure to support active modes of transportation in conjunction with the Dundas Bus Rapid Transit line including enhanced sidewalks, as well as dedicated bicycle lanes to provide for multi-modal access to the planned Tomken Road Bus Rapid Transit Station. This Master Plan envisions that connections between the Dundas Bus Rapid Transit system and the existing Dixie GO Train Station. Collectively these initiatives shall implement the policies in Section 2.2.4.8 of the A Place to Grow Plan.

Section 2.2.5.6 of A Place to Grow Plan imposed an obligation on the Region of Peel to amend the Regional Official Plan to designate lands within the Region as employment areas. On April 28, 2022 Peel Region completed their municipal comprehensive review and adopted a revised Official Plan to fulfill this requirement. Section 2.2.5.6 of the A Place to Grow Plan assigns the responsibility for designating Employment Areas to the Region of Peel and not to the City of Mississauga. The Official Plan Amendment application that is being submitted to the City of Mississauga for adoption would implement the policy in Section 5.8.16 of the RROP2051 for the subject site because this policy explicitly **directs** the City of Mississauga to designate Employment Areas in accordance with Schedule E – 4 Employment Areas of the RROP2051 and this Schedule does not apply an Employment Areas designation to the subject site (see the map excerpt in **Figure 46** in this report).

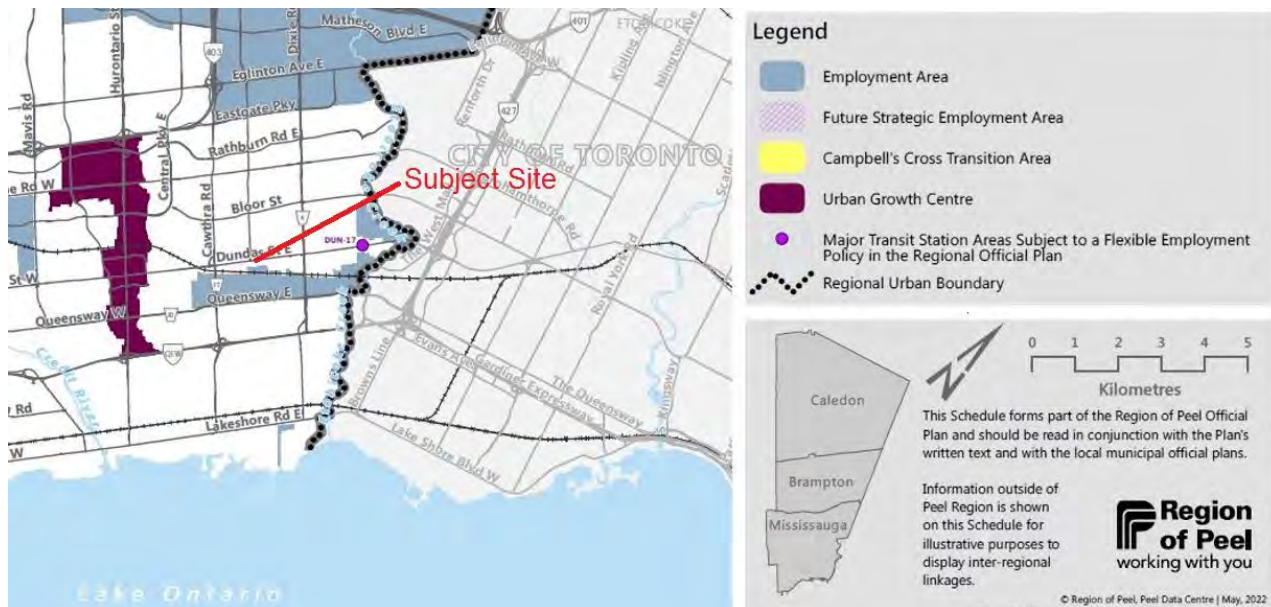


Figure 46- Schedule E – 4 Employment Areas of New Region of Peel Official Plan

The Official Plan Amendment and Zoning By-law Amendment within this report that is being submitted to the City of Mississauga conform to the policies in Section 2.2.5.10 of the A Place to Grow Plan for the following reasons:

- these Amendments conform to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because there is a need for the employment land conversion to permit the 543 purpose built rental apartment units to achieve the Peel Region’s rental housing target and to address the low vacancy rate in rental apartment units;
- these Amendments conform to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because the subject site is located at the north edge of an area that the provincial growth secretariat has designated as a Provincially Significant Employment Zone and the New Regional Official Plan that Region of Peel it adopted on April 28, 2022 has designated as an Employment Area. The geographic area included within the Provincially Significant Employment Zone and the Region of Peel’s designated Employment Area is a large area and RWDI Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report demonstrates that the approval of the employment land conversion for the subject site shall not impact the viability of this large designated Employment Area;
- these Amendments conform the Official Plan Amendment conforms to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because the IBI Group Functional Servicing and Storm Water Management Report, the GHD Traffic Impact Report and this report collectively demonstrate that the existing, as well as planned infrastructure can accommodate the proposed mixed use redevelopment that this Amendment would permit on the subject site;
- these Amendments conform to the policy in Section 2.2.5.10 b) of the A Place to Grow Plan because a significant number of jobs would be housed within the ground floor street related commercial uses; and
- these Amendments conform to the policy in Section 2.2.5.10 c) of the A Place to Grow Plan because the subject site is not located within the Provincially Significant Employment Zone as **Figure 48** shows.

4.4 Region of Peel Official Plan (Office Consolidation 2020)

The existing Region of Peel Official Plan (“ROP”) contains:

- Schedule D Regional Structure which designates the subject site as part of the Urban System (see **Figure 49**).
- Schedule D4 Growth Plan Policy Areas in Peel which designates the subject site as part of the Built Up Area (see **Figure 50**).
- Figure 4 Population and Employment Growth in Peel Region which targets a population increase for the City of Mississauga from 768,000 in 2021 to 805,000 by the year 2031; and
- Table 4, as well as Figure 17 Annual Minimum New Housing Unit Targets by Area Municipality which together with Section 5.8.2.14 of the ROP set an annual minimum new rental housing unit and affordable ownership target of 35% for new housing construction in the City of Mississauga.

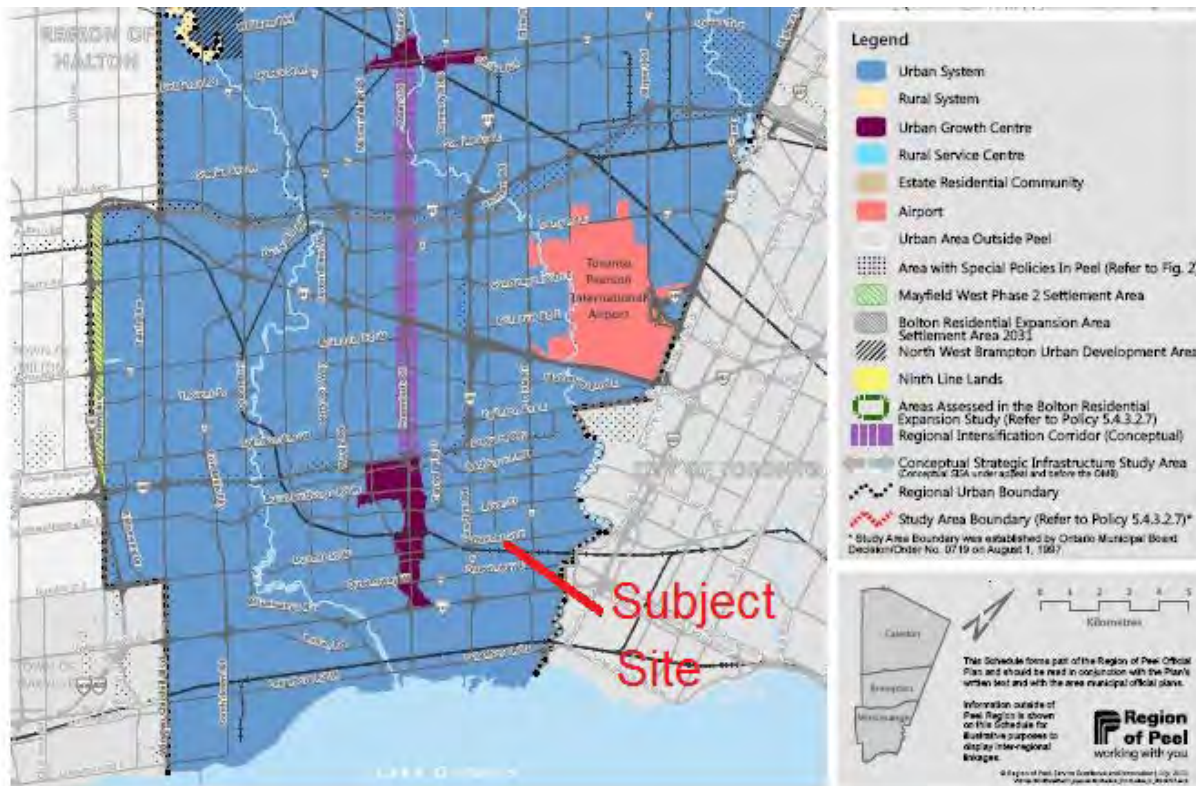


Figure 49-Region of Peel Official Plan Schedule D Regional Structure

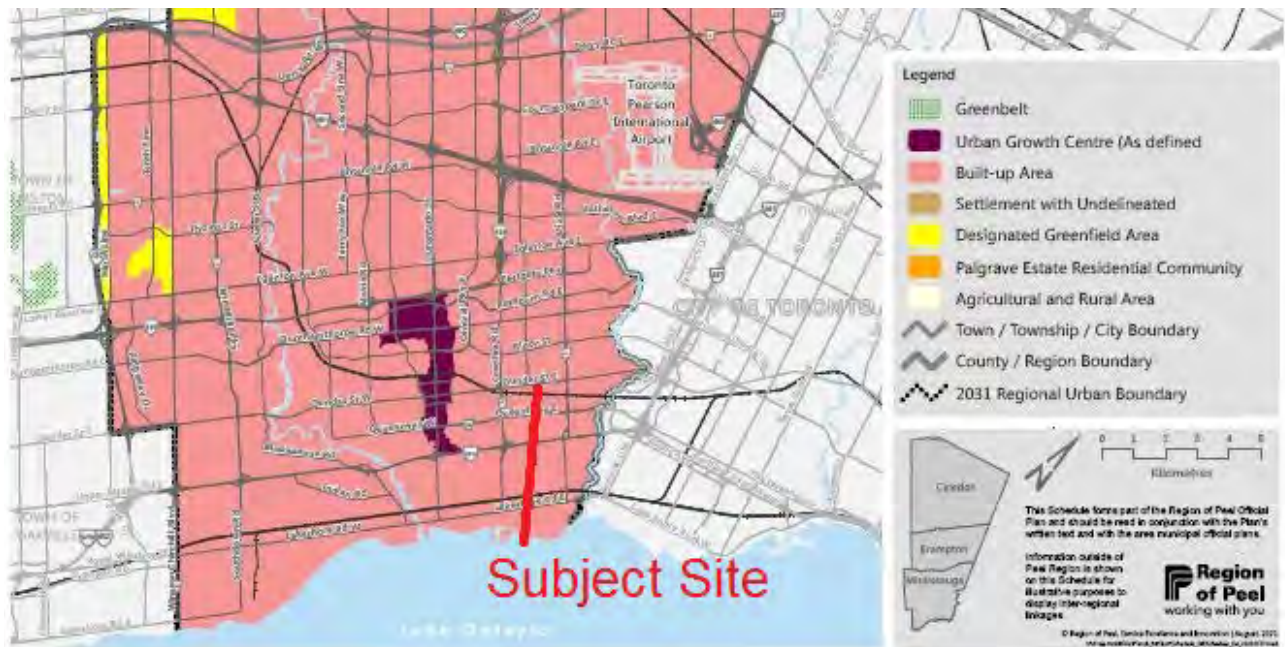


Figure 50-Region of Peel Official Plan Schedule D4 Growth Plan Policy Areas in Peel

The completed Region of Peel Healthy Development Assessment scorecard for the proposed mixed-use redevelopment for the subject site demonstrates that the proposed 543 purpose-built rental apartment units for the subject site shall be within a location where a healthy complete urban community with living, working and recreational opportunities are available in conformity with Section 5.3.1.3 of the ROP.

The proposed mixed-use redevelopment for the subject site conforms to the existing policy in Section 5.3.1.7 of the ROP because it recognizes that the physical characteristics of the existing Applewood Neighbourhood including but is not limited to the height of the existing buildings. The mixed-use redevelopment results in a logical expansion of this existing neighbourhood to the south while simultaneously maintaining its overall integrity.

The proposed mixed-use redevelopment for the subject site conforms with the policy in Section 5.5.3.2.5 of the ROP because it assists the Region of Peel to reach the residential development target of 52,000 units within the City of Mississauga by the year 2031.

The City of Mississauga Official Plan Amendment and Zoning By-law Amendment required to permit the proposed mixed-use redevelopment for the subject site:

- shall assist the Region of Peel to realize it is residential development targets for the built-up area of the City of Mississauga in the policies in Sections 5.5.3.2.4 and 5.5.3.2.5 of the ROP, as well as population growth target of 37,000 additional residents within the City of Mississauga between the years 2021 and 2031 in Figure 4; and
- shall assist the Region of Peel to realize the above-cited annual rental residential unit targets for the built-up area of the City of Mississauga through the introduction of 543 purpose-built rental apartment units on the subject site.

Section 5.3.1 of the ROP supports the City of Mississauga Official Plan Amendment and Zoning By-law Amendment required to permit the proposed mixed-use redevelopment for the subject site because the project that these amendments would permit:

- respects the character of the existing residential community to the north with the proposed 4 storey podium complementing the existing 4 storey residential buildings fronting onto the north side of Dundas Street East together with the proposed 16 and 20 storey building components complementing

the existing 16 storey building located to the northwest of the subject site at 935 Dundas Street East in conformity with Section 5.3.1.3;

- it has a compact built form, intensifies the use of the subject site, broadens the mixture of uses on this site and efficiently uses the public services and infrastructure available to this site in conformity with Section 5.3.1.4; and
- assists the Region of Peel to achieve the urban structure it desires in Section 5.3.1.5 by introducing a built form and development density within an intensification corridor which is both pedestrian friendly and transit supportive.

The approval of the Regional Official Plan Amendment application to the ROP that will be submitted to the Region of Peel for the subject site and also the approval of the enclosed City of Mississauga Official Plan Amendment, as well as the Zoning By-law Amendment for the proposed mixed-use redevelopment for the subject site in this report shall result in this redevelopment conforming to all the exiting policies within the ROP and all the policies within the City of Mississauga's existing Official Plan which the policy in Section 5.3.2.2. of the ROP requires. This amendment to the ROP is a technical amendment, as no such amendment would be required in connection with the newly adopted Regional Official Plan, if approved.

The proposed mixed-use redevelopment for the subject site:

- helps create a healthy community in conformity with the policy in Section 5.3.1.3 as the completed Region of Peel Healthy Development Assessment Scorecard for the proposed redevelopment demonstrates; and
- helps create a more complete urban community because it would provide 543 new purpose-built rental apartment units on a subject site within convenient walking distance to public transit service, working, recreational, shopping and educational facilities.

Section 5.3.2.6 of the ROP also supports the Official Plan Amendment and Zoning By-law Amendment application being submitted to the City of Mississauga to permit proposed mixed-use redevelopment project on the subject site because it directs the City of Mississauga to include policies within its existing Official Plan which:

- create a pedestrian friendly and transit supportive urban environment (which these proposed Amendments would create);
- provide transit supportive opportunities for redevelopment and mixed-use (which these proposed Amendments would also facilitate); and
- minimize crime through community design (which would be realized through these Amendments because the project has been designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles).

The proposed mixed-use redevelopment for the subject site is consistent with the stated growth management objectives in Section 5.5.1 and the policy in Section 5.5.2.1 of the ROP for a number of reasons, including the following:

- it optimizes the use of the subject site which is located within an intensification corridor and a planned major transit station area;
- it is a compact, well-designed project that is transit oriented and shall offer future residents a wide range of high quality choices of transportation modes when Metrolinx's and the City's planned physical improvements for the Dundas Street East corridor have been implemented;
- it includes much-needed 543 purpose-built rental apartment units, a high quality internal landscaped courtyard and an improved streetscape which shall collectively facilitate easy access by the future resident population of these apartment units on the subject site to a range of retail, as well as commercial services located close to this site;
- helps create a healthy community in conformity with the policy in Section 5.5.1.7 as the completed Region of Peel Healthy Development Assessment Scorecard for the proposed redevelopment demonstrates;

- it partially addresses current provincial and regional population growth forecasts; and
- it optimizes the use of existing and planned infrastructure, as well as services.

The proposed mixed-use redevelopment for the subject site conforms to the general objectives for achieving intensification in Section 5.5.3.1 of the ROP because it:

- has a compact and efficient built form in conformity with Section 5.5.3.1.1;
- optimizes the use of existing infrastructure and services available to the subject site in conformity with Section 5.5.3.1.2
- includes land uses that will revitalize and enhance the segment of Dundas Street East where the subject site is situated in conformity with Section 5.5.3.1.3;
- increases the development density on an underutilized site in conformity with Section 5.5.3.1.4;
- includes 543 purpose-built rental apartment units within a mixed-use building that is transit supportive, facilitates the creation of a more pedestrian friendly environment and thereby reduces automobile dependence in conformity with Section 5.5.3.1.5;
- optimizes the intensification opportunity on the subject site in conformity with Section 5.5.3.1.6; and
- shall achieve a compatible mix of residential and employment uses to create a more vibrant neighbourhood in conformity with Section 5.5.3.1.8.

The proposed mixed-use redevelopment for the subject site conforms to the policies in Sections 5.5.3.2.2, as well as 5.5.3.2.3 of the ROP because they seek to facilitate and promote intensification within intensification corridors and within major transit station areas where the subject site is situated. The proposed mixed-use redevelopment for the subject site would implement Sections 5.5.3.2.4 which seeks that a minimum of 40% all annual residential development occur within the built up area and Schedule D4 Growth Plan Policy Areas in Peel which designates the subject site as part of the Built Up Area (see **Figure 50**).

To ensure the development of a viable transit system, the policy in Section 5.5.3.2.7 of the ROP imposes an obligation on the City of Mississauga to develop an intensification strategy for the type of location where the subject site is situated which is within an intensification corridor and within a major rapid transit station area. Further the policy in Section 5.5.3.2.9 of the ROP imposes an obligation on the City of Mississauga to identify the appropriate type and scale of development within such intensification areas in its Official Plan. The Official Plan Amendment and Zoning By-law Amendment applications being submitted for the subject site serve to identify an appropriate type and scale of development for the subject site that would help support the Dundas Bus Rapid Transit line in accordance with these ROP policies.

The proposed mixed-use redevelopment for the subject site conforms the policy in Section 5.5.2.2 which directs a significant portion of new growth to the designated built-up area through intensification and this proposed redevelopment, with the development density of FSI 4.7 intensifies the use of the subject site. Further, this proposed mixed-use redevelopment conforms to the policy in Section 5.5.3.1.4 which envisions this type of intensification in the form of the redevelopment of the lots within a previously developed area.

The mixed-use redevelopment for the subject site conforms to the employment policies in Sections 5.6.1.1 and 5.6.2.1 of the ROP because the Region of Peel's Land Needs Studies have confirmed that with the proposed employment land conversion for the subject site, there are sufficient lands designated Employment Areas by Schedule E-4 Employment Areas in the New Regional Official Plan that the Region of Peel adopted on April 28, 2022 to meet the future projected employment growth within Peel Region up to the year 2051.

The policy in Section 5.6.2.6 b of the ROP is not consistent with the Region of Peel Council's decision to approve the employment land conversion for the subject site on April 28, 2022 by adopting a New Official Plan that does not designate the subject site an Employment Area. Therefore, an application shall be submitted to the Region of Peel to amend the Region of Peel's existing Official Plan to exempt the subject site from this policy. This amendment to the ROP is a technical amendment, as no such amendment would be required in connection with the newly adopted Regional Official Plan, if approved.

The Official Plan Amendment and Zoning By-law Amendment application for the subject site to permit the mixed-use redevelopment conforms to the policy in Section 5.6.2.8 of the ROP as follows:

- the Region of Peel is currently undertaking a municipal comprehensive review of the ROP;
- to ensure the long-term viability and to support the planned Dundas Bus Rapid Transit line there is a need to introduce an additional resident population of significant size adjacent to and with convenient access to the planned Tomken Road Bus Rapid Transit Station;
- the Region of Peel's Land Needs Studies demonstrate that the Region of Peel in the City of Mississauga will continue to meet their employment growth targets within the ROP within the Region of Peel without the subject site;
- the proposed redevelopment does not adversely affect the overall viability of the Provincially Significant Employment Zone because the provincial growth staff removed the lands from the Provincially Significant Employment Zone or the lands designated Employment Areas in Schedule E-4 of the Region of Peel's New Official Plan which was adopted on April 28, 2022 or the achievement of the intensification of density target for these lands;
- the IBI Group Functional Servicing and Storm Water Management Report, the GHD Traffic Impact Report and this report collectively demonstrate that the existing, as well as planned infrastructure can accommodate the proposed redevelopment;
- the land is not required for the long-term employment purposes based upon the recently completed Region of Peel's Land Needs Studies;
- the land is not designated a Provincially Significant Employment Zone;
- RWDI's Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report concludes that the proposed mixed-use redevelopment for the subject site does not affect the operations or the viability of the existing and permitted employment uses on nearby lands; and
- both the provincial growth secretariat and the Region of Peel considered cross jurisdictional issues when the provincial growth secretariat removed the subject site from the proposed Provincially Significant Employment Zone and the Region of Peel did not designate the subject site as Employment Area on Schedule E-4 of the New Regional Official Plan that it adopted on April 28, 2022.

Section 5.6.19.18 of the New Regional Official Plan provides the City of Mississauga the ability to implement the Region of Peel's revised Official Plan on the subject site in conformity with Section 2.2.5.10 of the A Places to Grow Plan prior to the completion of the City's ongoing review of the City's current Official Plan. The policy changes that the Region of Peel has adopted through its recently completed municipal comprehensive are addressed in Part 4.6 of this report. The policies in Section 5.6.2.8 and 5.6.2.9 of the ROP do not permit employment land conversions outside of the Region of Peel's municipal comprehensive review of the ROP and the Region of Peel's municipal comprehensive review of the ROP has not been completed. Therefore, an application shall be submitted to the Region of Peel to amend the Region of Peel's existing Official Plan to exempt the subject site from the policies in Section 5.6.2.8 and 5.6.2.9 of the ROP. This amendment to the ROP is a technical amendment, as no such amendment would be required in connection with the newly adopted Regional Official Plan, if approved

The Official Plan Amendment application and the Zoning By-law Amendment application for the subject site conforms to the Region of Peel's existing Official Plan as follows:

- the high density employment uses that policy in section 5.6.2.10 of the existing Region of Peel Official Plan envisions on the adjoining property to the south at 2550 Stanfield Road can be designed to be compatible with the proposed mixed-use development for the subject site;
- the proposed mixed-use redevelopment for the subject site includes low impact development features as outlined in the letter accompanying the Official Plan Amendment application and Zoning By-law Amendment application in accordance with section 5.6.2.10 of the existing Region of Peel Official Plan;

- the proposed mixed-use redevelopment for the subject site includes 543 purpose built rental apartment units to meet the stated housing policy objective in Section 5.8.1.1 of the ROP because it shall meet the housing needs of future residents of Peel Region; and
- the proposed mixed-use redevelopment for the subject site meets the stated policy objective in Section 5.8.1.3 of the ROP because it involves an efficient use of the subject site, is transit supportive and is therefore environmentally sensitive.

The policies that the enclosed Official Plan Amendment application would add to the City of Mississauga's existing Official Plan are the type of policies that the ROP encourages the City of Mississauga to incorporate into its existing Official Plan. The policies that this Amendment application would incorporate into the City's existing Official Plan and the Zoning By-law Amendment application for the proposed mixed use redevelopment on the subject site facilitate the construction of a building that has designed to cost effective development standards in conformity with Section 5.8.2.2 b) of the ROP including:

- the provision of a maximum 25 metre separation distance between the proposed 16 storey and 20 storey building components;
- incorporating appropriate building setbacks from the lot lines of the subject site;
- supplying a variety of active recreational facilities outdoors on the roof of the 4 storey podium of the proposed building rather than indoors within the building;
- supplying less amenity space on the subject site than the Apartment RA5 Zone regulations require;
- installing a pad mounted above grade electrical transformer within the front yard of the site rather than indoors within the proposed building; and
- reducing the minimum on-site vehicular parking requirement in the City's existing Zoning By-law for the subject site.

The Official Plan Amendment application and the Zoning By-law Amendment application that are being submitted for the subject site:

- permit a mixed-use redevelopment that has been designed to complement the existing community surrounding the subject site and this community has sufficient existing, as well as planned infrastructure to support this mixed-use redevelopment in conformity with Section 5.8.2.2 a) of the ROP;
- it provides for the introduction of a high density project on a site where it supports the planned Dundas Bus Rapid Transit line, as well as expand the range of housing development density in proximity to the Tomken Road and Dundas Street East intersection that the policy in Section 5.8.2.3 of the ROP supports and encourages the City of Mississauga to plan for;
- facilitates the construction of rental apartment units that the policy in Section 5.8.2.5 of the ROP supports;
- permit a mixed-use redevelopment that constitutes an efficient and environmentally sustainable use of land;
- permit 543 purpose-built rental apartment units that would assist in meeting some of the needs of both current and future residents of the City because of the low vacancy rate in rental housing and the amount of additional population growth that the Province, as well as the Peel Region have targeted for the Region of Peel;
- the Official Plan Amendment application incorporates policies into the City of Mississauga's existing Official Plan that shall permit a new residential land use which achieves residential intensification within a Major Transit Station Area and provide for a compact form of redevelopment on the subject site in conformity with Section 5.8.2.6 of the ROP; and
- it assists the Region of Peel to achieve the annual minimum 35% market rental and affordable ownership new housing unit target in Section 5.8.2.14, within Figure 17 and within Table 4 of the ROP.

The Official Plan Amendment and the Zoning By-law Amendment within this report that is being submitted to the City of Mississauga conform with the transportation policies within Section 5.9 of the ROP as follows:

- it integrates transportation and land use planning to maximize the use of existing transportation infrastructure by facilitating an increase in the size of the resident population within an existing weekday frequent public transit service corridor;
- it permits a mixed-use redevelopment that has a transit supportive development density of FSI of 4.7 on site situated within a planned Bus Rapid Transit corridor in a central location within the Tomken Road Major Transit Station Area that the policy within Section 5.9.5.1.4 of the ROP supports and encourages; and
- the subject site abuts the portion of Dundas Street East that Schedule G Rapid Transit Corridors Long-Term Concept of the ROP designates as an “Other Rapid Transit Corridor”, that Schedule F-2 Major Road Network of the ROP designates as a “Major Road” and that within which the policy in Section 5.9.5.2.10 of the ROP encourages residential intensification. It encourages residential intensification on sites within such corridors to support a higher level of transit service, as well as other sustainable modes of travel (cycling and walking).

4.5 Region of Peel New Official Plan 2051

Section 2.2.5.6 of the Provincial May 2019 A Place to Grow Plan imposed an obligation on the Region of Peel to amend the Regional Official Plan to designate lands within the Region as employment areas. On April 28, 2022 Peel Region completed their municipal comprehensive review and adopted a new Official Plan (“NROP2051”) to fulfill this requirement. Plan Logic Consulting Inc. on behalf of Ahmed Development Inc. and another client has actively participated in the Region of Peel’s municipal comprehensive review process of its Official Plan. The Region of Peel based upon their Land Needs Studies, as well as a broad range of other studies, in consultation with the City of Mississauga decided that the subject site is not a suitable employment area and to implement its employment area conversion decision for the subject site on April 28, 2022 through the adoption of a New Official Plan containing Schedule E – 4 Employment Areas which does not designate the subject site an Employment Area (see **Figure 46**).

Appendix 3 in the Region’s October 7, 2021 Peel 2051 Land Needs Assessment Report explicitly supported the conversion of the subject site to non-employment uses (see **Appendix D**). The revised policies that the City of Mississauga shall be incorporating into its existing Official Plan as part of its review of its existing Official Plan must conform to Provincial Plans and the NROP2051 after it receives the approval of the Ontario Minister of Municipal Affairs and Housing. Since, the NROP2051 is not proposing to designate the subject site as an Employment Areas, the City of Mississauga must amend its existing Official Plan to remove the *Dixie Employment Area* designation and the *Employment Areas* designation from the subject site. The Official Plan Amendment application and the Zoning By-law Amendment in this report that is being submitted to the City of Mississauga shall implement the policy in Section 5.8.16 of the NROP2051 for the subject site because this policy explicitly directs the City of Mississauga to designate Employment Areas in accordance with Schedule E – 4 Employment Areas of the NROP2051 and this Schedule does not apply an Employment Areas designation to the subject site (see the map excerpt in **Figure 46** in this report).

The policy in Section 5.3.1 of the NROP2051 directs the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments. The subject site is in the Urban System, within the Delineated Built-up Area and within a Strategic Growth Area where this policy

indicates that population growth should be focused. This policy supports the proposed building height, development density and built form of the proposed mixed use redevelopment for the subject site.

The proposed mixed-use redevelopment for the subject site conforms to the general objectives for achieving the intensification policies in Section 5.4.18. of the RROP 2051 because it, among other things:

- has a compact and efficient built form in conformity with Section 5.4.18.1;
- optimizes the use of existing infrastructure and services conformity with Section 5.4.18.2;
- revitalizes and enhances the segment of Dundas Street East where the subject site is situated in conformity with Section 5.4.18.3;
- increases the development density on an underutilized site in conformity with Section 5.4.18.4;
- includes 543 purpose built rental apartment units within a mixed-use building that is transit supportive, facilitates the creation of a more pedestrian friendly urban environment and thereby reduces automobile dependence in conformity with Section 5.4.18.5;
- optimizes that intensification opportunity on the subject site in conformity with Section 5.4.18.6; and
- shall achieve a compatible mix of residential and employment uses to create a more vibrant neighbourhood in conformity with Section 5.4.18.8.

Official Plan Amendment application and the Zoning By-law Amendment that are being submitted to the City of Mississauga to permit the proposed mixed-use redevelopment for the subject site:

- implement the policy in Section 5.4.18.10 of the NROP2051 because it would facilitate intensification by permitting 543 purpose built rental apartment units on the subject site;
- implement the policy in Section 5.4.18.11 of the NROP2051 because it supports intensification within a Major Rapid Transit Station Area;
- assists Peel Region to meet Peel Region's annual residential development target for the lands within the Delineated Built-up Boundary in Section 5.4.18.12 of the NROP2051;
- assists Peel Region to meet Peel Region's total residential development target for the lands within the City of Mississauga within the Delineated Built-up Boundary in Section 5.4.18.13 of the NROP2051; and
- since the NROP2051 designates the subject site as a Strategic Growth Area the Official Plan Amendment application incorporates revised policies into the City of Mississauga Official Plan in conformity with Section 5.4.18.17 of the NROP2051 which define the appropriate height and scale of development on the subject site.

The NROP2051 Schedule E-5 Major Transit Station Area includes the subject site within the Primary Major Transit Station Area for the planned Tomken Road Bus Rapid Transit Station (see **Figure 31**).

Peel Region's NROP2051 policy in Section 5.6.19.18 states "Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development" meets specific policy criteria. The proposed mixed-use redevelopment for the subject site meets these policy criteria as follows:

- the proposed development density of FSI 4.7 for the subject site conforms with Section 5.6.19.18 a) because it is a transit supportive scale of development and it recognizes the density of development of the surrounding community;
- the proposed built form for the subject site recognizes the character, as well as scale of the surrounding community in conformity Section 5.6.19.18 a). The proposed 16 storey building component adjacent to widened public street on the subject site shall complement the height of the existing 16 storey apartment building at 935 Dundas Street East which is located to the northwest of the proposed Tomken Road BRT station and to the northwest of the subject site. The proposed redevelopment shall

also complement the built form other existing low rise residential and commercial uses within the surrounding area;

- it has a compact urban form and the highest intensity transit supportive uses (at grade commercial uses and the 543 purpose built rental apartment units) are being developed on the subject site which is situated close to the planned Tomken Road Bus Rapid Transit Station in conformity with Section 5.6.19.18 b);
- addresses regional housing policies to provide a range and mix of housing options as described in part 4.5 and 4.6 of this report in conformity with Section 5.6.19.18 c);
- local municipal (City of Mississauga existing Official Plan) housing policies to provide a range and mix of housing options and densities as described in part 4.6 of this report in conformity with Section 5.6.19.18 c);
- Peel Living currently supplies affordable housing within the existing building at 888 Riley Court within the Tomken Road Major Transit Station Area where the subject site is located. The proposed development will provide rental apartment units, which is a more affordable form of housing than the detached residential dwellings which are common in the surrounding area to the north of the subject site. The proposed redevelopment appropriately addresses affordable housing in conformity with Section 5.6.19.18 c);
- the land area of the subject site within 3.5 metres of the existing Dundas Street East road allowance shall be dedicated to the City of Mississauga as a condition of site plan approval of the project which shall provide the City of Mississauga the land it requires to provide an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports the proposed mixed-use redevelopment on the subject site in conformity with Section 5.6.19.18 d);
- it contains an appropriate mix of land uses (at grade commercial uses, as well as the 543 purpose built rental apartment units) and amenities (landscaped internal courtyard and active, as well as passive recreational facilities on the roof of the 4 storey podium overlooking the public street) that shall foster a vibrant and transit supportive neighbourhood in conformity with Section 5.6.19.18 e);
- it implements the provision of on-site bicycle parking, and the Dixie GO Train Station Mobility Hub fulfills the passenger transfer and commuter pick up/drop off area function for this segment of the Dundas Bus Rapid Transit Line in conformity with Section 5.6.19.18 f);
- it assists the Provincial Government and the Region of Peel to achieve the minimum density target that the Region of Peel has established for the Tomken Road Bus Rapid Transit Station through the NROP2051 which it adopted on April 28, 2022 and removes existing land uses that adversely impact the achieving the optimum number of transit riders at this Bus Rapid Transit Station in conformity with Section 5.6.19.18 g);
- the 3.5 metre deep road widening land dedication from the subject site, to widen the existing Dundas Street East road allowance and the landscaping proposed within the 4.5 metre building setback of the proposed 4 storey podium from the widened road allowance shall collectively support high quality public realm improvements to enhance the Tomken Road Major Transit Station Area in conformity with Section 5.6.19.18 h);
- RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report addresses land use compatibility of the proposed mixed-use redevelopment for the subject site with the surrounding land uses as described in Part 5.6 of this report in accordance with provincial policies, guidelines and standards in conformity with Section 5.6.19.18 i); and
- in the formulation of the design of the proposed mixed-use redevelopment for the subject site municipally initiated studies and recommendations as described in part 4.10 of this report were considered to the extent that they support the requirements of the Policy 5.6.19.10 in the NROP2051 in conformity with Section 5.6.19.18 j).

The proposed 543 purpose-built rental apartment units for the subject site shall assist the Region of Peel to meet its stated goal of ensuring an adequate supply of rental housing to meet local needs. In this regard, the proposed mixed-use redevelopment for the subject site shall assist Peel Region in fulfilling the policies in Section 5.9.3 and in Section 5.9.11 of the NROP2051 that set a minimum target that 25% of all new housing units have a rental tenure.

The proposed mixed-use redevelopment for the subject site conforms to the housing policy objectives in Section 5.9 of the NROP2051 as follows:

- it is a compact, high density form of housing which constitutes intensification and results in a more complete community by introducing a substantial resident population adjacent to the north edge of a Provincially Significant Employment Zone in conformity with Section 5.9.1;
- it assists both Peel Region and the City of Mississauga to ensure that an adequate supply of rental housing is available to meet future population growth needs in accordance with Section 5.9.3 and to meet the Peel Region wide housing target in Table 4 of the NROP2051 at an appropriate development density for the subject site in conformity with Section 5.9.2;
- it shall conserve energy and shall be a more energy efficient form of housing than other low density or medium density forms of residential use in accordance with Section 5.9.4;
- it shall provide barrier free access to the active, as well as passive recreational facilities on the roof of the 4 storey podium, the proposed rental apartment units shall range in size and therefore they would be available for occupancy by a diverse resident population to fulfill the stated objectives in Sections 5.9.5 and 5.9.6 because housing with an ownership tenure and without elevators have inherent economic, as well as social barriers for occupancy by some of the City's resident population.

The proposed mixed-use redevelopment for the subject site conforms to the housing policies in Section 5.9 of the NROP2051 as follows:

- it implements Section 5.9.7 of the NROP2051 by assisting the Region of Peel and the City of Mississauga to meet the new target for housing units of a rental tenure which is shown in Table 4 of the NROP2051;
- the City of Mississauga would be implementing the policies in Sections 5.9.7 and 5.9.8 of the NROP2051 by adopting the proposed Official Plan Amendment and enacting the Zoning By-law Amendment application for the subject site in this report because it would be collaborating with, as well as working jointly with the Region of Peel to achieve the targeted amount of new rental housing units in Table 4 of the NROP2051;
- this report for the subject site demonstrates and concludes that the proposed purpose built 543 rental apartment units within mixed-use redevelopment on the subject site conform to Section 5.9.11 of the NROP2051 because they contribute to achieving the Region of Peel wide housing target in Table 4 of the NROP2051 and is also consistent with both the Region of Peel's, as well as the City of Mississauga's existing Official Plan housing policy objectives identified in part 4.6 of this report.

Official Plan Amendment application and the Zoning By-law Amendment application that are being submitted to the City of Mississauga to permit the proposed mixed-use redevelopment for the subject site:

- implements the policy in Section 5.9.17 of the NROP2051 because it would permit 543 purpose built rental apartment units on the subject site;
- would permit a more intensive use of the subject site and provide for a compact built form of redevelopment on the subject site that the policy in Section 5.9.27 of the NROP2051 is encouraging; and
- would assist people seeking rental apartment accommodation within the City of Mississauga to overcome the low vacancy rate which currently serves as a barrier to those people seeking this type of accommodation in accordance with Section 5.9.15 of the NROP2051.

The maximum 25 metre separation distance proposed between the 16 storey and the 20 storey building components on the subject site together with the proposed building setbacks from the exterior lot lines for this redevelopment represent an alternative standard that shall facilitate the construction of an optimum number of rental apartment units on the subject site. These proposed development standards are similar to those that Section 5.9.24 of the NROP2051 encourages the City of Mississauga to consider for affordable housing developments.

The findings of the Region of Peel's Land Needs Study, which was completed by Peel Region as part of its municipal comprehensive review of the Region of Peel Official Plan for the NROP2051 support the employment land conversion for the subject site (see **Appendix D**). As noted, the Schedule E-4 Employment Areas of the NROP2051 does not designate the subject site as an Employment Area as shown in **Figure 46**.

The employment policies in Section 5.8 of the NROP2051 states that "on the periphery of Employment Areas retail and commercial uses serving the workers in the Employment Areas provide a buffer to sensitive land uses and benefit from visibility and access to transit". The former retail warehouse use on the adjoining property at 2550 Stanfield Road and the former office use at 2562 Stanfield Road were occupying buildings which are located at or close to the north edge of the Employment Areas designation in Schedule E-4 Employment Areas in the NROP2051 and which are conveniently accessible by public transit. These existing buildings together with the associated landscaping on these properties partially buffer the proposed land uses on the subject site from employment uses further south within the Employment Area, including Mother Parkers Tea and Coffee Inc.'s existing food processing, warehousing and wholesale distribution centre operations.

RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report demonstrates that the proposed purpose-built 543 rental apartment units on the subject site allow for the protection and preservation of existing employment uses in the Employment Area and mitigate adverse impacts in accordance with the policy in Section 5.8.7 of the NROP2051. Class 4 noise classification for the area would allow for appropriate noise mitigation in accordance with the policies in Section 6.10 of the City's existing Official Plan to further ensure the long-term viability of Mother Parkers Tea and Coffee Inc.'s operations on the lands designated as Employment Areas by the NROP2051.

Section 5.8.27 of the NROP2051 encourages that the designated Employment Area on Schedule E-4 of the NROP2051 have a minimum employment density of 45 jobs per hectare. Section 5.8.6 and Section 5.8.40 of the NROP2051 seeks to concentrate high density employment uses such as Major Office within Major Transit Station Areas. Schedule E-5 Major Transit Station Areas of the NROP 2051 designates the subject site, as well as 2550 and 2562 Stanfield Road as a Primary Major Transit Station Area. The proposed redevelopment of the subject site would not preclude or prejudice the future redevelopment of the adjoining property to the south at 2550 and 2562 Stanfield Road, or other nearby lands, for Major Office uses.

Mother Parkers Tea & Coffee Inc.

On April 27, 2022 Mother Parker's Tea & Coffee Inc. made a written submission to Peel Region Council, requesting that approximately 58 acres of land along the Dundas Street East corridor between Haines Road and Blundell Road, including the subject site, be designated Employment Areas on Schedule E-4 Employment Areas in the RROP2051. On April 28, 2022 Region of Peel Council adopted the RROP2051 without making the change to Schedule E-4 Employment Areas that Mother Parker's was requesting.

On May 11, 2022 Mr. David Tang, a solicitor for Mother Parker's Tea & Coffee Inc. made a deputation to Region of Peel Council regarding his April 27, 2022 written submission. In response, Region of Peel Council requested Peel Region land use planning staff to consider this written submission and to report back to Peel Region Council.

Peel Region land use planning staff submitted a report to Region of Peel Council at its meeting on July 7, 2022 recommending that Peel Region not seek any modifications from the Ontario Minister of Municipal Affairs to the RROP2051. Regional Council received the staff report and did not seek any modifications to the adopted RROP2051. Under the RROP 2051 as adopted by Regional Council and with the Ontario Minister of Municipal Affairs and Housing for approval does not include the subject site within an Employment Area.

4.6 City of Mississauga Official Plan (Office Consolidation 2020)

The City of Mississauga existing Official Plan (“MOP”) Office Consolidation October 21, 2021 was reviewed. Official Plan Amendment 106 is reflected in the consolidated document on the City’s website and is addressed in part 4.8 of this report.

4.6.1 Map Changes

Schedule 1 Urban System , Schedule 1A Urban System -City Structure, Schedule 10 Land Use Designations, Schedule 17 Employment Areas in the City of Mississauga’s current Official Plan designate the subject site as Employment Area and Schedule 9 Character Areas, as well as Map 17 – 4 Dixie Employment Area of this Plan designate it as part of the Dixie Employment Area. Excerpts of these existing Official Plan Schedules and the two Official Plan Maps have been included as **Figure 51, Figure 52, Figure 53, Figure 54, Figure 55A** and **Figure 55B** in this report respectively. The policy in Section 2.2.5.6 of the A Place to Grow Plan assigns the responsibility for designating Employment Areas to the Region of Peel and not to the City of Mississauga. The Official Plan Amendment application that is being submitted to the City of Mississauga for adoption would implement the policy in Section 5.8.16 of the NROP2051 for the subject site because this policy **directs** the City of Mississauga to designate Employment Areas in accordance with Schedule E – 4 Employment Areas of the NROP2051 and this Schedule does not apply an Employment Areas designation to the subject site (see the map excerpt in **Figure 46** in this report). The Official Plan Amendment in this report shall remove this site from the Dixie Employment Area and Employment Area designation to permit the 543 purpose-built rental apartment units on the subject site.

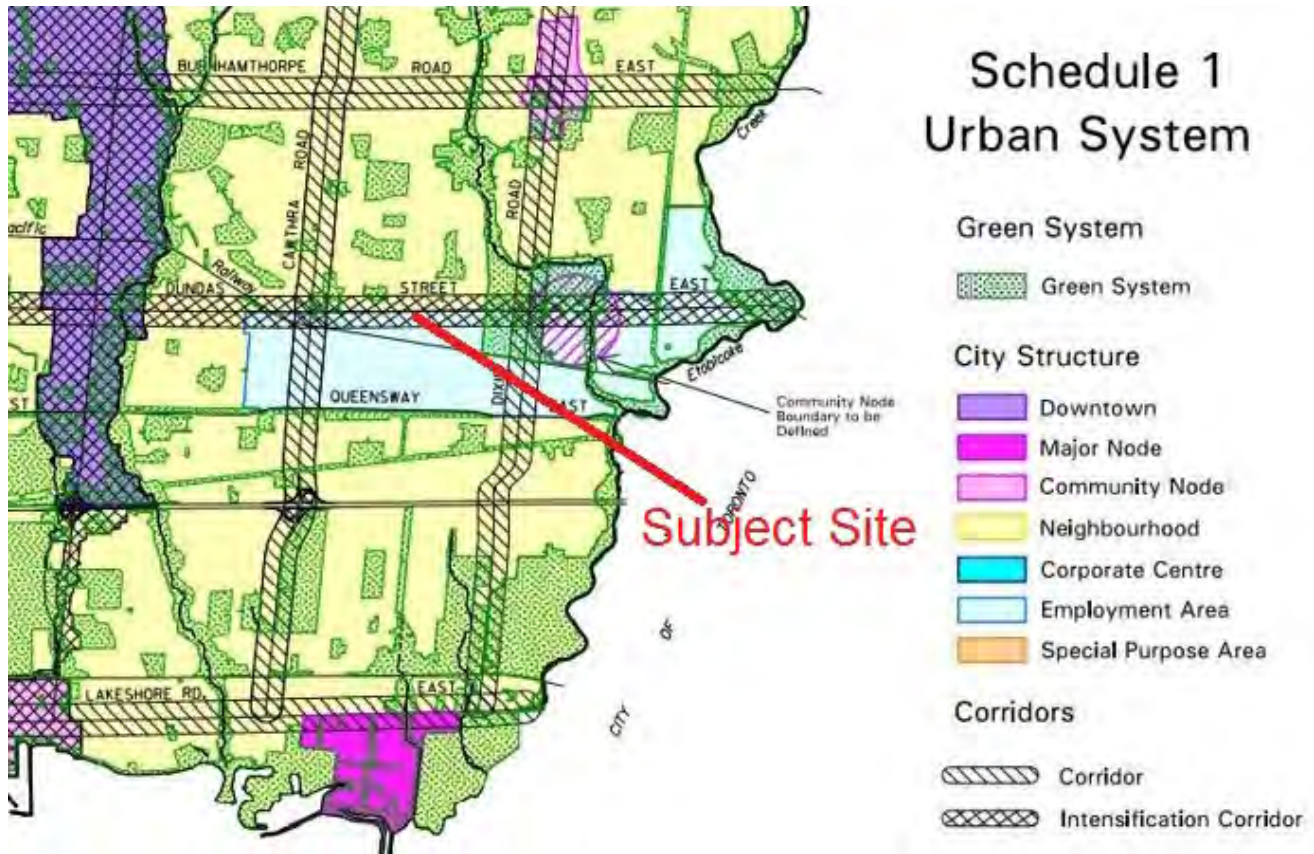


Figure 51-City of Mississauga Exiting Official Plan Schedule 1

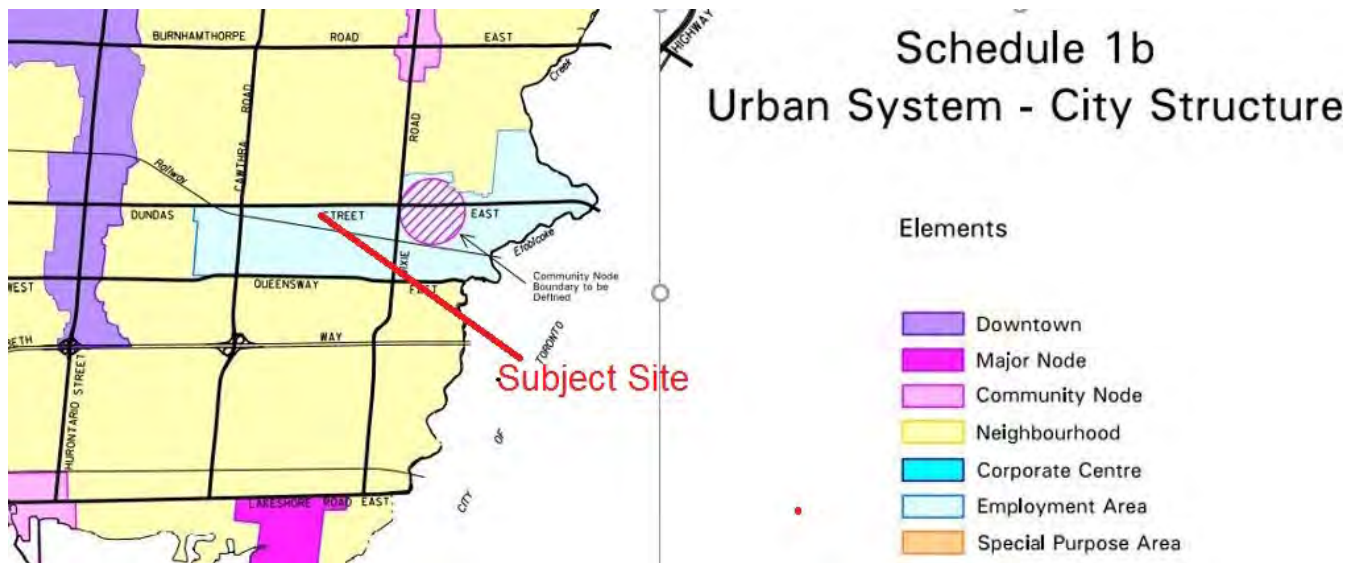


Figure 52 City of Mississauga Exiting Official Plan Schedule 1b

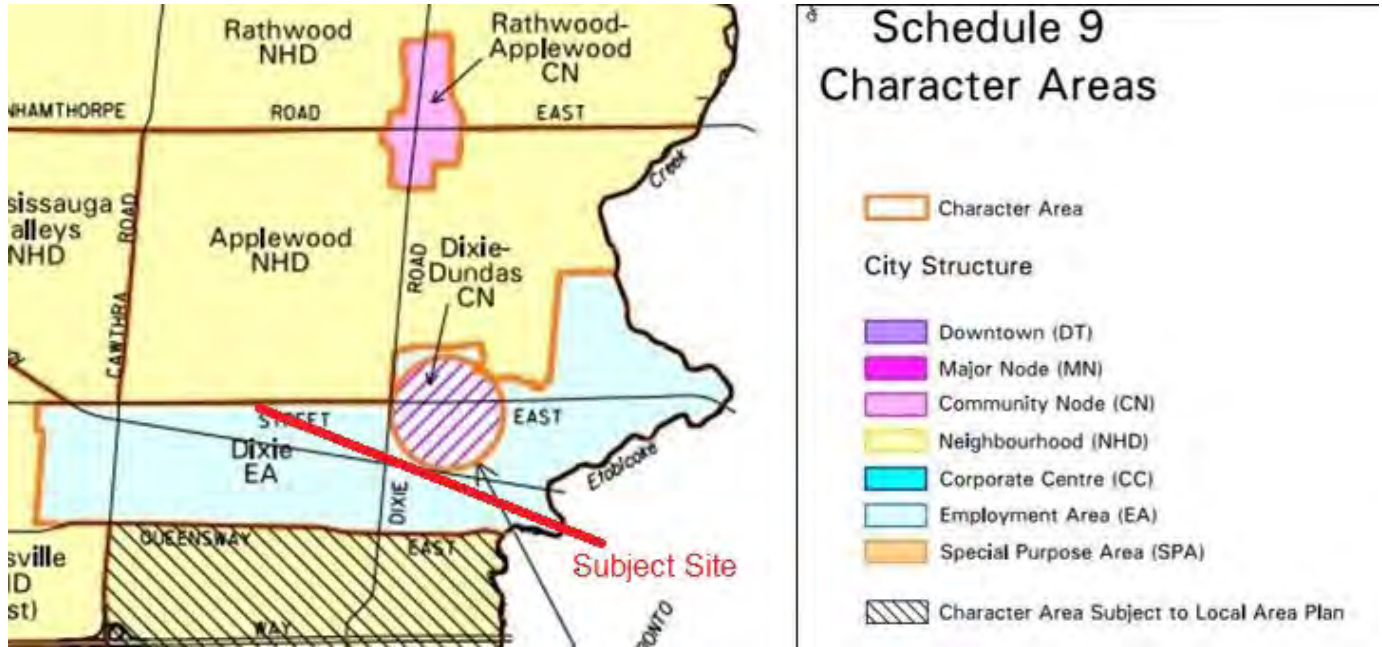


Figure 53- City of Mississauga Official Plan Schedule 9- Character Areas

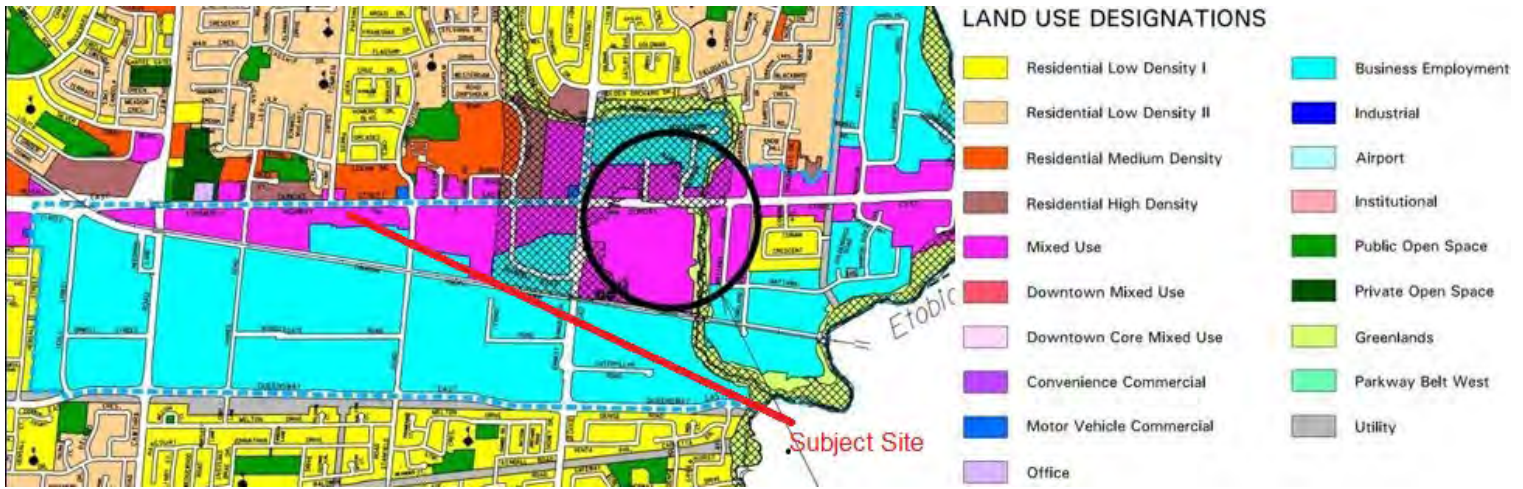
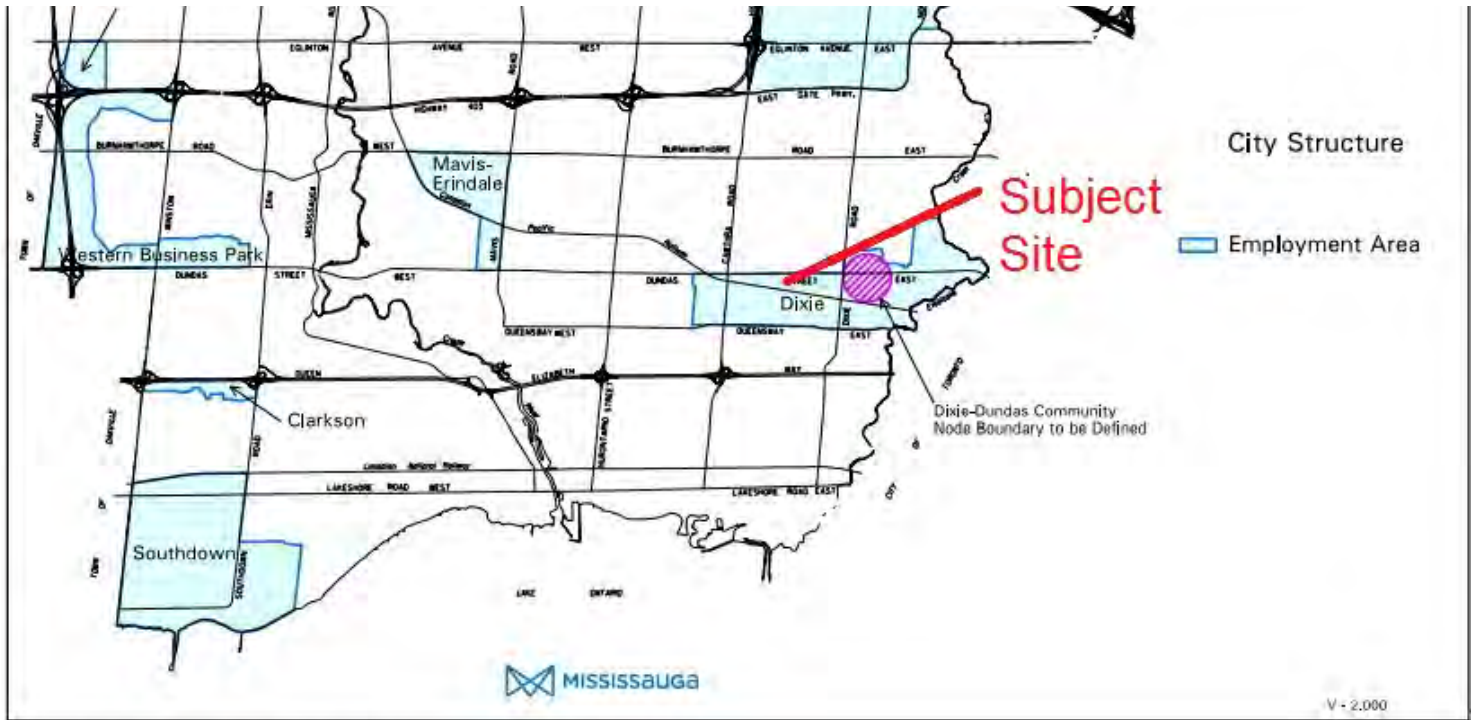


Figure 54- City of Mississauga Official Plan Schedule 10-Land Use Designations



Map 17-1: City Structure – Employment Areas

Figure 55A- City of Mississauga Official Plan Schedule 17-1 City Structure-Employment Areas



Map 17-4: Dixie Employment Area

Figure 55B- City of Mississauga Official Plan Schedule 17-4 Dixie Employment Area

4.6.2 City Structure

Section 5.3 of the MOP sets out the City Structure which is the functional framework for planning policies which guide development within the City. The City Structure consists of: Downtown, Major Nodes, Community Nodes,

Corporate Centres, Neighbourhoods, Employment Areas and Special Purpose Areas. The subject site is designated Employment Area and Dixie Employment Area.

Figure 5.5 of the MOP provides minimum building height requirements and maximum development densities for each of these 7 City Structure elements. Figure 5.5 requires a minimum building height of 2 storeys within Major Transit Station Areas and within Employment Areas which are also within major transit station areas or Intensification Corridors. Schedule 1c Urban System- Corridors of the MOP designates the subject site an Intensification Corridor as the excerpt in **Figure 56** shows. No maximum building height or maximum development density is prescribed for Employment Areas within Major Transit Station Areas or Intensification Corridors. The subject site is designated Employment Areas, Dixie Employment Area and an Intensification Corridor. Therefore, the proposed development density of 4.7 and the proposed building height of 4, 16 and 20 storeys for the subject site conforms with the existing MOP.

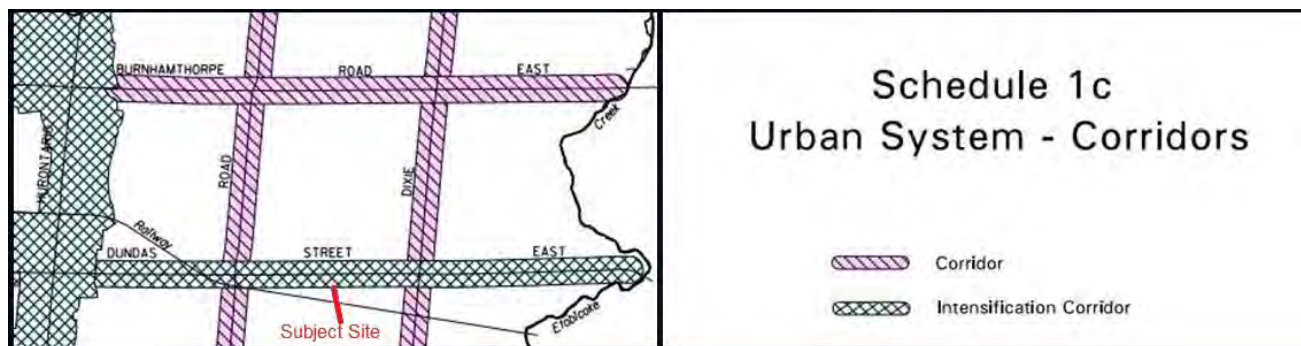


Figure 56-City of Mississauga Official Plan Schedule 1c Urban System - Corridors

The City Structure policies need to be amended to conform to the NROP2051 policies for Major Transit Station Areas and Employment Areas that the Region of Peel adopted on April 28, 2022. Therefore, the Official Plan Amendment application that is being submitted for the subject site changes the designations of this site from Employment Area, Mixed Use and Dixie Employment Area to the Major Transit Station Areas, Applewood Neighbourhood, Neighbourhood and the Residential High Density designation.

The policy in section 5.3.6.5 of the MOP reads as follows:

5.3.6.5 conversion of lands within the employment areas will only be permitted through the municipal comprehensive review.

The definition of municipal comprehensive review in the A Place Grow Plan assigns the authority to complete a municipal comprehensive review to the Region of Peel and not to a local municipality such as the City of Mississauga. Since, the Region of Peel is currently undertaking a municipal comprehensive review of the existing Regional Official Plan the Official Plan Amendment application to amend to the urban hierarchy and the city structure for the subject site is timely.

The Region of Peel Land Needs Studies, which were completed as part of their municipal comprehensive review of the Regional Official Plan concluded that it would be appropriate to convert the subject site for non-employment uses and that there would be an adequate supply of employment land to accommodate a variety of existing employment uses and to also meet employment growth targets up to the year 2051 without the subject site. Therefore, the Official Plan Amendment application for the subject site conforms to the policy in Section 5.3.6.1 of the MOP which requires that an adequate supply of land for the above-cited employment uses to meet the targeted future employment growth.

4.6.3 Class 4 noise classification under NP-300

The introduction to the noise policies within Section 6.10 of the MOP includes the following statement “Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.” RWDI’s Noise and Vibration report identifies the noise abatement measures that can be incorporated into the proposed mixed use redevelopment on the subject site in conformity with Section 6.10.1.1 of the MOP.

In the Official Plan Amendment in this report the Ahmed Group is requesting Mississauga City Council classify the subject site and Mother Parkers Tea and Coffee Inc.’s existing facilities located at 2470, 2520 and 2531 Stanfield Road as Class 4 under NPC-300. This approach is consistent with Section 6.10.1.6 a. of the MOP as follows: the subject site and Mother Parkers Tea and Coffee Inc.’s existing facilities located at 2470, 2520 and 2531 Stanfield Road. This approach is consistent with Section 6.10.1.6 a. of the MOP as follows:

- the proposed redevelopment for the subject site is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;
- RWDI’s Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report concludes the proposed redevelopment for the subject site for a new noise sensitive use does not impair the long term viability and operation of any existing employment uses;
- the proposed redevelopment for the subject site is in the strategic interest of the City because of low rental apartment unit vacancy rate in the City and supporting planned transit infrastructure, among other things;
- the proposed redevelopment for the subject site furthers the policy objectives of the A Place to Grow Plan, NROP2051 and the MOP when it has been amended to conform with the NROP2051 as described within this report;
- it supports the community building goals within the MOP as described within this report; and
- RWDI assessed all possible measures of noise attenuation for the proposed redevelopment site in their Noise and Vibration report including, but not limited to, building design and siting options for the proposed new noise sensitive use.

We note that Mississauga City Council introduced a Class 4 noise classifications on other sites in the city including 1707 – 1725 Barbertain Road.

Other precedents in other municipalities of sites that have been assigned a Class 4 noise classification are provided in the table below.

| Address | Municipality |
|---|------------------------|
| 4181 Sheppard Ave East | Toronto |
| 4665 Steeles Ave East | Toronto |
| 17 Ewen Road | Hamilton |
| Tesmar - River Rock Gate | Vaughan |
| 1-7 Yonge Street | Toronto |
| 33, 43, 53, 55 Lake Shore Blvd East | Toronto |
| 95, 100, 110 Queens Quay East | Toronto |
| 80 Carl Hall Road | Toronto |
| Reg Rd 50 Bolton Retirement Residence | Bolton |
| 25, 75, 121, 141, 161 Fallowfield Drive | Kitchener |
| 1000 Elgin Mills Road East | Richmond Hill |
| Pier 8 Development | Hamilton |
| 162 and 176 Sandiford Drive | Whitchurch-Stouffville |

4.6.4 Housing Policies

The proposed project for the subject site conforms with the City of Mississauga's existing housing policies in Section 7.1 of the MOP as follows:

- to Section 7.1.2 because it adds resident population close to a planned Bus Rapid Transit station and adjacent to planned dedicated cycling lanes which should have positive public health implications because it shall encourage the future occupants to utilize public transit and other active modes of transportation;
- to Section 7.1.3 a. since it is a compact mixed-use redevelopment which helps to create a more complete community because the future tenants of rental apartment units within the proposed building having convenient access to a range of commercial, community and recreational land uses within walking distance of the subject site;
- to Section 7.1.3 b. as a result of the dedication part of the subject site to the City of Mississauga for the widening of Dundas Street East which shall facilitate the construction of the Dundas Bus Rapid Transit system, dedicated cycling lanes, as well as an enhanced pedestrian realm; and
- to Section 7.1.3 c. since the proposed passive and active recreational facilities planned for the roof of the 4 storey podium of the project shall encourage, as well as foster incidental and recreational activity.

The completed Region of Peel Healthy Communities Scorecard for mixed-use redevelopment for the subject site which is included with this submission demonstrates that this project has physical characteristics which are conducive to public health in accordance with Sections 7.1.3 d. and 7.1.5. of the MOP.

The rental apartment units proposed for the subject site shall assist the Region of Peel in achieving its target for residential units of a rental tenure and make a positive contribution to the housing mix within the City of Mississauga in accordance Sections 7.1.6 of the MOP due to the existing low vacancy rate for rental apartment units.

Section 7.2.2 a. of the MOP indicates that the City of Mississauga will provide opportunities for the development of a range of housing choices in terms of size, tenure and price. The Official Plan Amendment and the Zoning By-law Amendment application for the subject site shall provide the opportunity for the development of 543 purpose built rental apartment units on the subject site.

The existing policy in Section 7.2.5. of the City of Mississauga states:

“ 7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.”

The proposed redevelopment for the subject site is clearly addressing Provincial and Regional housing requirements in conformity with the policy in Section 7.2.5 of the MOP through the proposed 543 purpose- built rental apartment units. Building construction costs within the City of Mississauga are constantly increasing. Therefore, delaying the processing of this project will increase the construction cost for these new rental apartment units.

WZMH Architects Inc.'s building design and IBI Group landscape architects' landscape design for the proposed project collectively support housing affordability through the provision of a maximum 25 metre separation distance between the 16 storey building component and 20 storey building component, together with the provision of extensive passive, as well as active recreational facilities on the roof of the 4-storey podium while maintaining an appropriate functional and aesthetic quality which the policy in Section 7.2.8. of the MOP encourages.

WZMH Architects Inc.'s building design and IBI Group landscape architects landscape design for the proposed project shall create a sense of place through its distinctive architecture in conformity with Section 7.6.1.2 of the MOP. The proposed project shall be compatible in scale with the surrounding built environment in conformity with Section 7.6.1.3 because the proposed four-storey podium shall complement the surrounding low rise land

uses including the existing four-storey buildings fronting onto the north side of Dundas Street East and the proposed 16 storey building component, as well as 20 storey building component shall complement the existing 16 storey apartment building at 935 Dundas Street East located to the northwest of the subject site.

The proposed redevelopment would also be compatible with the physical, social and environmental attributes of the existing community in conformity with Section 7.6.1.5. of the MOP.

Rooftop gardens are also proposed on the roof of the 4 storey podium of the building in conformity with Section 7.7.1 c of the MOP.

4.6.5 Transportation Policies

Chapter 8 Create a Multi-Modal City of the MOP contains transportation policies. Section 8.1 of the MOP states that: "Creating a multi-modal transportation system that supports transit and active transportation options goes hand-in-hand with creating compact, complete communities, and providing future generations with the opportunity to lead healthier, longer, more active lives. Transportation planning will complement environmental planning, land use planning and urban design." These policies support the implementation of a multi-modal transportation network within the Dundas Street East corridor including an enhanced pedestrian realm, road, cycling, and higher order transit system and define the ultimate road allowance width of public streets and assign functional designations to public streets.

GHD transportation consultants have prepared a Traffic Impact Study in conformity with Section 8.1.16 of the MOP as described in part 5.1 of this report. The findings of this study demonstrate that the proposed redevelopment is not proceeding before any necessary road, transit cycling or pedestrian realm improvements are implemented. Their study considers all modes of transportation including auto traffic, truck traffic, public transit, walking and cycling.

The portion of the subject site located within 3.5 m of the existing Dundas Street East road allowance shall be conveyed to the City of Mississauga for road widening purposes as a condition of site plan approval for the proposed redevelopment. WZMH Architects Inc.'s building design and IBI Group's landscape design for the proposed project recognize the need for this future road widening in accordance with Section 8.2.1.1 e. of the MOP.

Schedule 5 -Long Term Road Network of the existing City of Mississauga Official Plan designates the portion of Dundas Street East abutting the subject site as an Arterial and Tomken Road as a Major Collector Road (See **Figure 27**). Dundas Street East is designated an Arterial Road in Table 8-1 Road Classification of the MOP. The proposed redevelopment for the subject site has the effect of consolidating three existing access driveways to the subject site at Dundas Street East into one access driveway to Dundas Street East within the subject site.

WZMH Architects Inc.'s building design plans and IBI Group landscape architects landscape design plan for the proposed project address pedestrian, as well as cycling needs in conformity Section 8.2.4.3 of the MOP. Through the site plan approval process consideration shall be given to where shower facilities and clothing lockers can be supplied within the proposed building in conformity with Section 8.2.4.4 of the MOP.

4.6.6 Urban Design

After the Ontario Minister of Municipal Affairs and Housing has approved NROP2051 that the Region of Peel Region adopted on April 28, 2022 the NROP2051 shall designate the subject site as a Primary Major Transit Station Area. The Official Plan Amendment application shall amend the MOP to add a new Schedule 11-S which shall designate the site as a Primary Major Transit Station Area to achieve conformity with the NROP2051. The amendment shall clarify that the policy in Section 9.2.1.8 of the MOP shall apply to the

subject site. This policy states that “the preferred location of tall buildings will be in proximity to the existing and planned Major Transit Station Areas.

The proposed 16 storey and 20 storey building components of the proposed mixed-use redevelopment for the subject site conform to the tall building definition in Chapter 20 Glossary of the MOP because both of these building components have a building height that exceeds the 42 m ultimate road allowance width that the Official Plan Amendment 106 established for Dundas Street East adjacent to the subject site. The MOP does not designate any Major Transit Station Areas for the planned Bus Rapid Transit Stations along the planned Dundas Bus Rapid Transit system. On May 9th 2022 the City of Mississauga land use planning staff recommended an Official Plan Amendment containing proposed policies for Major Rapid Transit Station Areas to the City of Mississauga Planning and Development Committee which propose to designate the subject site as Primary Major Rapid Transit Station Areas for the planned Tomken Road Bus Rapid Transit Station and the proposed in policy in Section 5.7.6.1 of this draft Amendment states that the existing MOP built form policies in Section 9 of the MOP would continue to apply to Major Rapid Transit Station Areas. The existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Rapid Transit Station Areas as the preferred location for tall buildings and supports the development of tall buildings on the subject site.

The proposed mixed-use redevelopment for the subject site conforms to the policy in Section 9.2.10 in the MOP which requires appropriate height and built form transitions between a redevelopment site and the surrounding area. The front yard setback for the 4 storey podium implements the Dundas Connects Master Plan and the 16 storey, as well as the 20 storey building components conform to a 45 degree building height plane measured from the north limit of the ultimate 42 metre wide Dundas Street East road allowance. The rationale for the proposed side yard and rear yard setbacks is documented in part 6.2 of this report. The proposed mixed-use redevelopment for the subject site shall enhance the community because the proposed 4 storey podium shall complement the existing 4 storey residential buildings fronting onto the north side of Dundas Street East and the 16 storey, as well as the 20 storey building components shall complement the existing 16 storey building at 935 Dundas Street East. This mixed-use redevelopment shall not have an unacceptable adverse impact on the surrounding land uses based upon the findings documented within this report and the other reports submitted in support of the Official Plan Amendment and Zoning By-law Amendment application for the subject site.

The 16 storey and 20 storey building components of the proposed mixed-use redevelopment for the subject site:

- have been sited to enhance the skyline within the area where the subject site is situated in conformity with the policy in Section 9.2.1.11 of the MOP because the shorter 16 storey building component has been sited closer to the public street and the taller 20 storey building component has been setback further from the public street to improve its visibility within the skyline of this area from the north sidewalk within Dundas Street East;
- have been designed by WZMH Architects Inc. to enhance the areas skyline in conformity with the policy in Section 9.2.1.11 of the MOP as illustrated and described within the Urban Design Brief Report;
- shall help define the location of the planned Tomken Road Bus Rapid Transit Station within the existing view corridors along Dundas Street East in conformity with the policy in Section 9.2.1.12 of the MOP;
- it shall provide privacy, permit light and allow for sky views in conformity with the policy in Section 9.2.1.13 of the MOP because a maximum 25 m separation distance is proposed between the two tall building components and this separation distance shall ensure that the future residential apartment unit occupants shall have the benefit of sky views, light, as well as privacy within their rental apartment units;
- the proposed 16 storey and 20 storey building components will not adversely impact the privacy and sky views of the existing residential dwellings fronting onto the north side of Dundas Street East because these two building components shall comply with the 45° building height plane measured

from the north limit of the planned ultimate 42 m wide road allowance for Dundas Street East adjacent to the subject site; and

- the proposed 16 storey and 20 storey building components will not adversely impact the light of the existing residential dwellings fronting onto the north side of Dundas Street East as WZMH Architects Inc.'s Shadow Study for the proposed mixed-use redevelopment subject site demonstrates.

The proposed mixed-use redevelopment for the subject site:

- conforms to the policy in Section 9.2.1.9 and Figure 9-8 of the MOP (see **Figure 58**) because the proposed 16 and 20 storey building components create the desired extent of street enclosure for Dundas Street East which has an ultimate designated road allowance width of 42 metres;

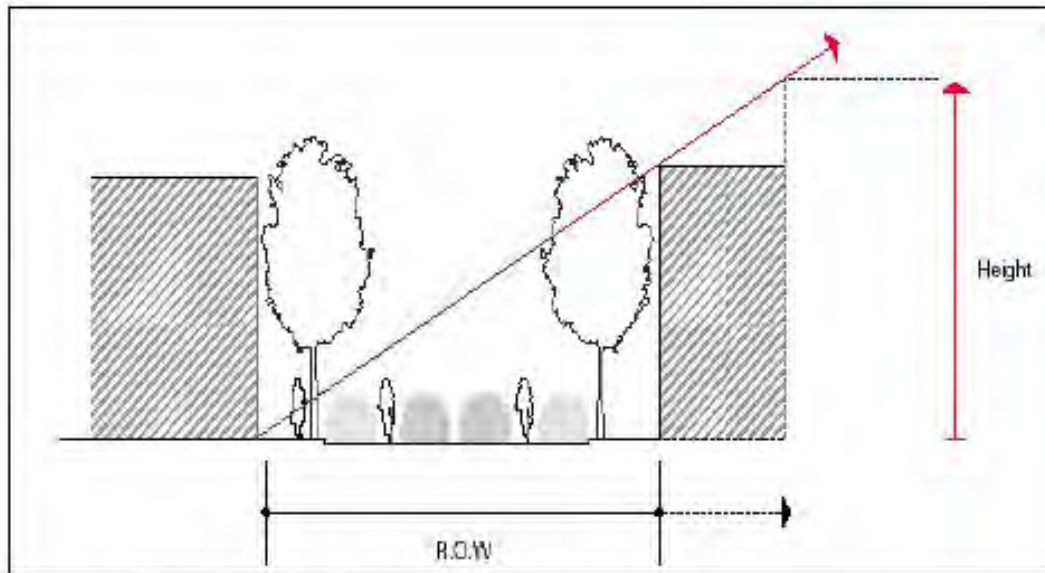


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

Figure 58-City of Mississauga existing Official Plan Figure 9-8

- implements the policy in Section 9.2.1.11 of the MOP because the proposed 4, 16 and 20 storey building components within the proposed redevelopment project shall make a positive contribution to the skyline of the area on the south side of Dundas Street East where the subject site is located, complement the existing 4 storey buildings fronting onto the north side of Dundas Street East and complement the existing 16 storey rental apartment building at 935 Dundas Street East;
- includes a 4 storey podium and the other wind mitigation measures recommended within the RWDI's Pedestrian Wind Study Report dated April 29, 2022 to mitigate the wind impact of the proposed 16 storey and 20 storey building components on the public realm, the pedestrian environment and the private amenity areas in conformity with the policies in Section 9.2.1.14 and Section 9.2.1.16 of the MOP;
- includes building design attributes that maximize the amount of sunlight on the public realm in conformity with Section 9.2.1.14 of the MOP including the 780 m² gross floor area floorplates within the 16 storey building component, as well as the 20 storey building component and these building components also conform to 45° plane measured from the north limit of the ultimate 42 m wide road allowance that the MOP establishes for Dundas Street East adjacent to the subject site as **Figure 57** of this report shows.
- includes a 4 storey podium, larger building setbacks from Dundas Street East for the taller building components of the redevelopment project and includes a greater building setback for the entrance to the northeast corner of the proposed building which collectively create a building mass that is sympathetic to the pedestrian realm within Dundas Street East;
- conforms to the policy in Section 9.2.1.21 of the MOP because the front yard entrance plaza, the landscaped internal courtyard, the outdoor rooftop private amenity area and the proposed built form of the redevelopment collectively create an attractive project; and
- also conforms to the policy in Section 9.2.1.21 of the MOP because the redevelopment is compact, transit supportive and the road widening land dedication that the City of Mississauga would be

receiving through the site plan approval process shall positively contribute to the creation of a more pedestrian oriented streetscape.

The proposed building has been designed to make a positive contribution to the creation of a more pedestrian oriented streetscape. The proposed 4 storey podium has been setback 4.5 metres from the widened road allowance to create a comfortable public street for pedestrians. Outdoor patios could also be introduced along the Dundas Street East frontage of the proposed buildings to create a more active street. The commercial uses that would occupy part of the ground floor of the proposed building would animate the public sidewalk, as well as the north wall of the internal courtyard. The main entrances to both the 16 storey and 20 storey components shall be visible from Dundas Street East and the landscaped internal courtyard leading to entrances to both buildings shall establish a sense of place. Therefore, the massing and articulation of the proposed building addresses the pedestrian scale in conformity with the policy in Section 9.2.1.15 of the MOP.

4.6.7 Employment Area Land Conversion

The Province has designated a Provincially Significant Employment Zone within the City of Mississauga to accommodate employment uses. The Region of Peel has completed Land Needs Studies which have identified the lands required to meet the current and future needs of a diversity of employment uses. These Land Needs Studies have identified the land required to accommodate forecasted employment growth within the Peel Region to the year 2051. Based upon these Land Needs Studies the Region of Peel adopted NROP2051 on April 28, 2022 which contains Schedule E-4 Employment Areas. This Schedule E-4 Employment Areas does not designate the subject site as an Employment Area. The policy in Section 5.8.16 of the Region of Peel's recently adopted NROP2051 directs the City of Mississauga to designate Employment Areas in the MOP in accordance with Schedule E-4 Employment Areas of the Region of Peel's recently adopted NROP2051.

The City of Mississauga is currently undertaking a review of its Official Plan. Schedule E-4 Employment Areas of the Region of Peel's recently adopted NROP2051 on April 28, 2022 does not designate the subject site as an Employment Area. These Land Needs Studies and the associated Region of Peel land use planning staff report to the Region of Peel Planning and Growth Management Committee: supported the proposed employment land conversion for the subject site (see **Appendix D**); concluded that the City of Mississauga shall meet the employment growth projections to the year 2051 in the A Place to Grow Plan without the subject site; and that the City of Mississauga shall meet the Region of Peel's employment growth projection to the year 2051 without the subject site; that the employment land conversion shall not preclude the achievement of the density targets; adversely affect the overall viability of the designated Employment Area that Schedule E-4 Employment Areas of the Region of Peel's recently adopted NROP2051; the subject site which is covered by Peel Region's employment land conversion decision is not required over the long term for employment purposes; and cross jurisdictional issues were considered by the provincial growth secretariat in defining the Provincially Significant Employment Zone boundary within the City of Mississauga, as well as by the Region of Peel as part of its recently completed municipal comprehensive review of Peel Region's Official Plan.

In addition, IBI Group Functional Servicing and Storm Water Management Report, GHD Transportation Impact Report and this report collectively conclude that infrastructure required to accommodate the proposed redevelopment that the employment land conversion would permit on the subject site exists

The Region of Peel has completed the two phase study requirements for the employment land conversion for the subject site in conformity with the policy in Section 10.1.4 b. in the MOP for the reasons summarized below:

- the Mississauga City Council approved the Dundas Connects Master Plan and this Plan identifies the Tomken Road Bus Rapid Transit Station area, where the subject site is located, as an appropriate location for mixed-use redevelopment containing residential uses such as the proposed purpose built rental apartment units;

- the displaced commercial uses on the subject site could be accommodated at other locations within the Dundas Street East corridor;
- there would continue to be employment opportunities within the proposed at grade street related commercial uses within the mixed-use redevelopment on the subject site;
- the proposed mixed-use redevelopment for the subject site shall be compatible with the existing surrounding land uses, as well as the additional growth anticipated within the Tomken Road Bus Rapid Transit Station area;
- IBI Group Functional Servicing and Storm Water Management Report, GHD Transportation Impact Report and this report collectively conclude that there is infrastructure capacity available to support the proposed redevelopment; and
- the City of Mississauga would benefit from the development of 543 new purpose built rental apartment units on the subject site because this site is situated adjacent to the planned Tomken Road Bus Rapid Transit Station, currently there is a low vacancy rate within rental accommodation in the Greater Toronto Area and since the subject site is located at the north edge of a Provincially Significant Employment Zone it would provide employees within this Zone the opportunity to move into new housing accommodation at a location where they can walk to work.

The Region of Peel's decision to approve the employment land conversion of the subject site conforms to the policy in Section 10.1.4 c. of the MOP because the Phase One and Phase Two study requirements for this employment land conversion in Section 10.1.4 a and Section 10.1.4 b respectively have been met for the reasons summarized above. Therefore, the proposed mixed-use redevelopment is timely and not premature.

4.6.8 Employment Area & Mixed Use Policies

The proposed redevelopment also conforms to Section 10.1.8 of the MOP because it has a compact built form, has no surface parking and is a transit supportive mixed-use redevelopment centrally located within the Primary Major Transit Station Area for the Tomken Road Bus Rapid Transit Station area delineated on Schedule E-5 within the Region of Peel recently adopted NROP2051 on April 28, 2022.

The Official Plan Amendment for the proposed redevelopment on the subject site which is included in this report is required because the existing policy in Section 10.1.10 of the MOP prohibits residential uses on lands designated Employment Areas. The land use designation of the subject site need to be changed from Mixed Use to Residential High Density so that the redevelopment shall conform to the policy in Section 11.2.6.3, the policy in Section 11.2.6.4 which prohibits residential dwelling on the ground floor of buildings on lands designated Mixed Use, and the policy in Section 17.1.4.2 of the MOP which prohibits residential uses on lands designated Mixed Use within Employment Areas. The policy in Section 11.2.6.3 of the MOP states that "developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation." The proposed Official Plan Amendment would change designation of the subject site from Mixed Use to Residential High Density on Schedule 10 Land Use Designations in the MOP and remove the Employment Area designation, as well as the Dixie Employment Area designation from the subject site in conformity with the Region of Peel's decision to approve the employment area conversion for the subject site as implemented by the recently adopted New Regional Official Plan on April 28, 2022.

The proposed redevelopment for the subject site conforms to the existing policy in Section 10.3.3 of the MOP. RWDI's Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report concludes that the proposed mixed-use development redevelopment containing 543 rental apartment units on the subject site would be compatible with the industrial land uses located to the southeast, south and to the southwest of the subject site within the Dixie Employment Area.

The proposed redevelopment for the subject site conforms to the existing policy in Section 10.3.4 of the MOP. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report concludes the existing industrial land uses located to the southeast, south and to the southwest of the subject site within the Dixie Employment Area:

- do not need to modify their operations in response to the proposed mixed-use development redevelopment containing 543 rental apartment units on the subject site provided that the City of Mississauga applies a Class 4 noise designation to the subject site similar to the development project at 1707 – 1725 Barbertown Road;
- the proposed mixed-use development redevelopment containing 543 rental apartment units on the subject site shall not cause the existing industrial land uses located to the within the Dixie Employment Area to become non-compliant with pertinent provincial, as well as municipal standards provided that the City of Mississauga applies a Class 4 noise classification to the subject site, as well as Mother Parkers Tea and Coffee Inc.'s facilities; and
- the development of the other lands within the Dixie Employment Area for the type of land uses permitted by the existing MOP.

The 543 rental apartment units within the proposed redevelopment for the subject site is a sensitive land use. The existing land use on the adjoining property to the south at 2550 Stanfield Road conforms to the existing policy in Section 10.3.5 of the MOP which addresses industrial uses in proximity to sensitive land uses for the following reasons:

- there is no outdoor storage of goods on the site;
- since the existing building appears to be currently vacant it does not generate any air pollution, odour or excessive noise; and
- a wide landscaped area exists on the north part of the 2550 Stanfield Road site adjacent to the shared lot line between the subject site and 2550 Stanfield Road, which visually, as well as physically buffers the subject site from the existing driveways, parking areas and the existing concrete clad building on the 2550 Stanfield Road property.

The policy in Section 1.1.4 (r) in the MOP states that “compatible means development, which may not necessarily be the same or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with the existing development without an unacceptable adverse impact on the surrounding area”. The proposed mixed-use redevelopment for the subject site conforms with this definition of compatible because it would enhance the Dundas Street East streetscape, complement the established residential community located to the north of the subject site and coexist with the existing land uses on the surrounding properties without an unacceptable adverse impact on the surrounding area. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report describes why the proposed mixed-use redevelopment for the subject site shall be compatible with the noise, as well as vibration generated by the existing transportation systems and the other land uses within the Dixie Employment Area. The 4.5 metre front yard setback for the 4 storey podium from the ultimate width of the Dundas Street East road allowance implements the Dundas Connects Master Plan and the 16 storey, as well as the 20 storey building components conform to a 45 degree height plane measured from the north limit of the ultimate 42 metre wide Dundas Street East road allowance as **Figure 57** shows. The rationale for the proposed side yard and rear yard setbacks is documented in part 6.2 of this report. The proposed mixed-use redevelopment for the subject site enhance the community because it provides pedestrian oriented commercial uses, the new resident population would support existing commercial businesses, the proposed 4 storey podium shall complement the existing low rise commercial as well as residential uses, including the existing 4 storey buildings fronting onto the north side of Dundas Street East and the 16 storey, as well as the 20 storey building components would complement the existing 16 storey building at 935 Dundas Street East. This mixed-use redevelopment would not have an unacceptable adverse impact on the surrounding land uses based upon the findings documented within this report and the other reports submitted in support of the Official Plan Amendment and Zoning By-law Amendment applications for the subject site.

The Official Plan Amendment that is being submitted for the subject site identifies the subject site part of a gateway that can be created in proximity to the intersection of Tomken Road and Dundas Street East by amending the existing policy in Section 17.4.1.2 of the MOP. Lands close to this intersection should be identified as a gateway to recognize the planned Tomken Road Bus Rapid Transit Station at this location, which is centrally sited within a primary Major Rapid Transit Station area designation that the Region of Peel's recently adopted NROP2051 would establish when it has been approved by the Ontario Minister of Municipal Affairs. In addition, taller buildings close to this road intersection would complement the existing 16 storey apartment building at 935 Dundas Street East, the 8 existing storey apartment building at 888 Riley Court, as well as the existing 5 storey office building at 918 Dundas Street East. The proposed mixed use redevelopment for the subject site has physical characteristics which would fulfill a gateway function because it punctuates the streetscape with architectural interest, it has an appropriate building height, it would act as an orienting landmark, it introduces a creative building massing solution to break up the dominant rhythm of the many existing one storey buildings currently found along the south side of Dundas Street East, it shall eliminate the existing front yard parking on the subject site and it would result in the dedication of land to the City of Mississauga for road widening purposes to enhance the landscape treatment of the public realm.

The policy in Section 17.4.2.1 of the MOP permits manufacturing, research and development and warehousing, distribution, as well as wholesaling within the mixed-use designation that currently applies to the subject site. The proposed redevelopment for the subject site would be more compatible with the existing residential uses fronting onto the north side of Dundas Street East opposite the subject site and would be more transit supportive than wholesale distribution warehouse uses.

The policy in Section 17.4.2.2 of the MOP prohibits outdoor flea markets within the Mixed Use designation that currently applies to the subject site. The proposed commercial uses for the ground floor of the mixed use redevelopment for the subject site shall be street oriented and compatible with the 543 rental apartment units proposed within the project. No outdoor flea markets are proposed for the subject site.

The proposed mixed-use redevelopment for the subject site conforms with the policy in Section 17.4.3.1 of the MOP because it shall reduce the number of access driveways to Dundas Street East on the subject site from 3 existing driveways to 1 proposed access driveway.

4.6.9 Privacy & Overlook Considerations

The project conforms to the policy in Section 19.4.6 of the MOP the proposed buildings has been designed to minimize overlook conditions, not obstruct grade level views from the building to Dundas Street East and to not overshadow adjacent properties. In this regard, WZMH Architects Shadow Study, the renderings in this report RWDI 1000 and 1024 Dundas Street East Pedestrian Wind Study Report dated April 29, 2022 and the remainder of this report address the impacts of the proposal.

4.6.10 Density Calculation

The land within 3.5 m of the existing Dundas Street East road allowance that shall be dedicated to the City for road widening purposes has been excluded from the site area for the purpose of the development density of the proposed mixed-use redevelopment for the subject site in conformity with Section 19.4.10 of the MOP which requires that rights-of-way or additions thereof, and private roads not be included in the calculation of density for on site building coverage

4.6.11 Application Submission Requirements

The policies in Sections 19.4.3 to 19.8.7 inclusive of the City of Mississauga Official Plan describe the types of reports and plans the City of Mississauga may require proponents to prepare in support of their Official Plan Amendment application and Zoning By-law Amendment application.

The following documents are being submitted to the City of Mississauga in support of the site-specific Official Plan Amendment application and the Zoning By-law Amendment application in conformity with policies in Section 19.4.5 of the MOP:

- the Development Application Review Checklist, as completed at the Development Application Review Committee (pre-application) meeting
- the mock public notice sign which will be manufactured when the City has assigned the file number to these applications, as well as provides the desired project description for this sign. (This notice sign shall then be erected on site in accordance with the City of Mississauga's guidelines and regulations.)
- the completed application forms and required fees;
- this Planning Justification Report;
- a plan of survey in **Appendix A** of this Planning Justification Report;
- WZMH Architects Inc.'s conceptual site plan, floor plans and building elevation plans for the proposed mixed use redevelopment for the subject site;
- WZMH Architects Inc.'s context plan for the proposed mixed use development for the subject site;
- WZMH Architects Inc.'s Development Master Plan for the lands fronting onto the south side of Dundas Street East between Haines Road and Stanfield Road;
- the Draft Official Plan Amendment in **Appendix E** of this Planning Justification Report;
- the Draft Zoning By-law Amendment in **Appendix F** of this Planning Justification Report;
- the June 1, 2022 WZMH Architects Inc., IBI Group landscape architects and Plan Logic Consulting Inc. Urban Design Brief;
- the Arborist Report prepared by Urban Forest Innovations dated June 1, 2022 (including Tree Survey/Tree Preservation Plan);
- WZMH Architects Inc. Shadow Study;
- RWDI 1000 and 1024 Dundas Street East Pedestrian Wind Study Report dated April 29, 2022;
- IBI Group June 1, 2022 Functional Servicing and Stormwater Management Plan Report for 1000 and 1024 Dundas Street East, Mississauga, Ontario for Ahmed Developments Inc.;
- the Environmental Site Screening Questionnaire and Declaration;
- RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022 (for stationary, road, and rail noise sources), Vibration Analysis;
- RWDI 1000 and 1024 Dundas Street East Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report;
- Pinchin May 25, 2022 Hydrogeological Assessment letter of opinion ,1000 and 1024 Dundas Street East, Mississauga, Ontario to Ahmed Developments Inc.;
- Pinchin November 16, 2022 Draft Geotechnical Investigation,1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.;
- Pinchin Phase 1 Environmental Site Assessment,1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.;
- GHD Traffic Impact Study (including scoped studies such as gapping, signal operations, and/or other relevant traffic issues);
- the restrictions on title are documented within the completed City of Mississauga Site Information Form and in **Appendix B** of this Planning Justification Report;
- the completed Region of Peel Healthy Development Assessment scorecard for the proposed mixed-use redevelopment for the subject site demonstrates that the proposed 543 purpose-built rental apartment units for the subject site shall be within a location where a healthy complete urban community with living, working and recreational opportunities are available; and
- the Low Impact letter and this Planning Justification Report demonstrate that WZMH Architects Inc.'s plans for the proposed mixed use development for the subject site propose a sustainable design.

The following documents are not being submitted to the City of Mississauga in support of the site specific Official Plan Amendment application and the Zoning By-law amendment application to meet the policies in Section 19.4.5 of the MOP for the following reasons, among others:

- Site Remediation Studies, including Phase II Environmental Site Assessment, Remedial Work Plan, Site Clean Up Report because they were not requested in the Development Application Review Checklist, as completed at the Development Application Review Committee (pre-application) meeting;
- Draft plan of subdivision or condominium because they are not applicable;
- An Environmental Impact Study because it is not applicable;
- The Traffic Safety Impact Study (including access review, sight lines, queuing, gapping and collisions) because it was addressed in the WZMH Architects Inc. design plans for the project by GHD transportation consultants;
- Slope Stability Study/Top of Bank Survey, Downstream Erosion Impact Report/ Investigation, Stream Erosion Assessment, Implementation study for Two Zone Floodplain Policies, Functional Storm Drainage Report because the subject site is not subject to flooding by the Little Etobicoke Creek as **Figure 70** shows and therefore these studies are not applicable;
- Condominium Declaration because the subject site is not within a condominium corporation and no condominium corporation is proposed for the apartment units on the subject site;
- On Street Parking Analysis (including type, availability and feasibility of the on street parking arrangement) because no on street parking is proposed;
- Park Concept Plan because a payment of cash-in-lieu of the dedication of land for public park purposes is proposed and therefore it is not applicable;
- Heritage Impact Assessment and Heritage Conservation Management Plan because the existing buildings on the subject site have no historical significance;
- Community Uses Needs Assessment because the City of Mississauga Parks and Recreation Master Plan indicates that there is surplus capacity available within the existing facilities serving the subject site;
- Above and Below Ground Utility Plans (existing and proposed) on City lands have not been provided because they shall be reconstructed as part of the installation of the Bus Rapid Transit line, the dedicated raised cycling bicycle lane, and the improved public realm;
- Archaeological Assessment because it is not applicable;
- Transportation Demand Management (TDM) because it is addressed in GHD Transportation Impact Report;
- Fire Code Compliance Letter (for existing buildings on a redevelopment site) because the buildings are proposed to be demolished;
- Property Evaluation Report because the City is now instituting a fixed cash-in-lieu of parkland dedication payment rate per dwelling unit which is based upon a dedication rate of rate of 1 hectare per 300 dwelling units and abandoning the process of land valuations on the day before the issuance of a building permit for the purpose of cash in lieu of parkland dedication payments
- Property Standards Compliance Letter because it is not applicable; and
- Parking Utilization Study because the rationale for the parking rate reduction proposed to minimum parking rates in the Zoning By-law is addressed in GHD's Transportation Impact Report.

4.7 City of Mississauga Official Plan Amendment 106

The Dundas Connects Master Plan recommends that City of Mississauga Official Plan increase the width of the Dundas Street East road allowance adjacent to the properties at 1000 & 1024 Dundas Street East by 7

meters from 35 to 42 meters. On February 5, 2020 the City of Mississauga adopted Official Plan Amendment 106 to designate the Dundas Street Road allowance adjacent to the subject site for an ultimate width of 42 meters (see the link below):

http://www6.mississauga.ca/onlinemaps/planbldg/MOP_Amendments/MOPA106.pdf

WZMH Architects Inc. plans for the mixed-use redevelopment for the subject site recognizes Mississauga City Council's adoption of Official Plan Amendment 106. The project plans assume that the portion of the project site situated within a 3.5 m (11.5 ft) depth from the current Dundas Street East road allowance to the City of Mississauga in the future for road widening purposes as a condition of site plan approval for the proposed mixed use redevelopment for the subject site. The Master Plan shows how the widened Dundas Street East can be reconstructed for the Dundas Bus Rapid Transit line, as well as to achieve an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit which supports mixed use development (see **Figures 33-38** inclusive). Therefore, Ahmed Group's project will facilitate the implementation of Dundas Bus Rapid Transit line and other public realm improvements to enhance the Major Transit Station Area.

4.8 City of Mississauga Official Plan Review

An excerpt Schedule 9 of the City of Mississauga's current Official Plan designates the 1000 and 1024 Dundas Street East site as part of the Dixie Employment Area is enclosed as **Figure 53** in this report. An Official Plan Amendment to remove this site from the Dixie Employment Area can now be pursued during the Region of Peel's municipal comprehensive review of Peel Region's Official Plan.

The City of Mississauga is currently undertaking its own review of the City's Official Plan and the proposed timing for the completion of this review was addressed in the City of Mississauga land use planning staff's report to the City of Mississauga Planning and Development Committee on May 10, 2021.

The revised policies that the City of Mississauga intends to incorporate into its Official Plan as part of this review must conform to the Region of Peel's Official Plan and Provincial Plans. Since, the Region of Peel's NROP2051 does not designate the subject site as an Employment Area, the City of Mississauga should also not designate the subject site as an Employment Area.

Prior to undertaking the current review of its Official Plan, Mississauga City Council endorsed the Dundas Connects Master Plan. As described in Part 4.11 of this report this Master Plan explicitly contemplates the residential uses on lands designated Mixed Use within the Major Transit Station Area for the Tomken Road Bus Rapid Station. The subject site is designated Mixed Use and is located within the Major Transit Station Area for the Tomken Road Bus Rapid Station in the NROP2051.

4.9 City of Mississauga Official Plan Amendment Major Transit Station Areas

On May 9, 2022 the City of Mississauga Planning and Development Committee held the statutory public meeting to consider a draft Official Plan amendment for Major Transit Station Areas ("draft MTSAOPA"). The

draft MTSAOPA contains policies which support the policies that the Official Plan Amendment application being submitted for the subject site would introduce into the MOP. The draft MTSA OPA is not yet adopted by Council. Once adopted, it will be subject to approval and potential modification by the Region of Peel. The MTSA OPA is therefore not yet in force.

The proposed Official Plan Amendment and Zoning By-law Amendment applications do not conform with every aspect of the draft MTSAOPA, but is generally consistent with its overall intent as it relates to Dundas Street East, which is to facilitate intensification along the corridor to support the public investment in higher-order transit.

The NROP2051 Map E-5 Major Transit Station Area includes the subject site within the Primary Major Transit Station Area for the planned Tomken Road Bus Rapid Transit Station. The City of Mississauga's the draft MTSAOPA conform to the NROP2051 also includes the subject site is within a Primary Major Transit Station Area designation as **Figure 67** shows.

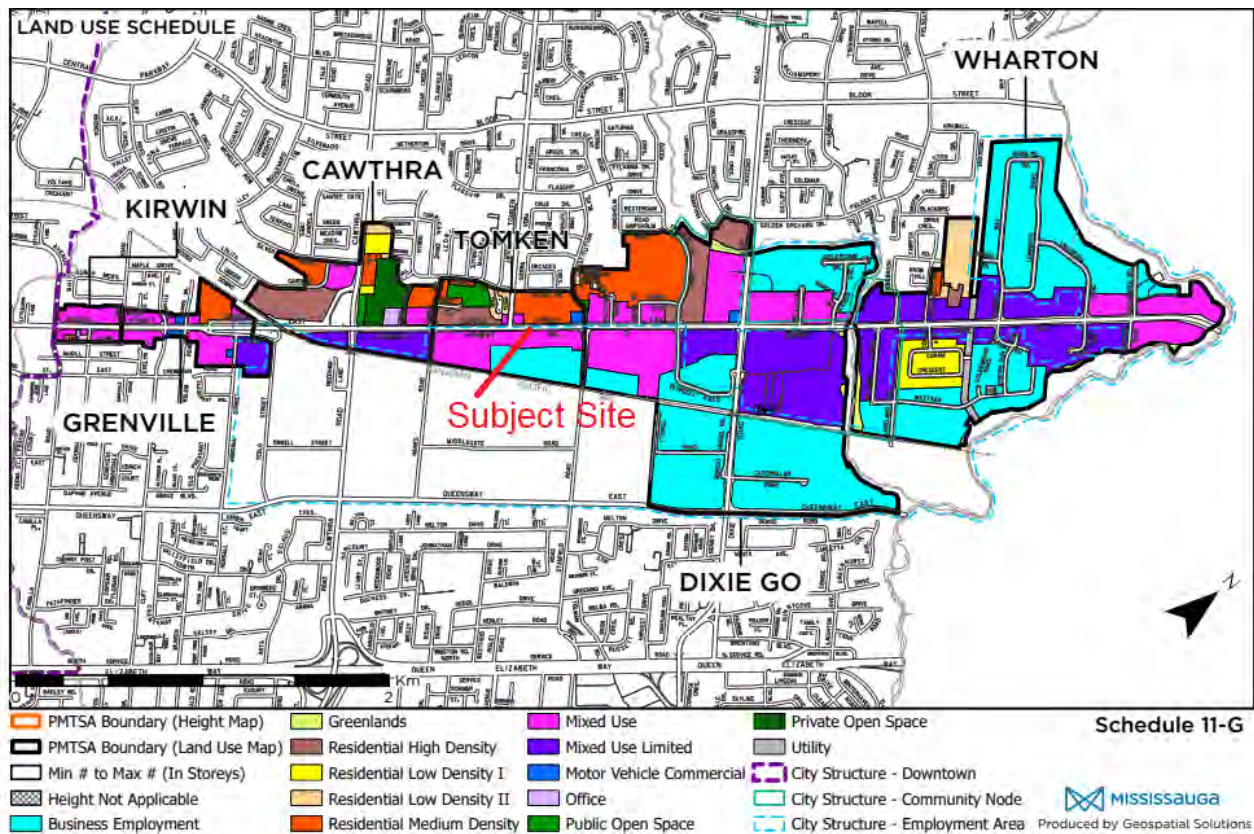


Figure 67-Schedule 11-G of draft Official Plan Amendment for Major Transportation Station Areas

The Official Plan Amendment application being submitted to the City of Mississauga to amend the City's existing Official Plan for the proposed mixed-use redevelopment of the subject site shall permit a mix of street related commercial land uses at grade together with 543 purpose built rental apartment units and active, as well passive outdoor recreational uses on the roof of a 4 storey podium overlooking the public street, to help create a more vibrant streetscape while simultaneously recognizing the residential character of the existing land uses fronting onto the north side of Dundas Street East opposite the subject site in conformity with Section 5.7.1.5 a. of the draft MTSAOPA.

In terms of built form the Official Plan Amendment application and the Zoning By-law Amendment for the subject site recognizes the character, as well as the scale of the surrounding community in conformity with Section 5.7.1.5 b of the draft MTSAOPA because it permits a 4 storey podium which shall complement the existing 4 storey residential buildings fronting onto the north side of Dundas Street East and the 16 and 20 storey building components of the proposed redevelopment complements the existing context, including existing buildings of similar height in the vicinity such as the 16 storey apartment building at 935 Dundas Street East.

The Official Plan Amendment application and the Zoning By-law Amendment for the subject site recognizes that the portion of the subject site located within 3.5 m of the existing Dundas Street East road allowance shall be dedicated to the City of Mississauga to protect the lands it requires for planned Bus Rapid Transit infrastructure in conformity with Section 5.7.1.5 g. of the draft MTSAOPA and to permit the City of Mississauga to construct a dedicated cycling lanes, as well as enhanced sidewalks within the Dundas Street East road allowance. This will improve access, as well as connectivity to the planned Bus Rapid Transit Stations and create a more interconnected and multi-modal street network that encourages walking, cycling and the use of public transit in conformity with Sections 5.7.1.5 c., 5.7.1.5 d. and 5.7.1.5 g. of the draft MTSAOPA.

The above-described planned transportation infrastructure improvements within the widened Dundas Street East road allowance together with the landscaping planned for the area of the subject site within the minimum 4 m building setback from the widened Dundas Street East road allowance shall collectively achieve high quality public realm improvements where the subject site is situated in conformity with Section 5.7.1.5 e of the draft MTSAOPA.

RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report identifies how land use compatibility between the proposed redevelopment on the subject site and the existing surrounding employment uses located to the southeast, south and southwest of the subject site shall be achieved in conformity with Section 5.7.1.5 f of the draft MTSAOPA and as summarized in part 5.6 of this report.

The site-specific Official Plan Amendment for the subject site amends the land use designation of the subject site from the Mixed-Use designation to the Residential High Density designation on MOP Schedule 10 Land Use Designations and adds a site-specific policies for the subject site. This amendment to the Official Plan designation of the subject site is appropriate because the proposed 543 purpose-built rental apartment units would be the predominant land use on the subject site in terms of gross floor area. In addition, at grade street related commercial uses will be permitted on the subject site by the site-specific Official Plan Amendment policies and the Zoning By-law Amendment to fulfill the planned function for the non-residential uses that the policy in Section 5.7.2.3 of the MTSAOPA is seeking. These commercial land uses together with the other existing commercial land uses inventoried in the surrounding area within the completed Region of Peel's Healthy Development Assessment scorecard will meet many of the local resident needs and the local employee needs. Local employees and residents will be able to easily access these land uses via MiWAY public transit, existing sidewalks and by the existing road network based upon the findings of GHD's Transportation Impact Study. It is anticipated that with the implementation of the planned Dundas Bus Rapid Transit line, a new dedicated cycling path, as well as an enhanced pedestrian realm within the Dundas Street East corridor that the ground floor commercial uses on the subject site would be even more accessible to local residents and employees in the future.

The existing outdoor display of used cars for retail sale on the paved surface area on the 1000 Dundas Street East property and the associated indoor used car sales use is not a transit supportive land use. Therefore, the redevelopment of this existing paved surface area on the 1000 Dundas Street East property, the termination of the existing used automobile sales use, the reduction in the amount of non-residential gross floor area on the subject site, the introduction of more pedestrian friendly commercial land uses, as well and as the 543 purpose-built rental apartment units on the subject site shall collectively result in a more transit supportive use of the subject site. Therefore, the site-specific Official Plan amendment that is being submitted for the subject site would change the land use designation of the site from Mixed-Use to Residential High Density so that the proposed policy in Section 5.7.2.2 of the draft MTSAOPA shall not apply.

The Official Plan Amendment application for the subject site shall amend the MOP in conformity with the proposed policies in Section 5.7.2.4 of the draft MTSAOPA for the reasons summarized below:

- it permits a broad and balanced mix of land uses in conformity with Section 5.7.2.4 a;
- it increases housing choices within the Tomken Road Major Transit Station Area because it permits purpose built rental apartment units on the subject site which are more affordable to City of Mississauga households than apartment units with an ownership tenure;
- it includes both office use and retail use in conformity with Section 5.7.2.4 c;
- the existing and planned land use context does not include the limitations which are addressed in Section 5.7.2.4 d;
- RWDI Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report for the proposed redevelopment for the subject site supports this Official Plan amendment application in conformity with Section 5.7.2.4 e;
- the City of Mississauga Dixie Dundas Flood Mitigation Study has confirmed that the subject site is not susceptible to flooding by the Little Etobicoke Creek as described in Part 4.13 of this report and therefore the proposed redevelopment for the subject site conforms to Section 5.7.2.4 f.;
- the Dundas Street East road widening land dedication that the City of Mississauga would be receiving as a condition of site plan approval of the proposed redevelopment for the subject site shall provide the City of Mississauga the opportunity to complete the high quality pedestrian realm improvements envisioned within the Dundas Connects Master Plan to enhance the connections to the Bus Rapid Transit Stations within the Dundas Street corridor in conformity with Sections 5.7.2.4.h. and 5.7.2.4 i.

The draft MTSA OPA includes a proposed maximum 9 storey building height limit for the subject site in Schedule 11-G (see **Figure 60**). While the proposed heights of 16 and 20 storeys exceed the 9 storeys noted in the MTSA OPA, these building heights reflect existing building heights in the area and are consistent with the general intention of intensifying the area to leverage the planned higher-order transit infrastructure. The proposed development optimizes this transit investment and uses the planned infrastructure efficiently in accordance with provincial policy direction, as described above.

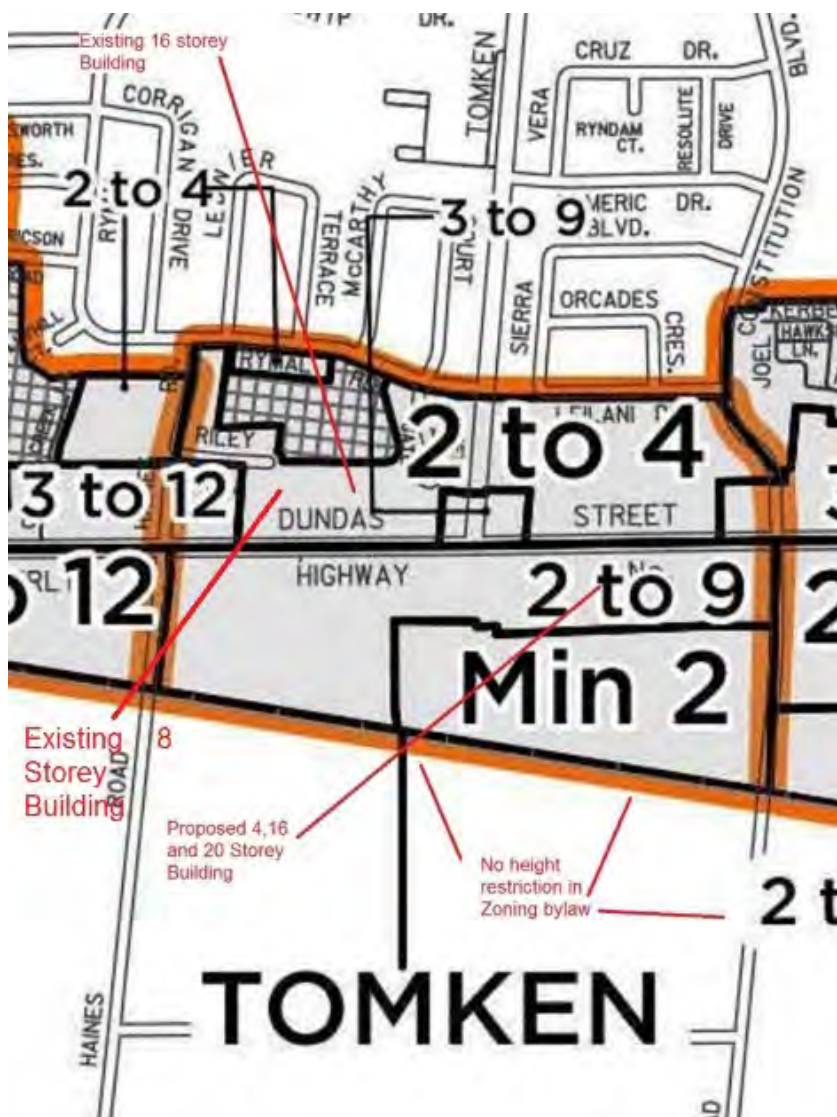


Figure 60-City of Mississauga Draft Official Plan Amendment for Major Transit station Areas Map 11-G Excerpt

The proposed 543 purpose built rental apartment units within a compact urban form can only be realized on the subject site with building components exceeding 9 storeys in height and the creation of a vibrant public realm by including highest intensity transit supportive grade related commercial uses close to the planned Bus Rapid Transit station.

The Official Plan Amendment application for the subject site would amend the MOP to permit a development density of FSI 4.7 on the subject site which achieves the minimum development density that the policies in Sections 5.7.3.1 and 5.7.3.2 together with Table 5– 2 of the draft MTSAOPA require.

An existing 21 storey rental apartment building is located at 620 Lolita Gardens and an existing 17 storey rental apartment building is located on the adjoining property at 600 Lolita Gardens. These existing buildings are

located directly to the north of the planned Cawthra Road BRT station and exterior images of these existing buildings are provided in **Figures 61 and 62**.



Figure 61- Existing 21 storey rental apartment building located at 620 Lolita Gardens



Figure 62- Existing 17 storey rental apartment building located at 600 Lolita Gardens

The maximum building height limits proposed within Schedule 11-G of the draft MTSOAPA fail to recognize the height of the following existing buildings:

- the existing 16 storey building on the property at 935 Dundas Street East shown in **Figure 8** where a maximum 4 storey height limit is proposed as shown in **Figure 60**;
- the existing 8 storey building on the property at 888 Riley Court shown in **Figure 9** where a maximum 4 storey height limit is proposed as shown in **Figure 60**;
- the existing 15 storey building on the property at 3025 Queen Fredrica Drive shown in **Figure 6** where a maximum 4 storey height limit is proposed as shown in **Figure 63**;
- the existing 6 storey building on the property at 3020 Queen Fredrica Drive shown in **Figure 7A** where a maximum 4 storey height limit is proposed as shown in **Figure 63**;
- the existing 21 storey rental apartment building is located at 620 Lolita Gardens shown in **Figure 61** where a maximum 12 storey height limit is proposed as shown in **Figure 64**; and
- the existing 17 storey rental apartment building is located on the adjoining property at 600 Lolita Gardens shown in **Figure 62** where a maximum 12 storey height limit is proposed as shown in **Figure 64**.

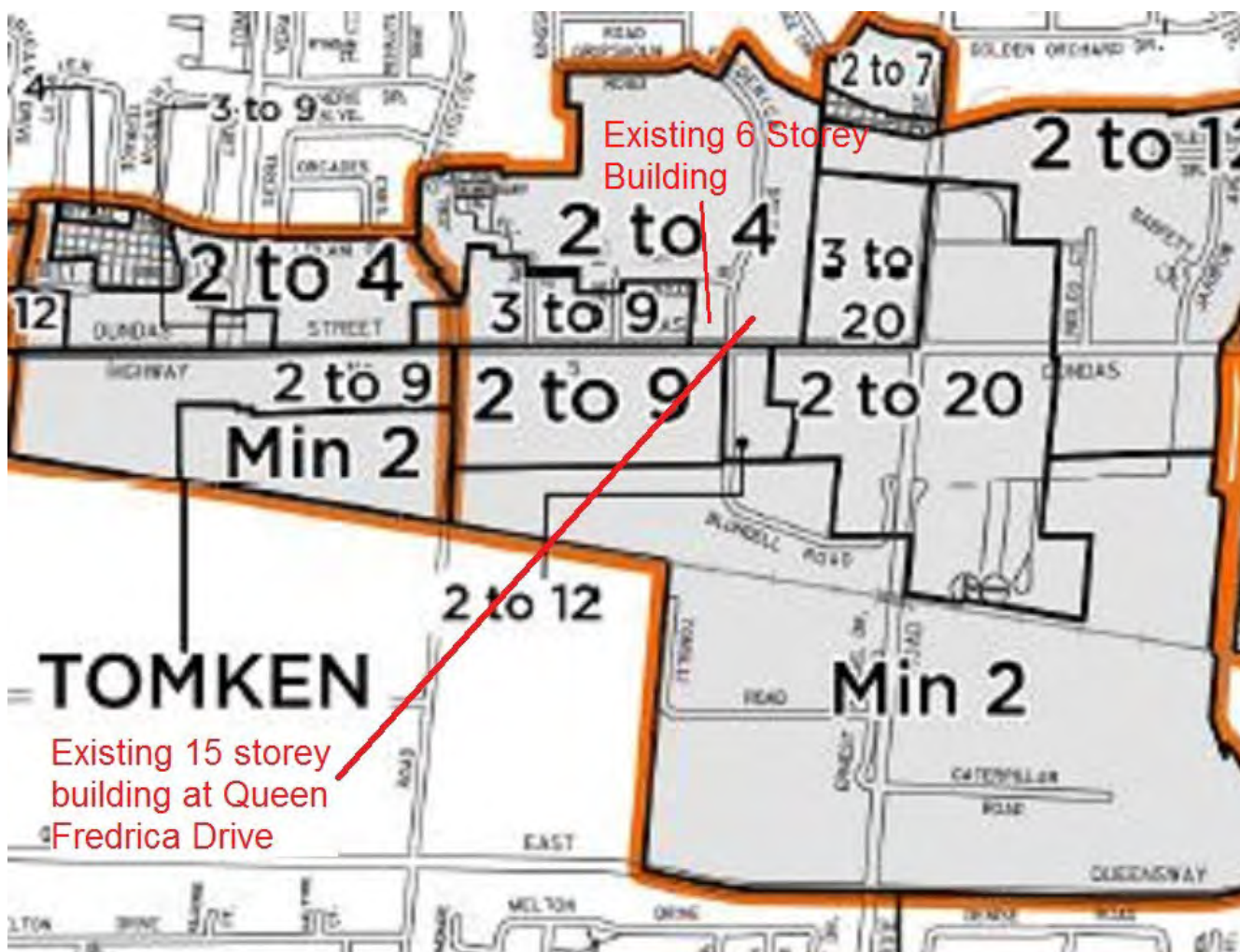


Figure 63-City of Mississauga Draft Official Plan Amendment for Major Transit station Areas Map 11-G Excerpt



Figure 64-City of Mississauga Draft Official Plan Amendment for Major Transit station Areas Map 11-G Excerpt

Subsequent, to the completion of the Dundas Connects Master Plan the owners of the properties at 600 and 620 Lolita Gardens (Hanseatic Holdings Limited) submitted a site-specific Official Plan Amendment and Zoning By-law Amendment application to add an additional 25 storey rental apartment building to these properties as shown in **Figure 65**. The City of Mississauga land use planning staff support these amendments. However, Map 11-G of the draft MTSAOPA continues to propose a maximum 12 storey building height limit for the properties at 600 and 620 Lolita Gardens and fails to recognize the height of both the existing buildings, as well as the height of the proposed building for these properties.



Figure 65 -Additional 25 storey rental apartment building at 600 and 620 Lolita Gardens

The 20 storey and 16 storey building components proposed within the redevelopment for subject site are similar in height to the existing buildings at 530, 600 and 620 Lolita Gardens. There is an existing 19 storey apartment building located at 530 Lolita Gardens and the exterior image of this existing apartment building is enclosed in **Figure 66**.



Figure 66- Existing 19 storey Apartment Building located at 530 Lolita Gardens

RWDI Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report and the RWDI Noise and Vibration report identify appropriate measures that shall mitigate the impact of the existing land use within the employment area on the sensitive land uses within the proposed mixed redevelopment for the subject site in conformity with the proposed policy in Section 5.7.5.1. in the draft MTSAOPA.

The proposed redevelopment for the subject site conforms to the proposed policy in Section 5.7.5.2 of the draft MTSAOPA because RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report concludes the existing industrial land uses located to the southeast, south and to the southwest of the subject site within the Dixie Employment Area:

- do not need to modify their operations in response to the proposed mixed-use development redevelopment containing 543 rental apartment units on the subject site provided that the City of Mississauga applies a Class 4 noise designation to the subject site similar to the development project at 1707 – 1725 Barbertown Road;
- the proposed mixed-use development redevelopment containing 543 rental apartment units on the subject site shall not cause the existing industrial land uses located within the Dixie Employment Area to become non-compliant with pertinent provincial, as well as municipal standards provided that the City of Mississauga applies a Class 4 noise classification to the subject site and Mother Parkers Tea and Coffee Inc. facilities at 2470, 2520 and 2531 Stanfield Road; and

- shall not inhibit the redevelopment or development of the other lands within the Dixie Employment Area for the type of land uses permitted by the existing MOP.

The policy in Section 5.7.6.1 of the draft MTSAOPA states that:

“In addition to the Urban Form policies in Section 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through studies and Local Area Plan reviews.”

The City’s existing policies in Section 9 in the MOP support the development of tall buildings on the subject site. The proposed mixed use redevelopment for the subject site conforms to the definition of Tall Buildings in Chapter 20 of the MOP and the policies within Sections 9.2.1.8, 9.2.1.9, as well as 9.2.1.10 of the MOP as follows:

- the existing policy in Section 9.2.1.8 identifies Major Transit Station Areas as the preferred location for tall buildings and the recently adopted RROP2051 designates the subject site as a Major Transit Station Area and Primary Major Transit Station Area;
- Tall Buildings are defined as having the building height that exceeds the width of the adjoining road allowance, the MOP designates Dundas Street East adjacent to the subject site for ultimate road allowance width of 42 m and therefore a building would need to be more than 9 storeys in height to conform with the Tall Building definition, as well as the policy in Section 9.2.1.8 of the MOP; and
- the policy in Section 9.2.1.9 of the MOP recognizes that taller buildings are required to enclose streets which are greater than 20 m in width and since Dundas Street East has ultimate road allowance width of 42 m adjacent to the subject site a 9 storey building on the subject site would not have sufficient building height to implement the intent of the existing policy in Section 9.2.1.9 of the MOP.
- The widened Dundas Street East road allowance shall have sufficient width to provide an appropriate transition between the proposed mixed use redevelopment for the subject site and the existing lower density residential uses located to the north of this street in conformity with existing policy in Section 9.2.1.10 of the MOP. WZMH Architects Inc.’s Section Plan for the proposed mixed use redevelopment for the subject site in **Figure 57** of this report shows that proposed building heights within this redevelopment project comply with a 45° plane measured from the north side of the ultimate 42 m wide road allowance of Dundas Street East and therefore these proposed building heights implement the intent of Figure 9 – 8 of the MOP which is reproduced as **Figure 58** in this report.

The proposed redevelopment for the subject site conforms to the proposed urban design policies in Section 5.7.6.2 of the draft MTSAOPA because no surface parking is proposed, structured parking is proposed, and high standard of private realm is proposed on the subject site including a building forecourt for the proposed 16 storey building component, bicycle parking, as well as tree planting.

The proposed mixed use redevelopment for the subject site has been designed to cost effective development standards in conformity with Section 5.8.2.2 b) of the Region of Peel’s existing Official Plan which includes the installation of a pad mounted above grade electrical transformer within the front yard of the subject site rather than indoors within the proposed building. In addition, the above grade electrical transformer is proposed within the front yard of the redevelopment also implements an alternative development standard that the policy in Section 2.2.4.9 c) of the A Place to Grow Plan envisions within Major Transit Station Areas. The above grade electrical transformer has been sensitively sited within the front yard in conformity with the proposed policy in Section 5.7.6.2 c) of the draft MTSAOPA for the following reasons, among others;

- landscaping will be installed between this electrical transformer and the main entrance to the 12 storey building component of the mixed use redevelopment on the subject site;
- the electrical transformer has not sited between the public sidewalk within Dundas Street East and the proposed ground floor commercial units;
- the electrical transformer structure has not sited on top of the underground parking structure which is unacceptable to electrical service provider;

- the electrical transformer structure has been sited in the northeast corner of the plaza at the main entrance to the proposed 12 storey building component to maximize the plaza area available to access this entrance; and
- the electrical transformer is not located adjacent to the only vehicular access driveway to the subject site.

The portion of the subject site located within 3.5 m of the existing Dundas Street East road allowance shall be dedicated to the City of Mississauga to protect the lands it requires for planned Bus Rapid Transit infrastructure in conformity with Section 5.7.1.5 g. of the draft MTSAOPA and to permit the City of Mississauga to construct dedicated cycling lanes, as well as enhanced sidewalks within the Dundas Street East road allowance to improve access, as well as connectivity to the planned Bus Rapid Transit Stations and to create a more interconnected and multi-modal street network that encourages walking, cycling and the use of transit in conformity with the two policies numbered as Section 5.7.2 h) and 5.7.2i) within the draft MTSAOPA.

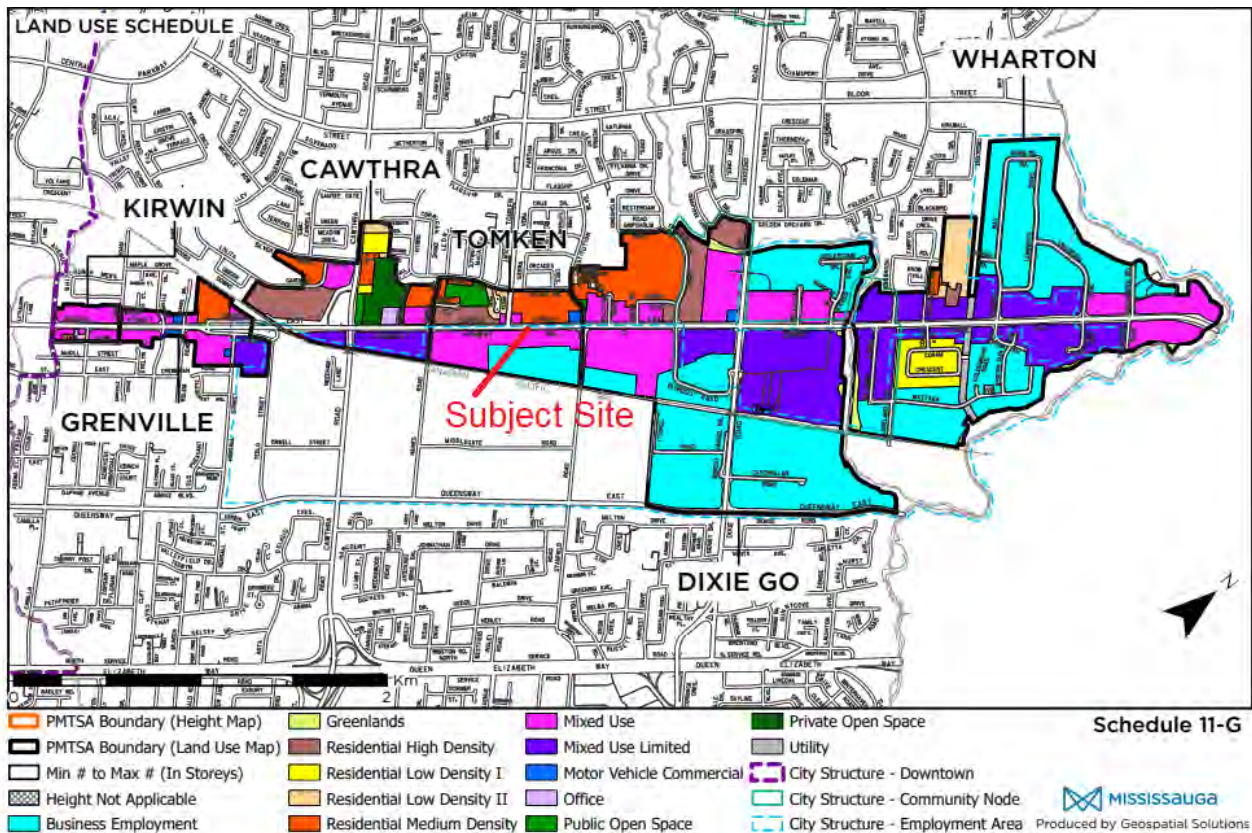


Figure 67-Schedule 11-G of draft Official Plan Amendment for Major Transportation Station Areas

The Region of Peel, based upon their Land Needs Studies, as well as a broad range of other studies, in consultation with the City of Mississauga decided that the subject site is not a suitable employment area and to implement its employment area conversion decision for the subject site on April 28, 2022 through the adoption of a New Official Plan containing Schedule E – 4 Employment Areas which does not designate the subject site an Employment Area. The policy in Section 2.2.5.6 of the A Place to Grow Plan assigns the responsibility for making decisions on employment area conversions and designating Employment Areas to the Region of Peel and not to the City of Mississauga. The Official Plan Amendment application that is being submitted to the City of Mississauga for adoption would implement the policy in Section 5.8.16 of the New Region of Peel Official Plan for the subject site because this policy **directs** the City of Mississauga to designate Employment Areas in accordance with Schedule E – 4 Employment Areas of the New Region of Peel Official Plan and this Schedule

does not apply an Employment Areas designation to the subject site (see the map excerpt in **Figure 46** in this report). Therefore, the employment area boundary in Schedule 11-G draft MTSAOPA (see the map excerpt in **Figure 67** in this report) is not reflected in the site specific Official Plan Amendment in this report.

Schedule 11-G draft MTSAOPA (see the map excerpt in **Figure 67** in this report) maintains the existing Mixed Use designation on the subject site. The site-specific Official Plan Amendment for the subject site amends the land use designation of the subject site from the Mixed-Use designation to the Residential High Density designation on MOP Schedule 10 Land Use Designations and adds site-specific policies for the subject site. This amendment to the Official Plan designation of the subject site is appropriate because the proposed 543 purpose-built rental apartment units would be the predominant land use on the subject site in terms of gross floor area. In addition, at grade street related commercial uses will be permitted on the subject site by the site-specific Official Plan Amendment policies and the Zoning By-law Amendment to fulfill the planned function for the non-residential uses that the policy in Section 5.7.2.3 of the MTSAOPA is seeking. These commercial land uses together with the other existing commercial land uses inventoried in the surrounding area within the completed Region of Peel's Healthy Development Assessment scorecard will meet many of the local resident needs and the local employee needs. Local employees and residents will be able to easily access these land uses via MiWAY public transit, existing sidewalks and by the existing road network based upon the findings of GHD's Transportation Impact Study. It is anticipated that with the implementation of the planned Dundas Bus Rapid Transit line, a new dedicated cycling path, as well as an enhanced pedestrian realm within the Dundas Street East corridor that the ground floor commercial uses on the subject site would be even more accessible to local residents and employees in the future.

4.10 City of Mississauga Dundas Connects Master Plan

The proposed mixed-use redevelopment for the subject site shall assist the City in realizing the Dundas Connects Master Plan vision for the Dundas Street corridor which is that it become a destination which is:

“Urban and Bold. Urbanize, improve transit, intensify land use, and create transit-oriented development. Give the corridor a strong identity, making it ‘the street’ of Mississauga”.

“a safe, unique destination where people want to walk, bike, eat, shop, and be entertained.”

The proposed mixed-use redevelopment for the subject site implements the Dundas Connects Master Plan as follows:

- this proposed redevelopment has the built form characteristics that the Dundas Connects Master Plan is encouraging because it is compact, mixed-use, pedestrian oriented and transit supportive;
- it includes at grade street oriented commercial uses covering 70% of the street frontage of the subject site which open onto and address the public realm in a manner that the Dundas Connects Master Plan is encouraging along the Dundas Street East frontage;
- the proposed redevelopment shall assist the City in creating a wide sidewalk zone that the Dundas Connects Master Plan is seeking through the site-specific Zoning By-law Amendment which requires a minimum 4.5 m setback from the widened ultimate 42 metre wide Dundas Street East road allowance and also through the dedication of portion of the site located within 3.5 m of the existing Dundas Street East road allowance to the City of Mississauga as a condition of site plan approval for the project so that the City can construct a new 2 m wide sidewalk, as well as a new dedicated cycling path within the widened road allowance;
- it introduces 543 purpose built rental apartment units onto subject site which is located within a Major Transit Station Area for the Tomken Road Bus Rapid Transit station in the NROP2051 that Peel Region adopted on April 28, 2022 and where the Dundas Connects Master Plan states that residential uses are to be considered (see the excerpt in **Figure 68 below**); and

- it introduces 543 purpose-built residential apartment units onto the subject site where Peel Region has approved the employment land conversion (see **Appendix D**) has not designated the subject site Employment Areas on Schedule E-4 Employment Areas in the NROP2051 that Peel Region adopted on April 28, 2022 (see **Figure 46**) and where the Dundas Connects Master Plan states that residential uses are to be considered (see the excerpt in **Figure 68** below).

Employment Area Mixed Use

Based on an assessment of the employment lands some lands in Employment Areas can be redesignated to permit residential uses. Three Employment Areas intersect Dundas Street and are also proposed for major transit station areas –Western Business Park (proposed BRT stops at Ridgeway Drive and Winston Churchill Boulevard), Mavis-Erindale (proposed BRT stop at Wolfedale Road) and Dixie (proposed BRT stop at Cawthra Road, Tomken Road, Dixie Road, Wharton Way, and the existing Dixie GO Station). Lands that are currently designated Mixed Use along the corridor and near proposed major transit stations should also allow for residential, major office, and institutional uses in order to support the achievement of intensification targets. It is also recommended that certain Business Employment designated lands within the Dixie EA be redesignated to permit a mix of uses including residential.

Figure 68-Excerpt from Dundas Connects Master Plan

Figure 5 – 31 Built Form Concept Plan of the Dundas Connects Master Plan (“Master Plan”) envisions a maximum building height of 12 storeys in proximity to the proposed BRT station at Cawthra Road and a maximum building height of 9 storeys in proximity to the Tomken Road BRT station. Section 5.1.6.3. of the Master Plan also envisions a maximum building height of 12 storey or the equivalent (40 metre) width of the Dundas Street right of way at Major Transit Station Areas to the East of the Cooksville Major Transit Station area. The maximum building heights in both Figure 5 – 31 Built Form Concept Plan and Section 5.1.6.3. of the Master Plan do not recognize the intent of policies in Section 9.2.1.9 and 9.2.1.8 in the MOP or the height of some existing buildings as described in part 4.9 of this report.

Within 250 m of the Dundas Street East and Dixie Road intersection or the Dixie GO Train Station Section 5.1.6.2 of the Master Plan permits buildings up to 25 storeys in height. In addition, within this area Section 5.1.6.2 exempts new buildings which are greater than 12 storeys in height from the 45° angular plane requirement measured vertically at the Dundas Street East facing property line equivalent to 80% of the right of-way width. The Dundas Connects Master Plan seeks limit the components of new building on the subject site which are greater than 12 storeys in height to a maximum 45° angular plane requirement measured vertically at the Dundas Street East facing property line equivalent to 80% of the right of-way width of Dundas Street East. The exemption that 5.1.6.2 applies to this angular plane requirement is also necessary to implement the policies in Section 9.2.1.9 of the MOP. Therefore, the above-cited angular plane requirement has not been included within the site-specific Official Plan Amendment and Zoning By-law Amendment for the subject site contained in this report.

The City of Mississauga has prepared terms of reference for a Dundas Connects Land Use Compatibility Study to determine if a high density redevelopment project containing residential uses within the Dundas Street East corridor could be developed adjacent to land uses within the Business Employment designation in conformity with the Ontario Ministry Environment, Conservation and Parks D-6 Compatibility Between Industrial Facilities Guidelines (D-6 Guidelines).

This study addresses the minimum separation distance setback that should be provided within the mixed-use redevelopment subject site from the shared property line with the existing land uses on lands located to the south within the Business Employment designation to meet the Ministry's D-6 guidelines. This study must also address whether any building height restrictions should be applied to the new residential building to address a specific airborne emission from the existing land uses within the Business Employment designation or any additional building setbacks which are warranted within the redevelopment project site for new residential uses from the shared property line with the existing land uses within the Business Employment designation. RWDI has undertaken the Dundas Connects Land Use Compatibility Study, as well as a Noise and Vibration Impact Study for site and documented their findings in the reports which are addressed in Part 5.6 and 5.5 of this report respectively. RWDI's Noise and Vibration Impact Report indicates that suitable noise and vibration conditions for the proposed residential uses within the mixed-use building can be achieved with the building setbacks identified in the Zoning By-law Amendment. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report recommends that they undertake additional air emission modelling to confirm air quality conditions for the upper storeys of the proposed 20 storey building as a result of the airborne emissions from an existing battery recycling plant located a substantial distance from the subject site. This additional air quality modelling would not influence the proposed building setbacks for their 4 storey, 16 storey and 20 storey mixed-use redevelopment on the subject site from the shared property line with the property at 2550 Stanfield Road.

Section 5.1.6.2 states that the same minimum building setback, as well as same maximum building height restrictions should apply to the interface between high density redevelopment projects with low density residential uses and to the interface with lands designated Business Employment. This approach is not consistent with the structure of the Apartment RA 5 Zone regulations in the City of Mississauga Zoning By-law which proposed to be applied to the subject site. For example, a minimum rear yard ranging from 7.5 m up to 25.5 m is required for an apartment building within a RA5 Zone where the lot abuts a zone permitting single detached or semi-detached dwellings whereas a minimum 4.5 m rear yard is required where the lot abuts an employment or commercial zone. The structure of these existing Zoning Bylaw rear yard regulations are both appropriate and desirable. Therefore, the statement in Section 5.1.6.2 of the Dundas Connects Master Plan is not implemented in the site-specific Official Plan Amendment and Zoning By-law Amendment contained in this report.

4.11 City of Mississauga Official Plan Amendment Dundas Corridor

The City of Mississauga City Council has not adopted an Official Plan Amendment for the Dundas Street corridor to implement the Dundas Connects Master Plan to date. A virtual community meeting and two statutory public meeting have been held regard the content of the draft Official Plan amendment for the Dundas Street corridor.

On March 21, 2022 the City of Mississauga land use planning staff hosted a virtual community meeting to describe the City of Mississauga's proposed process to continue the implementation of the Dundas Connects Master Plan and to specifically address employment land conversions within the Dixie Employment Area.

On May 30, 2022 the City of Mississauga Planning and Development Committee held the statutory public meeting to consider the City of Mississauga land use planning staff's Draft Official Plan Amendment for the Dundas Street Corridor to implement the Dundas Connects Master Plan.

On July 5, 2020 to the City of Mississauga Planning and Development Committee held the statutory public meeting to consider the City of Mississauga land use planning staff's Draft Official Plan Amendment for the Dundas Street Corridor to implement the Dundas Connects Master Plan. The City of Mississauga land use planning staff in the draft Official Plan Amendment they submitted on July 5, 2022 proposed to include the site-specific Official Plan policies 17.4.4.4.1 and 17.4.4.4.2 into the City of Mississauga Official Plan for the subject site as well as the other lands located on the south side of Dundas Street East between Haines Road and Blundell Road. They are reproduced as **Figure 69** below.



17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

Figure 69-Exerpt from July 5, 2022 City of Mississauga Draft Official Plan Amendment For Dundas Corridor

The Dundas Connects Master Plan states that residential uses are to be considered within Major Transit Station Area for the Tomken Road Bus Rapid Transit Station (see excerpt in **Figure 68**).

The City initiated Official Plan Amendment for the Dundas Street corridor removes the lands located on the south side of Dundas Street East to the west of Haines Road and located to the east of Blundell Road from the *Dixie Employment Area*. The City of Mississauga's Official Plan Amendment for the Dundas Street corridor must implement and conform to the policy in Section 5.8.16 and Schedule E-4 Employment Areas. Schedule E-4 Employment Areas of the Region of Peel's recently adopted NROP2051 on April 28, 2022 does not designate the subject site as an Employment Area. The Land Needs Studies and the associated Region of Peel land use planning staff report to the Region of Peel Planning and Growth Management Committee: supported the proposed employment land conversion for the subject site (see **Appendix D**); concluded that the City of Mississauga shall meet the employment growth projections to the year 2051 in the A Place to Grow Plan without the subject site; that the City of Mississauga shall meet the Region of Peel's employment growth projection to the year 2051 without the subject site; that the employment land conversion shall not preclude the achievement of the density targets; adversely affect the overall viability of the designated Employment Area that Schedule E-4 Employment Areas of the Region of Peel's recently adopted NROP2051; the subject site which is covered by Peel Region's employment land conversion decision is not required over the long term for employment purposes; and cross jurisdictional issues were considered by the provincial growth secretariat in defining the Provincially Significant Employment Zone boundary within the City of Mississauga, as well as by the Region of Peel as part of its municipal comprehensive review of Peel Region's Official Plan. Therefore, the site specific Official Plan Amendment removes the subject site from the *Dixie Employment Area* for the same reasons that the City initiated Official Plan Amendment for the Dundas Street corridor removes the lands located on the south side of Dundas Street East to the west of Haines Road and located to the east of Blundell Road from the *Dixie Employment Area*.

On the lands located on the south side of Dundas Street East to the west of Haines Road and located to the east of Blundell Road the draft Official Plan Amendment for the Dundas Street corridor proposes to change the lands within a Mixed Use designation to a Mixed-Use Limited and to add policies to the MOP that shall permit mixed-use redevelopment containing residential uses on the lands through a site-specific rezoning process provided that land use compatibility with the land uses within the Dundas Employment Area can be demonstrated. However, on the lands located on the south side of Dundas Street East between Haines Road and Blundell Road including the subject site this Official Plan Amendment does not remove the requirement for an Official Plan Amendment to proceed with mixed-use redevelopment containing residential uses and also includes a proposed policy in Section 17.4.4.4.2 that shall introduce a requirement for an additional City led study (see **Figure 69**).

The site-specific Official Plan Amendment for the subject site would apply the same development approval process to the subject site as the draft Official Plan Amendment for the Dundas Street Corridor is establishing for the lands which are proposed to be designated Mixed-Use Limited and are located to the west of the Haines Road, as well as to the east of Blundell Road. This site-specific Official Plan Amendment for the subject site conforms with the policy in Section 19.4.3 of the MOP which seeks to provide a consistent application of planning and design policies to all development applications. The site-specific Official Plan Amendment is being submitted for the subject site so that the City of Mississauga can proceed to process a site-specific rezoning for this site in a manner that City initiated Official Plan Amendment for the Dundas Street corridor envisions for the lands located to the east of Blundell Road and to the west of Haines Road.

As noted in part of this report the City of Mississauga has prepared terms of reference for a Dundas Connects Land Use Compatibility Study to determine if a high density redevelopment project containing residential uses within the Dundas Street East corridor could be developed adjacent to land uses within the Business Employment designation in conformity with the Ontario Ministry Environment, Conservation and Parks D-6 Compatibility Between Industrial Facilities Guidelines (D-6 Guidelines).

RWDI has completed the Dundas Connects Land Use Compatibility Study to assess the compatibility of the proposed 543 purpose built rental apartment units with the within the mixed-use redevelopment for the subject site with the existing employment uses located to the southeast, south and southwest of the subject site within

the Dixie Employment Area. The results of the study are documented within the RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022 and RWDI 1000 and 1024 Dundas Street East Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report. The results of these studies are summarized in part 5.5 and part 5.6 of this Planning Justification Report respectively. The RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study concludes that land use compatibility would be achieved with noise mitigations measures and the City applying a Class 4 noise classification to the subject site, as well as Mother Parkers Tea and Coffee Inc.'s existing facilities at 2470, 2520 and 2531 Stanfield Road. Therefore, the matters that a City led study would be addressing with respect to the proposed mixed-use redevelopment for the subject site have already been addressed within the documentation that is being submitted in support of the site-specific Official Plan Amendment and Zoning By-Law Amendment applications. These matters include:

- a land use planning assessment of the height, massing and building setbacks for the future redevelopment on the subject site as documented within this report;
- identification of the type of land uses that should be permitted on the subject site as documented within this report;
- an urban design assessment of the proposed mixed-use redevelopment for the subject site as documented in the June 1, 2022 WZMH Architects Inc., IBI Group landscape architects and Plan Logic Consulting Inc. Urban Design Brief;
- the built form of future redevelopment of the lands located to the south of Dundas Street East between Haines Road and Stanfield Road by the WZMH Architects Inc. Master Development Concept Plan for these lands;
- a pedestrian level wind assessment through the RWDI 1000 and 1024 Dundas Street East Pedestrian Wind Study Report dated April 29, 2022;
- a traffic, parking and site circulation assessment through the GHD Transportation Impact Study;
- a site survey included in **Appendix A** in this report;
- a stormwater management through IBI Group June 1, 2022 Functional Servicing and Stormwater Management Plan Report for 1000 and 1024 Dundas Street East, Mississauga, Ontario for Ahmed Developments Inc.;
- an assessment of the quality of the existing trees and how they would be impacted by the proposed redevelopment of the subject site through the Arborist Report prepared by Urban Forest Innovations dated June 1, 2022;
- noise and vibration through the RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022;
- shadow impacts through the WZMH Architects Inc. Shadow Study;
- future Dundas Street East road widening requirements through City of Mississauga Official Plan Amendment 106 and this report;
- employment and residential land needs through the Region of Peel's municipal comprehensive review of the ROP;
- a conceptual design of future active transportation infrastructure and the conceptual design of the Dundas Bus Rapid Transit line through the Dundas Connects Master Plan;
- site environmental conditions through the Pinchin Phase 1 Environmental Site Assessment, 1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.;
- hydrogeological considerations through the Pinchin May 25, 2022 Hydrogeological Assessment letter of opinion, 1000 and 1024 Dundas Street East, Mississauga, Ontario to Ahmed Developments Inc.; and
- geotechnical considerations through the November 16, 2022 Pinchin Draft Geotechnical Investigation, 1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.

The Development Application Review Checklist, as completed at the Development Application Review Committee (pre-application) meeting does not identify the completion of City led study of the lands as a

prerequisite to the consideration of the Official Plan Amendment and Zoning By-law Amendment for the proposed mixed use project for the subject site. The matters that the City led study described in the proposed policy in Section 17.4.4.4.2 would consider as they relate to the subject site are already addressed by the above-described documents. Therefore, it is appropriate to initiate the rezoning review process for the subject site.

4.12 City of Mississauga Dixie Dundas Flood Mitigation Study

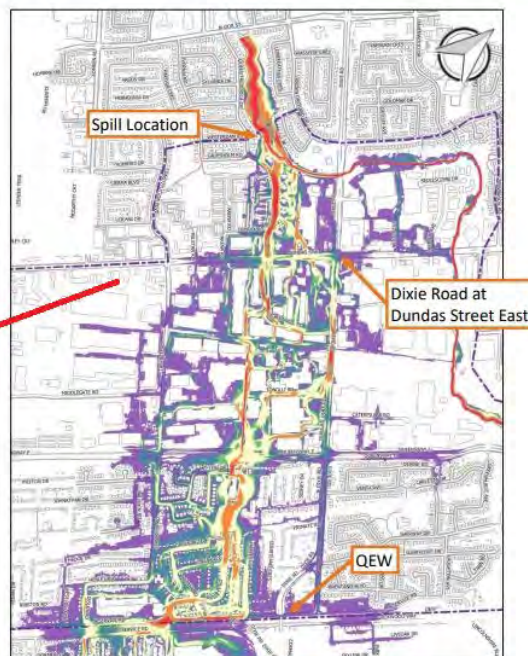
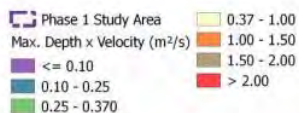
The City of Mississauga is currently undertaking the Dixie Dundas Flood Mitigation Study to identify how the flooding from the Little Etobicoke Creek on lands located to the east of the subject site could be mitigated. As **Figure 70** in this report shows this study also confirmed that the subject site is not susceptible to flooding by the Little Etobicoke Creek.

Extent of Flooding

- As part of Phase 1 of the *Little Etobicoke Creek Flood Evaluation Study and Master Plan* (in progress), the following extent of flooding was determined through detailed flood mapping of the Regional event
- The detailed mapping more clearly indicates where over 1,000 residential, commercial, and industrial properties have been determined to be at flood risk
- The *Little Etobicoke Creek Flood Evaluation Study and Master Plan* only mapped as far as the QEW. Flooding is anticipated to continue beyond the QEW to Lake Ontario.



Subject Site



Dixie-Dundas Flood Mitigation Project – Public Information Centre No. 1 Summer 2020



Figure 70 -Dixie Dundas Flood Mitigation Study

4.13 City of Mississauga Parking Study

4.13.1 Bicycle Parking

On June 8, 2022 Mississauga City Council enacted city-wide Zoning By-law Amendment 118-2022 which amended the minimum bicycle parking space requirements in the City of Mississauga Zoning By-law 0225-2007 for the subject site as follows:

- It adds a definition for "Bicycle Parking Space-Class A" to Section 1.2 of Zoning By-law 0225-2007 and defines as "means an indoor bicycle parking space in an enclosed area with controlled access";
- It adds a definition for "Bicycle Parking Space-Class B" to Section 1.2 of Zoning By-law 0225-2007 and defines as "means an outdoor bicycle parking space in a publicly accessible location";
- The By-law does not require any bicycle parking spaces for non-residential uses with less than 1,000 m² of gross floor area (and since 750 m² of non-residential use is proposed for the subject site no bicycle parking is required for these non-residential uses);
- The By-law requires 0.6 Class A type bicycle parking spaces per rental apartment unit (or 326 indoor bicycle parking spaces for the 543 purpose-built rental apartment units on the subject site); and
- The By-law requires 0.05 Class B type bicycle parking spaces per rental apartment unit (or 27 outdoor bicycle parking spaces for the 543 purpose-built rental apartment units on the subject site).

A total of 326 long-term bicycle parking spaces are required by City staff and 27 short term visitor bicycle spaces. WZMH Architect Inc.'s plans show a total bicycle parking supply of 304 parking spaces, 279 indoor spaces and 25 outdoor spaces which satisfies the City's requirement for 426 rental apartment units. The architectural plans were finalized before the City of Mississauga enacted city-wide Zoning By-law Amendment 118-2022. Therefore the number and size of these bicycle parking space shall be reviewed as part of the process of preparing more detailed plans for the site plan approval process.

4.13.2 Vehicle Parking

On June 8, 2022 Mississauga City Council enacted city-wide Zoning By-law Amendment 117-2022 which amended the requirements for a vehicle parking space and reduced some of the minimum parking space requirements in the City of Mississauga Zoning By-law 0225-2007.

City-wide Zoning By-law Amendment 117-2022 introduced a revised definition for parking space into Section 1.2 of City of Mississauga Zoning By-law 0225-2007. The revised definition for parking space is:

"means an unobstructed rectangular area exclusive of any aisle or **driveway** for the temporary parking of a **motor vehicle**. All parking, loading spaces and electric vehicle ready parking spaces shall be provided, maintained and be clearly identified lines and marked by permanent lines and markings painted on the paved surface on the same lot for which the parking, loading spaces and electric vehicle ready parking spaces are required."

On June 8, 2022 Mississauga City Council enacted city-wide Zoning By-law Amendment 117-2022 which amended the minimum parking space requirements in the City of Mississauga Zoning By-law 0225-2007 as follows:

- the subject site be included within Precinct 3 (as **Figure 71** in this report shows) within the amendment to the off-street parking regulations within the City of Mississauga existing Zoning By-law 0225 – 2007;
- within Precinct 3 the Zoning By-law requires a minimum parking rate of 0.9 residential spaces per unit and a minimum visitor parking rate of 0.2 visitor parking spaces per unit within a rental apartment building (see **Figure 72**);
- a minimum of 20% of the parking spaces for new medium and high density development be EV ready parking spaces and a minimum of 10% of the parking spaces for non-residential uses within a parking structure the EV ready parking spaces;

- within Precinct 3 a minimum parking rate of 2.8 parking spaces per 100 m² gross floor area for office uses;
- within Precinct 3 a minimum of 4 parking spaces per 100 m² gross floor area for retail stores, restaurants, service establishments and financial institutions; and
- within mixed-use redevelopment, shared parking spaces shall be permitted between residential visitors and non-residential users.

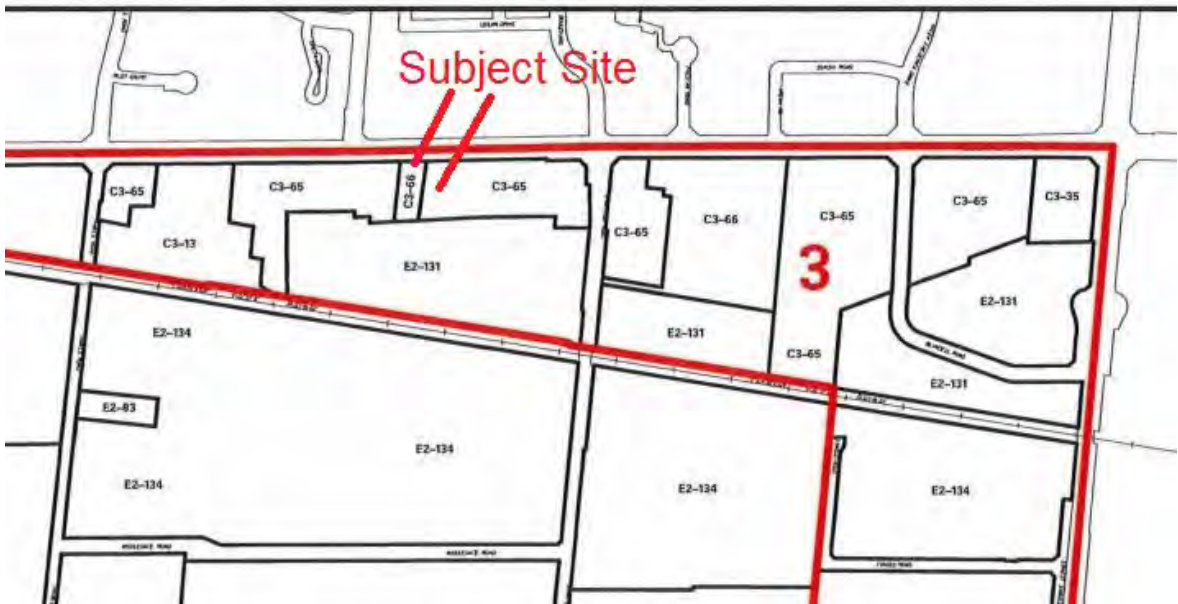


Figure 71-Except of Map 13 of Zoning By-law Amendment 117-2022 showing the Precinct 3 Boundary

The location of the EV ready parking spaces within proposed mixed use redevelopment on the subject site shall be addressed in the site plan approval process. Sufficient EV ready parking spaces to comply with the regulation in requiring that a minimum of 20% of the parking spaces for rental apartment units be EV ready parking spaces and a minimum of 10% of the parking spaces for non-residential uses within a parking structure be EV ready parking spaces.

| Column A | | B | C | D | E | F |
|----------|-----------------------|--------------------------|------------|------------|------------|------------|
| Line 1.0 | TYPE OF USE | UNIT OF MEASUREMENT | PRECINCT 1 | PRECINCT 2 | PRECINCT 3 | PRECINCT 4 |
| 2.0 | Condominium Apartment | resident spaces per unit | 0.8 | 0.9 | 1.0 | 1.1 |
| | | visitor spaces per unit | 0.20 | 0.20 | 0.20 | 0.20 |
| 3.0 | Rental Apartment | resident spaces per unit | 0.8 | 0.8 | 0.9 | 1.0 |
| | | visitor spaces per unit | 0.20 | 0.20 | 0.20 | 0.20 |

Figure 72-Minimum parking space requirements in By-law 0117-2022 for rental apartments

The design of the Dundas Bus Rapid Transit Line is proceeding and all three levels of government have made commitments to fund the construction of the portion of the Dundas Bus Rapid Transit Line adjacent to the subject site. The City also intends to construct dedicated cycling lanes and enhanced pedestrian facilities within the Dundas Street East corridor. The Hurontario-Main LRT line is also under construction from the Port Credit GO Train Station in the City of Mississauga to the downtown of the City of Brampton. In addition, higher density redevelopment is also envisioned within the Dundas Street East corridor. Collectively these initiatives are likely to increase the proportion of non-motorized private vehicle trips within the City of Mississauga and likely to decrease the demand for private motorized vehicle parking spaces within the proposed mixed-use redevelopment on the subject site. For these reasons and other reasons documented in GHD Transportation Impact Study less parking is proposed to be supplied on the subject site than required by the new city wide Zoning By-law Amendment.

GHD Traffic Impact Report recommended that less vehicle parking spaces be supplied within proposed mixed use redevelopment on the subject site than the city-wide Zoning By-law Amendment 117-2022 requires. Therefore, the site-specific Official Plan Amendment shall require that the City of Mississauga existing Zoning Bylaw 0225-2007 be amended to reduce the minimum on-site parking space requirement for the proposed redevelopment to a minimum of 0.8 or less parking spaces per rental dwelling unit which includes the shared parking spaces for visitors and non-residential uses. The site-specific Zoning Bylaw Amendment in this report requires a minimum of 0.8 parking spaces per rental dwelling unit which includes the shared parking spaces for visitors and non-residential uses.

The last day for appeals for the city-wide Zoning By-law Amendments 0117-2022 and 118-2022 to the Ontario Land Tribunal was July 6, 2022. If there were no appeals to either of these By-laws the above described parking standards are now legally in effect.

5 Supporting Studies and Reports

5.1 Transportation Impact Report

On May 31, 2022 GHD issued the 1000 and 1024 Dundas Street East, Transportation Impact Study for Ahmed Developments Inc. The GHD1000 and 1024 Dundas Street East Transportation Impact Study Report for Ahmed Developments Inc. also documents a transportation demand strategy, as well as an operations and safety assessment for the proposed redevelopment project for the subject site.

This report establishes the existing and future road network and the subsequent traffic-related impacts of the proposed mixed-use redevelopment on the subject site at the study intersections during the weekday a.m. and p.m. peak hours. These impacts are based on projected future background traffic derived for existing 2021 conditions, future traffic conditions in 2026, and future traffic conditions when the Dundas Bus Rapid Transit line is operational in the year 2031.

For vehicular access to the subject site one driveway is proposed on Dundas Street East. This driveway would allow all turning moves at Dundas Street East until the Dundas BRT is complete at which time driveway will convert from one that permits all turning movements to one that would only permit a right-in/out.

The 426 purpose built rental apartment units and the at grade commercial uses shown in WZMH Architects Inc.'s plans are expected to generate a total of 117 new two-way trips during the weekday a.m. peak hour consisting of 44 inbound and 73 outbound trips and 191 new two-way trips during the weekday p.m. peak hour consisting of 104 inbound and 87 outbound trips. They distributed site traffic for each horizon year based upon their review of Transportation Tomorrow Survey (TTS) 2016 data, as well as the existing traffic patterns within the area.

The overall impact of the proposed development is negligible on the anticipated operation of road intersections in the future and shall have no adverse impact on the operation of the study intersections along Dundas Street East. All reported critical movements under the future traffic scenarios are due to the construction of the BRT and the planned lane reduction in the number of through lanes within Dundas Street East. With the removal of two through lanes within Dundas Street East to accommodate the dedicated BRT lanes, vehicular traffic volumes within Dundas Street East will also be considerably reduced due to decrease in vehicular carrying capacity which is reflected in the negative traffic growth rates between 2026 to 2031 provided by the City. GHD applied current transit modal splits to all future horizon years as a conservative measure because the City of Mississauga did not provide any transit modal projections.

The parking requirements as stated in Mississauga Zoning By-law 0225-2007 has been amended and updated to allow for lower parking requirements provided in the Mississauga Parking Regulations Study (PRS). This study concluded that the appropriate minimum parking requirement is 0.8 parking spaces per rental apartment unit which includes the shared parking for no-residential uses and visitors. The development is proposing Travel Demand Management (TDM), as outlined in Section 9 of their report to minimize the number of single occupant vehicle, and support the high order transit located nearby.

A total of 277 long-term bicycle parking spaces are required for 426 purpose built rental apartment units and the at grade commercial uses and 23 short term visitor bicycle spaces. The site provides a total bicycle parking supply of 304 parking spaces, 279 indoor spaces and 25 outdoor spaces which satisfies the City's Zoning Bylaw requirement.

The City's Zoning By-Law requires two loading spaces for the proposed mixed-use redevelopment project for the subject site (one for the residential uses and the other for the retail uses) and these two required loading spaces are provided.

GHD reviewed the site circulation for emergency vehicles, waste collection, loading vehicles, and

passenger cars confirmed that the proposed site access and internal driveways have been designed to safely accommodate these vehicles. They also assessment of the proposed passenger car parking ramps and found to have no issues.

GHD found the sightlines at the proposed driveway access to Dundas Street East to be acceptable.

5.2 Arborist Report, Tree Removal Plan & Tree Planting Plan

An arborist report was prepared by Urban Forest Innovations dated June 1, 2022. Forty eight existing trees have been inventoried for the proposed mixed-use redevelopment for the subject site. The purpose of the arborist report is to document existing tree and site conditions, to evaluate anticipated impacts to site trees which may occur as a result of the proposed development, and to identify required and recommended tree protection measures and regulatory requirements associated with the proposed redevelopment. They found that five existing trees need to be injured, two trees conditionally need to be removed and 32 existing trees need to be removed. Ahmed Group shall submit a tree permit application for the subject site in accordance with the City of Mississauga's Private Tree By-law to remove 34 trees and to injure five trees.

5.3 Shadow Study

WZMH Architects Inc. completed a Shadow Study for the proposed project and the findings are summarized in their report dated June 1, 2022 which has been included with this submission. This report includes plans showing the anticipated shadows upon June 21, September 21 and December 21. This study evaluates the shadow impact of the proposed development for the subject site in accordance with the City Standards for Shadow Studies dated June 2014.

The sun access factor for the all outdoor amenity spaces is at least 50% or .5 on each of the test dates and therefore meets the City's criteria.

The City's criteria require that the proposed mixed-use redevelopment for the subject site allow for full sunlight on the opposite boulevard including the full width of the sidewalk on September 21st for a total of at least 5 hours that must include the 2 hour period between 12:12 pm and 2:12 pm, and an additional 2 hour period from either 9:12 am to 11:12 am or from 3:12 pm and 5:12 pm.. These criteria are met because WZMH Architects Inc. found that the mixed-use redevelopment for the subject site would result in no incremental shade at: 12:12 p.m., 1:12 p.m. and 2:12 p.m. and three consecutive times either: 9:12 a.m., 10:12 a.m. and 11:12 a.m. or 3:12 p.m., 4:12 p.m. and 5:12 p.m.

The report concludes that the proposed redevelopment project meets the City's criteria in terms of the expected shadow impacts. Based on the shadow diagrams provided in this study, the proposed redevelopment shall have minimal and acceptable shadowing impacts on the adjacent low rise dwellings located to the northwest, the 4 storey residential buildings to the north, the pedestrian realm on Dundas Street East, the private outdoor passive, as well as active recreational facilities proposed on the roof of the 4 storey podium and the existing public park located to the north west of the subject site in conformity with the policies in Section 9.2.2.3 and Section 9.5.3.9 of the City of Mississauga Official Plan.

5.4 Pedestrian Level Wind Report

RWDI conducted a pedestrian wind study for their proposed development at 1000 and 1024 Dundas Street East. RWDI 1000 and 1024 Dundas Street East Pedestrian Wind Study Report dated April 29,2022 summarizes their findings for the proposed redevelopment for the subject site. The pedestrian wind conditions from the redevelopment were assessed through wind tunnel modelling. RWDI completed wind-tunnel testing

for the subject site under the existing conditions and for the proposed redevelopment for the subject site. These results were evaluated against the pedestrian comfort and safety criteria adopted by the City of Mississauga, and they are summarized below:

- Existing wind speeds on and around the subject site are comfortable for the intended pedestrian use throughout the year. The pedestrian wind safety criterion is met at all the assessed areas on and around the subject site.
- Wind conditions with the proposed redevelopment are predicted to be appropriate for pedestrian use at most areas assessed. However, higher wind speeds than desired for the intended use were projected for specific localized areas.
- RWDI recommended wind controls for specific localized areas where wind speeds were projected to be higher than desired for the seasonally intended use including:
 - the patios and amenity areas at grade level in the summer;
 - within the outdoor amenity area on the roof of the northern four storey podium near the western corner of the northerly 16 storey building component;
 - at grade near the south corner of the proposed 20 storey building component; and
 - at an isolated sidewalk location on Dundas Street East near the corner of the northerly 16 storey building component.

The pedestrian wind safety criterion is expected to be met at all locations at grade level and above-grade level with these wind controls.

5.5 Noise Feasibility Report

RWDI 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022. There were no sources of vibration within 100 meters of the subject site, thus no vibration analysis was required. The Ontario Ministry of the Environment, Conservation and Parks (MECP) noise guidelines were used to assess sound levels on subject site and to determine the need for noise mitigation measures for the proposed redevelopment. They considered stationary and transportation sources of noise, as well as vibration that could potentially impact the proposed redevelopment. They recommended the following noise mitigation measures:

1. Installation of central air-conditioning so that all suites' windows can remain closed.
2. The inclusion of noise warning clauses related to:
 - a. Transportation sound levels at the building façade and in the outdoor amenity areas,
 - b. Proximity to railway line,
 - c. Proximity to commercial/industrial land-use, and
 - d. Class 4 Area Notification.
3. Obtain formal confirmation from the City of Mississauga of Class 4 area classification, as per MECP publication NPC-300.
4. Suite bedroom window glazing with minimum sound isolation performance of STC-36,
5. Construction of perimeter noise barriers along the outdoor amenity areas.

They also concluded that the final noise mitigations requirements should be confirmed when detailed building plans are available at the building permit stage.

5.6 Land Use Compatibility Report

The City of Mississauga has prepared terms of reference for a Dundas Connects Land Use Compatibility Study which would determine if a redevelopment project containing residential uses could be developed on a site within the Dundas Street East corridor adjacent to land uses within the Business Employment designation within the Dixie Employment Area in conformity with the Ontario Ministry Environment,

Conservation and Parks D-6 Compatibility Between Industrial Facilities Guidelines. This study addresses the minimum separation distance setback that should be provided within the redevelopment project site for new residential uses from the shared property line with the existing land uses within the Business Employment designation to meet the Ministry's D-6 guidelines. This study would also address whether any building height restrictions should be applied to the new residential building to address a specific airborne emission from the existing land uses within the Business Employment designation or if any additional building setbacks are warranted within the high density redevelopment project site for new residential uses from the shared property line with the existing land uses within the Business Employment designation. The City of Mississauga's intent is to require the completion of these studies for each site located within a Major Transit Station Area and within the proposed Mixed Use Limited designation being introduced by the Official Plan Amendment for the Dundas Street Corridor as a precondition to permitting residential uses on such sites.

RWDI has undertaken a Dundas Connects Land Use Compatibility Study for the proposed 4 storey, 16 storey and 20 storey mixed-use building with a gross floor area of 37,817 m² (407,059 ft²) for the subject and documented their findings in reports. This proposed redevelopment project includes a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback for the 20 storey building component from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report does not recommend any additional building setbacks and recommends that they undertake additional air emission modelling to confirm air quality conditions for the upper storeys of the proposed 20 storey building as a result of the airborne emissions from an existing industrial plant located a substantial distance from the subject site. This additional air quality modelling would not influence the setbacks proposed for the 4 storey, 16 storey and 20 storey mixed-use building from the shared property line with the property at 2550 Stanfield Road.

5.7 Functional Servicing and Storm Water Management Report

On June 1, 2022 IBI Group issued The Functional Servicing and Stormwater Management Plan Report for 1000 and 1024 Dundas Street East, Mississauga, Ontario for Ahmed Developments Inc. This report contains a Functional Servicing Plan and a grading plan for the proposed redevelopment for the subject site.

5.8 Urban Design Brief

On June 1, 2022 WZMH Architects Inc., IBI Group landscape architects and Plan Logic Consulting Inc. completed an urban design brief for the proposed redevelopment for 1000 and 1024 Dundas Street East, Mississauga, Ontario for Ahmed Developments Inc.

5.9 Phase 1 Environmental Site Assessment

Pinchin has issued a Phase 1 Environmental Site Assessment, 1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.

5.10 Geotechnical Report

On November 16, 2022 Pinchin issued a Draft Geotechnical Investigation, 1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.

5.10 Geotechnical Report

On November 16, 2022 Pinchin issued a Draft Geotechnical Investigation, 1000 and 1024 Dundas Street East, Mississauga, Ontario Report for Ahmed Developments Inc.

5.11 Hydrogeological Report

On May 25, 2022 Pinchin issued a Hydrogeological Assessment letter of opinion, 1000 and 1024 Dundas Street East, Mississauga, Ontario to Ahmed Developments Inc.

6 Official Plan Amendment And Zoning By-law Amendment

6.1 Official Plan Amendment

The Official Plan amendment is included in **Appendix E** in this report.

6.1.1 Description of Site Specific Official Plan Amendment

The New Region of Peel Official Plan Schedule E-4 Employment Areas does not designate the subject site Employment Areas and the policy in Section 5.8.16 of this plan directs the City of Mississauga to amend its Official Plan to designate employment areas in accordance with Schedule E-4 Employment Areas. This Official Plan Amendment in this report amends the City of Mississauga Official Plan for the subject site to achieve conformity with the New Region of Peel Official Plan. This Official Plan Amendment amends Schedule 1 Urban System, Schedule1b Urban System- City Structure, Schedule 9 Character Areas of the City of Mississauga Official Plan to remove the subject site from the Employment Area designation and includes them in the Applewood Neighbourhood designation. This Official Plan Amendment also amends Map 17-1 City Structure-Employment Areas and Map17-4 Dixie Employment Area of the City of Mississauga Official Plan by removing the site from the Employment Area designation and the Dixie Employment Area designation respectively. This Official Plan Amendment also amends Map 16-1 City Structure and Schedule 16-2 Applewood Neighbourhood Character Area to include the subject site within the Neighbourhood designation and the Applewood Neighbourhood Character Area designation respectively.

The subject site is designated Mixed Use on Schedule 10 Land Use Designations and the employment area policy in Section 17.1.4.2 of the Official Plan prohibits residential uses on these lands. Therefore, this Official Plan Amendment amends the Schedule 10 Land Use Designations of the City of Mississauga Official Plan to change the designation of the subject site from Mixed Use to Residential High Density. The Residential High Density designation of the City of Mississauga Official Plan shall permit the proposed purpose-built rental apartment units, the uses permitted in the Residential Medium Density designation, uses accessory to the rental apartment, and uses permitted in the Convenience Commercial designation are permitted at grade within apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. The Official Plan adds a site-specific policy which shall permit a broader range of commercial uses on the ground floor of the proposed redevelopment including: office”, “retail store”, “financial institution”, “personal service establishment”, “restaurant”, “take out restaurant” and “veterinary clinic”.

The New Region of Peel Official Plan Schedule E-5 Major Transit Station Area designates the subject land Primary Major Transit Station Area. This Official Plan Amendment amends the City of Mississauga Official Plan to designate the subject site Primary Major Transit Station Area to achieve conformity with the New Region of Peel Official Plan.

The Official Plan Amendment adds a policy requiring a minimum 4 storey podium and permitting the proposed 16 storey building component, as well as the 20 storey building component.

The Official Plan Amendment adds a policy for the subject site which permits less on-site parking within the proposed redevelopment than the minimum parking requirements in the City of Mississauga’s Zoning By-law. GHD Transportation Impact Study for the proposed redevelopment supports this on-site parking space supply reduction.

To achieve a transit supportive economically viable rental apartment unit project that has a compact urban form the Official Plan Amendment adds a policy requiring a maximum 25 metre building separation distance between the 16 storey and the 20 storey building component of the redevelopment project on the subject site. The Official Plan Amendment adds a policy permitting a development density of FSI 4.7. The Official Plan Amendment adds a policy permitting a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback for the 20 storey building from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation.

RWDI completed the 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022. They recommended that Mississauga City Council apply a Class 4 Area noise classification to the subject site and Mother Parkers Tea and Coffee Inc.’s facilities at 2470, 2520 and 2531 Stanfield Road. This Official Plan Amendment implements this recommendation.

6.1.2 Table for Site-Specific Official Plan Amendment

| Map No | Existing Official Plan | Proposed Official Plan Amendment | Rationale |
|----------|------------------------|------------------------------------|--|
| 10 | Mixed Use | Residential High Density | Mixed Use does not permit residential use. It implements: -A Place To Grow Plan, -Region of Peel’s Employment |
| 1A | Employment Areas | Applewood Neighbourhood | Land Conversion Decision |
| 9 | Employment Areas | Applewood Neighbourhood | - Dundas Connects Master Plan & |
| 17-1 | Employment Areas | Removed | - New Peel Regional Official Plan |
| 17-4 | Employment Areas | Removed | Section 5.8.16 which directs City to Amend the existing Official Plan. |
| 16-1 | Not Included | Neighbourhoods | |
| 16-2 | Not Included | Applewood Neighbourhood | |
| 11-S | Not Included | Primary Major Transit Station Area | It implements: -A Place To Grow Plan, the - New Peel Regional Official Plan & - Dundas Connects Master Plan. |
| 16.2.3.X | Not Included | Site X | Identifies the lands subject to the new site-specific policies |

| Text | Existing Official Plan | Proposed Official Plan Amendment | Rationale |
|-------------|-----------------------------|--|--|
| 5.3.6.5 | Employment Areas conversion | Removes from Employment Area | <p>Implements:</p> <ul style="list-style-type: none"> -Region of Peel’s Employment Land Conversion Decision & conforms to the policy in Section 5.3.6.5 of the City’s Plan because the Region of Peel is undertaking a Municipal Comprehensive Review of the Regional Official Plan. |
| 16.2.3.X a) | Not Included | adds policy 16.2.3.X a) to permit building heights of 4, 16 and 20 storeys A minimum building height of 4 storeys shall apply to these lands. | See Part 6.2.9 of the Planning Justification Report |
| 16.2.3.X b) | No Maximum Density Limit | adds policy 16.2.3.X b) to permit an FSI of 4.7 | See Part 6.2.6 of the Planning Justification Report |
| 16.2.3.X c) | Not Included | adds policy 16.2.3.X c) to require a maximum 25 for the 16 and 20 storey building components. | <p>See the discussion in Planning Justification Report of:</p> <ul style="list-style-type: none"> Section 1.1.3.2 and 1.4.3 of The Provincial Policy Statement in Part 4.2; Section 2.2.4.9 of the A Place To Grow Plan in Part 4.3; Section 5.8.2.2 of the Peel Region existing Official Plan in Part 4.5; and Section 5.9.24 of the Peel Region new Official Plan in Part 4.6. |

| | | | |
|-------------|--|--|--|
| 16.2.3.X d) | Not Included | adds policy 16.2.3.X d) to direct City to enact a Zoning By-law Amendment to reduce the minimum parking space requirement to 0.8 parking spaces per dwelling unit or less. | See GHD Transportation Impact Study |
| 16.2.3.X e) | Not Included | adds policy 16.2.3.X e) to require a maximum 7.5 metre setback for the 4 storey podium and a maximum 10.5 metre setback for 20 storey building component on the subject site from shared lot line with 2550 Stanfield Road in 2022. | RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report, Line 10.5 in Table 4.15.1 RA1 to RA5 Permitted Uses and Zone Regulations in Article 4.15.1 of City of Mississauga Zoning By-law 0225-2007 and Part 4.11 of the Planning Justification Report. |
| 6.10.1.6 a | Permits Class 4 Noise Classification By-law | adds policy 16.2.3.X g) to apply Class 4 noise classification to subject site & Mother Parkers Tea and Coffee Inc.'s facilities | RWDI Noise and Vibration Report |
| 11.2.5.6 | Permits purpose-built rental apartment units, convenience commercial but does not permit any other street related commercial uses. | adds policy 16.2.3.X h) so that notwithstanding the policies in Section of this Plan the portion of the ground floor of the proposed redevelopment facing Dundas Street East may be used for offices, retail stores, financial institutions, personal service establishments, restaurants, take out restaurants and veterinary clinic. | See Part 6.2.5 of the Planning Justification Report |

6.2 Zoning By-law Amendment

6.2.1 City of Mississauga Zoning By-law 0225-2007

The Subject site are currently subject to the C3-65 Zone and the C3-66 Zone in City of Mississauga Zoning By-law 0225-2007 (see **Figure 71** - City of Mississauga Zoning By-law 0225-2007). A Zoning By-law Amendment is required the proposed redevelopment. **Appendix F** of this report and a Zoning By-law Table which identifies the requested site-specific regulations for the subject site is provide below.

6.2.2 Existing Zoning By-law and Zoning By-law Amendment Regulation Comparison Summary Table

Comparison of Apartment RA5 Zone Regulations to Site-Specific RA5-XX Zone Regulations

| Map | Existing Regulation | Proposed Regulation | Rationale In The Planning Justification Report |
|--|--|--|---|
| Map 13 Schedule "B" of Zoning By-law 0225-2007 | C3-66 Zone for 1000 Dundas Street East C3-65 Zone for 1024 Dundas Street East | Site Specific Apartment Zone RA5-XX | Implements Official Plan Amendment & See Part 6.2.3 |
| Text | Existing Regulation | Proposed Regulation | Rationale In The Planning Justification Report |
| Many Articles | All Regulations met within a lot and 1000 & 1024 Dundas Street East are separate lots. | Despite and severance or division of the lands shown on Schedule RA5-XX of this Exception, the regulations of this Exception applies to the whole of the lands as one lot as if no severance or division had occurred | See Part 6.2.4 |
| Line 2.1 in Table 4.15.1 | Permits Apartments | Add as a permitted use office, retail store, financial institution, personal service establishment, restaurant, take out restaurant and veterinary clinic | See Part 6.2.5 |

| | | | |
|--------------------------|--|--|-----------------|
| Line 5.0 in Table 4.15.1 | Maximum Floor Space Index of 2.9 | Maximum Floor Space Index of 4.7 | See Part 6.2.6 |
| Line 6.0 in Table 4.15.1 | Maximum 1,000 square metre floorplate | Maximum 780 square metre floorplate | See Part 6.2.7 |
| Article 1.2 | established grade means, with reference to a building, structure or part thereof, the average elevation of the finished grade of the ground immediately surrounding such building or structure, and when used with reference to a street, means the elevation of the street, established by the Municipality or other designated authority. (0308-2011) | For the purpose of this exception established grade means the Canadian Geodetic Elevation of 122.05 m | See Part 6.2.8 |
| Line 7.0 in Table 4.15.1 | maximum building height of 77 metres and 25 storeys | maximum building height is 15.5, 52.2 and 64 metres and 4, 16 and 20 storeys as shown on schedule RA5-XX | See Part 6.2.9 |
| Article 2.1.13.1 | Notwithstanding any other provisions of this By-law, the calculation of height for a building, structure or part thereof, except in a Residential Zone, shall be exclusive of mechanical or architectural components such as mechanical equipment, mechanical penthouses, elevator machine rooms, stairwell enclosures, telecommunication equipment, parapets, turrets, cupolas, stairs and stair enclosures located on the roof, provided that the maximum height of the top of such components is no higher than 6.0 m above the height limit otherwise applicable | In addition to the items listed in Article 2.1.13.1, the calculation of the height of Building as shown on Schedule RA5-XX also excludes the following: mechanical penthouses, railings, terrace, terrace guards and dividers, ornamental elements, trellises, planters, partitions, chimneys, vents ,stacks, flues, privacy screens, architectural features, window washing equipment, elements of a green roof, community garden structures, elevator overrun and structures on the roof to the building used for open air recreation, noise attenuation, safety or wind protection purposes. | See Part 6.2.10 |

| | | | |
|---------------------------|---|--|-----------------|
| | Not regulated | Maximum 543 dwelling units | See Part 6.2.11 |
| | Not regulated | A dwelling will not be located entirely underground | See Part 6.2.12 |
| Line 11.1 in Table 4.15.1 | balconies above the first storey to project a maximum 1 metre into required minimum yard | balconies above the first storey to the fourth storey to project a maximum 2 metres into required minimum yard and balconies above the fourth storey to project a maximum of 2.5 metre in the required setback. | See Part 6.2.13 |
| Article 4.1.2.2 | The Article does not permit accessory structures within the front yard. All accessory structures must be setback equivalent to the minimum interior side yard whereas a wind mitigation structure is required within one interior side yard. A retaining wall is also required within an interior side yard setback to protect the Region of Peel's existing sanitary sewer located to the south on the 2550 Stanfield Road property. | The following may extend beyond the required building setbacks for building as shown on Schedule RA5-##: above grade electrical transformer, window, chimney, pilaster, cornice balustrade, eave, roof overhang, staircase, stair enclosure, landing, awning, canopies, lighting fixtures, guard rails, decks, porches, structures for wind mitigation, retaining walls, stairs, stair enclosures, driveways ramps and associated structures, bicycle storage enclosures or racks. | See Part 6.2.14 |
| Line 13.5 in Table 4.15.1 | A completely below grade parking structure must be setback a minimum 3 metres from the all lot lines. | A parking structure completely below grade may be constructed on the street line, on the east lot line, as well as on the west lot line, at the limit of the land subject to the easement in favour of the City of Mississauga for an existing sanitary sewer located on the property municipally known as 2550 Stanfield Road in 2022 and 1.524 m. from the south lot line. | See Part 6.2.15 |
| Line 15.3 in Table 4.15.1 | landscape buffer of a minimum 3.0 metre depth adjacent to all lot lines except the Dundas Street East street line. | an underground retaining wall is permitted within 3.0 m of the south lot line and the interior lot lines to protect an existing Region of Peel sanitary sewer. | See Part 6.2.16 |
| Line 15.1 in Table 4.15.1 | minimum landscaped area of 40% of the lot area | minimum landscaped area of 12% of the lot area | See Part 6.2.17 |

| | | | |
|---|---|---|-----------------|
| Line 15.2 in Table 4.15.1 | Minimum 4.5 metre depth Landscape buffer at the Dundas Street East street line | Exemption | See Part 6.2.18 |
| Line 15.4 in Table 4.15.1 | the greater of 5.6 square metres of amenity area per unit or amenity area equivalent to 10% of the lot area | 924 square metres of indoor amenity space and 924 square metres of outdoor amenity space | See Part 6.2.19 |
| Article 4.1.9.10 | A circular driveway and access points shall only be located within one yard. | A circular driveway and access points are permitted in the front yard and the interior side yard. | See Part 6.2.20 |
| Article 4.1.9.11 | A circular driveway shall not cover more than 50% of the yard in which it is located. | A circular driveway may cover a maximum of 58 % of the interior side yard. | See Part 6.2.21 |
| Table 3.1.2.1 in Article 3.1.2, Table 3.1.2.2 Article 3.1.2 and Article 3.1.2.1.3 (amendment 0117-2022) | Rental apartments minimum 0.9 parking spaces per dwelling plus 0.2 visitor parking spaces per dwelling. The regulation in Article 3.1.2.1.3 (1) permits shared parking between Residential visitor parking and no-residential parking. The minimum number of parking spaces per 100 m2 gross floor area for Office Use is 2.8, Medical Office use is 4.5, Financial Institution is 4.0, Retail is 4.0, Convenience Retail is 4.0, Service Establishment is 4.0, Take Out Restaurant is 4.0, Convenience Restaurant is 4.0, Restaurant less than 200 m2 in size is 4.0 and Veterinary Clinic is 3.6. | 0.8 parking spaces per dwelling unit which includes the shared visitor/non-residential parking. | See Part 6.2.22 |
| Line 8.1,8.2,8.3 and 8.4 in Table 4.15.1 | Minimum front yard= 7.5m for height 13 m or less, 8.5m for height 13 m to 20 m, 9.5m for height greater than 20 m to 26 m, 10.5 m for height greater than 26 m, | Minimum front yard= 4.5m for height 15.5 m or less, 7.5m for height greater than 15.5 m | See Part 6.2.23 |

| | | | |
|---|---|--|-----------------|
| Line 9.1,9.2.,9.3 and 9.4 and 9.5 in Table 4.15.1 | Minimum interior side yard= 4.5m for height 13 m or less, 6.0 m for height 13 m to 20 m, 7.5m for height greater than 20 m to 26 m, 9.0 m for height greater than 26 m, 4.5 m for all heights abutting a Apartment or Commercial Zone | Minimum interior side yard = 4.5m for height 15.5 m or less, 7.5m for height greater than 15.5 m | See Part 6.2.24 |
| Line 10.1,10.2.,10.3 and 10.4. and 10.5 in Table 4.15.1 | Minimum rear yard= 7.5m for height 13 m or less, 10.0 m for height 13 m to 20 m, 12.5 m for height greater than 20 m to 26 m, 15 m for height greater than 26 m, 4.5 m for all heights abutting a Employment or Commercial Zone | Minimum rear yard = 7.5 m for height 15.5 m or less, 10.5 m for height greater than 15.5 m | See Part 6.2.25 |

6.2.3 Apartment RA5XX – Site Specific Zone

All of the subject site is proposed to be rezoned from the C3-65 Zone and the C3-66 to a “RA5XX – Site Specific” Zone.

The amendment to the Zoning By-law 0225-2007 to change the zoning of the site to this site-specific Apartment Zone:

- conforms with Sections 2(j), and 2(p) of *The Planning Act* for the reasons provided in part 4.1 of this report;
- in accordance with Section 3(5) of *The Planning Act* because it is consistent with the Provincial Policy Statement 2020 and conforms with the A Place Grow Plan;
- is consistent with Sections 1.1.1 a) 1.1.1 b), 1.1.1 e),1.1.3.2 b), 1.1.3.2 f) 1.1.3.3 and 1.3.2.5 of the Provincial Policy Statement 2020 for the reasons provided in part 4.2 of this report;
- conforms to Sections 2.2.1.2.c), 2.2.1.3.a), 2.2.1.3.c), 2.2.1.3.e), 2.2.1.4.c), 2.2.4.1, and 2.2.4.2, of the A Place Grow Plan for the reasons provided in part 4.3 of this report;
- conforms to Sections 5.3.1.3, 5.3.1.4, 5.3.1.5, 5.3.1.7, 5.3.2.4, 5.3.2.6, 5.5.1.6,5.5.1.7, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.2.4, 5.5.3.2.5, 5.6.1.1, 5.6.2.2, 5.8.2.2 a), 5.8.2.5, 5.8.2.6, 5.8.2.12, 5.9.5.1.4 and 5.9.5.2.10 and 5.9.5.2.11 of the Region of Peel Official Plan for the reasons provided in part 4.4 of this report;
- conforms to Sections 5.4.18.2, 5.4.18.8, 5.4.18.12, 5.4.18.13, 5.4.18.17,5.6.19.18, 5.9.3, 5.9.7, 5.9.11, 5.9.13, 5.9.17, 5.9.21, 5.9.24 and 5.9.27 of the NROP2051 which Peel Region adopted on April 28, 2022 for the reasons provided in part 4.5 of this report
- conforms to Sections 1.1.4(r), 5.3.6.5, 7.1.2, 7.1.3,7.2.2a), 7.2.8, of the City of Mississauga existing Official Plan for the reasons provided in part 4.6 of this report.

6.2.4 Two properties shall be considered one lot for the purpose of the Zoning By-law

The properties at 1000 and 1024 are separate lots. These properties are also owned by separate companies as described in part 1.1 of this report. The City of Mississauga Zoning By-law regulations are based lot boundaries. A site-specific regulation needs to be incorporated into the City of Mississauga Zoning By-law that indicates that the two properties comprising the subject site will be considered one lot for the purpose of the Zoning By-law regulations.

6.2.5 Add Street Related Commercial Uses To The Apartment RA5 Zone

The Apartment RA-5 Zone permits high-rise apartment buildings, long term care buildings and retirement buildings. A regulation permitting the following additional permitted uses is proposed: “office”, “retail store”, “financial institution”, “personal service establishment”, “restaurant”, “take out restaurant” and “veterinary clinic”. The land uses shall animate the Dundas Street East, provide services to transit riders walking to the Tomken Road BRT station animate the northside of the interior courtyard, provide employment opportunities and support the people occupying the planned rental apartment units. The proposed additional land uses shall complement and be compatible with proposed 543 purpose built rental apartment units. These types of uses are generally found on the ground floor of residential apartment buildings.

6.2.6 Permitting a Maximum Floor Space Index of 4.7

Line 5.0 in Table 4.15.1 Zoning By-law 0225-2007 permits a maximum Floor Space Index of 2.9 in the Apartment RA-5 Zone whereas the Zoning By-law Amendment will permit a maximum Floor Space Index of 4.7 on the subject site for the proposed mixed-use redevelopment for this site. The proposed Floor Space Index for the proposed mixed- use project on the subject site:

- conforms with Sections 2(f), 2(p) and 2(q) of *The Planning Act* for the reasons provided in part 4.1 of this report;
- in accordance with Section 3(5) of *The Planning Act* because it is consistent with the Provincial Policy Statement 2020 and conforms with the A Place Grow Plan;
- is consistent with Sections 1.1.1., 1.1.3.2 a), and 1.1.3.2 b) of the Provincial Policy Statement 2020 for the reasons provided in part 4.2 of this report;
- conforms to Sections 2.2.1.3 c), 2.2.4.1, 2.2.4.2, 2.2.4.6, 2.2.4.8 and 2.2.4.9 d) of the A Place Grow Plan for the reasons provided in part 4.3 of this report;
- conforms to Sections 5.3.2.6, 5.5.2.1, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.2.2, 5.9.5.1.4 and 5.9.5.2.10 of the Region of Peel Official Plan for the reasons provided in part 4.4 of this report;
- conforms to Sections 5.4.18.2, 5.4.18.11, 5.5.3.1.4, 5.5.3.1.6, 5.6.19.18 a) and 5.9.27 of the NROP2051 which Peel Region adopted on April 28, 2022 for the reasons provided in part 4.5 of this report; and
- conforms to Sections 1.1.4(r), 7.6.1.5 and 9.2.1.9 of the City of Mississauga existing Official Plan for the reasons provided in part 4.6 of this report.

6.2.7 Reduction in Maximum Gross Floor Area - Apartment Zone for storeys above 12-storeys to 780 square metres

Line 6.0 in Table 4.15.1 Zoning By-law 0225-2007 permits a maximum 1,000 square metres floorplate for each storey within buildings above the 12th storey in the Apartments RA5 Zone of Maximum Gross Floor Area - Apartment Zone above 12 storeys. A maximum 780 square metre floorplate size is proposed for all storeys above the 4 storey podium to minimize the shadow impact of the proposed redevelopment on the public street, and so that an appropriate separation distance between the 16 and 20 storey building components can be provided. This shadow impact is assessed within the WZMH Architects Inc. Shadow Study Report dated May 19, 2022. The findings of this study are also summarized in part 5.3 of this report.

6.2.8 Established Grade

For the purpose of this exception established grade means the Canadian Geodetic Elevation of 122.05 m. Dundas Street East shall be reconstructed to as part of the installation of the Dundas Bus Rapid Transit Line, the dedicated cycling lane and the pedestrian realm improvements. Therefore, to ensure building height shall be measured in accordance with WZMH Architects Inc.'s plans for the redevelopment the established grade is proposed to be fixed so that it reflects the established grade that is shown on these plans.

6.2.9 Reductions in Maximum building height to 15.5 metres, 52.2metres and 64 metres (exclusive of mechanical penthouses)

Line 7.0 in Table 4.15.1 Zoning By-law 0225-2007 permits a maximum building height of 77 metres and 25 storeys in the Apartments RA5 Zone. The proposed mixed-use redevelopment for the subject site includes a 16 storey building component and a 20 storey building component on a 4 storey podium. It is proposed that a schedule be added to the Zoning By-law which recognizes these proposed building heights for the subject site. The 15.5 metre building height for the 4 storey podium excludes the glass noise attenuation wall that shall be erected on perimeter of the roof of this podium. The Urban Design Study prepared by WZMH Architects Inc., IBI Group landscape architects and Plan Logic Consulting Inc., dated June 1, 2022 provides additional rationale for the proposed building height and massing for the mixed-use redevelopment for the subject site. The proposed building heights for the proposed mixed-use project on the subject site:

- conforms with Section 2(f), 2(p) and 2(q) *The Planning Act* because the proposed building heights are for a mixed-use redevelopment that is transit supportive and shall use the planned, as well as funded Dundas Bus Rapid Transit line infrastructure efficiently;
- in accordance with Section 3(5) of *The Planning Act* because it is consistent with the Provincial Policy Statement 2020 and conforms with the A Place Grow Plan;
- is consistent with Sections 1.1.1.e), 1.1.3.2 a), and 1.1.3.2 b) of the Provincial Policy Statement 2020 for the reasons provided in part 4.2 of this report;
- conform to Sections 2.2.4, and 2.2.4.9 d) of the A Place Grow Plan for the reasons provided in part 4.3 of this report;
- conform to Sections 5.3.2.6, 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.6, 5.5.3.2.9, 5.8.2.3, 5.9.5.1.4 and 5.9.5.2.10 of the Region of Peel Official Plan for the reasons provided in part 4.4 of this report;
- conform to Sections 5.3.1, 5.4.18.2, 5.4.18.17, 5.6.19.18 a), 5.6.19.18 b), and 5.6.19.18 g) of the NROP2051 which Peel Region adopted on April 28, 2022 for the reasons provided in part 4.5 of this report;
- conform to Sections 9.2.1.8, 9.2.1.9, as well as 9.2.1.10 and the definition of Tall Buildings in Chapter 20 of the City of Mississauga existing Official Plan for the reasons provided in part 4.6 of this report.

6.2.10 Building Height Exemptions

In addition to the items listed in Article 2.1.13.1, the calculation of the height of building as shown on Schedule RA5-XX also excludes the following: mechanical penthouses, railings, terrace, terrace guards and dividers, ornamental elements, trellises, planters, partitions, chimneys, vents, stacks, flues, privacy screens, architectural features, window washing equipment, elements of a green roof, community garden structures and structures on the roof to the building used for open air recreation, noise attenuation, safety or wind protection purposes. These additional exemptions are required to permit:

- the rooftop noise attenuation walls and rooftop wind protection structures recommended in RWDI's studies;
- the rooftop community garden structures and green roof;
- building maintenance equipment (window washing equipment);
- chimneys vents and flues that shall be required on the roof;
- the structures associated with the active and passive recreation facilities proposed for the roof of the 4 storey podium; and
- the railings that may be required to achieve barrier free access to all of the planned facilities;

6.2.11 Maximum 543 Rental Apartment Units

To implement the site-specific Official Plan Amendment for the subject site a regulation limiting the number of purpose-built rental apartment units to maximum 543 units has been included.

6.2.12 No Underground Rental Apartment Units

For the purpose of this exception a prohibition on basement apartments is proposed. This regulation shall ensure that the rental apartment units shall be constructed above established grade as shown in WZMH Architects Inc.'s plans for the proposed redevelopment.

6.2.13 Maximum balcony encroachments of 2 metres up to 4 storeys and up to 2.5 metres above 4 storeys

Line 11.1 in Table 4.15.1 Zoning By-law 0225-2007 permit balconies above the first storey to project a maximum 1 metre into required minimum yard to in the Apartments RA5 Zone. The policy in Section 2.2.4.9.c) of the Provincial A Place to Grow Plan (2019) requires that within Major Transit Station Area development be supported by providing alternative development standards such as reduced parking standards. To achieve a transit supportive and economically viable rental apartment unit project, that has a compact urban form increased balcony projections are required. A site-specific regulation is proposed that would permit the balconies above the first storey up to the fourth storey of the to project a maximum 2 metres into required minimum yard and balconies above the fourth storey to project a maximum of 2.5 metre in the required setbacks shown within the site-specific Apartments RA5 Zone map schedule. Balconies of this depth are appropriate and desirable to provide future residents with comfortable, livable outdoor space, and to help animate the building façade.

6.2.14 Accessory Structures

There will be numerous accessory structures within the redevelopment project. Article 4.1.2.2 does not permit accessory structures within the front yard whereas it is anticipated that an above grade electrical transformer vault and possibly some other accessory structures shall be installed within the front yard. All accessory structures must be setback equivalent to the minimum interior side yard whereas a wind mitigation structure is required within one interior side yard. A retaining wall is also required within part of an interior side yard setback to protect the Region of Peel's existing sanitary sewer located to the south on the 2550 Stanfield Road property. Therefore site specific regulation is proposed to be incorporated into the Zoning By-law for the subject site that permits the following accessory structures to extend beyond the required building setbacks for building as shown on Schedule RA5-XX: above grade electrical transformer, window, chimney, pilaster, cornice balustrade, eaves, roof overhang,

staircase, stair enclosure, landing, awning, canopies, lighting fixtures, guard rails, decks, porches, structures for wind mitigation, retaining walls, stairs, stair enclosures, driveways, ramps and associated structures, bicycle storage enclosures or racks.

6.2.15 Reduced minimum setbacks to underground parking structure.

Line 13.5 in Table 4.15.1 in Zoning By-law 0225-2007 requires a completely below grade parking structure be setback a minimum 3 metres from the all lot lines in the Apartments RA5 Zone. The policy in Section 2.2.4.9.c) of the Provincial A Place to Grow Plan (2019) requires that within Major Transit Station Area development to be supported by providing alternative development standards such as reduced parking standards. The reduced underground parking structure setbacks being introduced for the subject site conform to the general intent of this provincial policy. The below grade parking structure is proposed to be constructed at the limit of the road widening line for Dundas Street East, on the west lot line, on the limit of the existing easement in favour of the City of Mississauga, on the east lot line and 1.524 m from the south lot line. The reduced setback to the underground parking structure shall not impact landscaping at grade, as landscape buffers are provided along the east, north and west property lines.

6.2.16 Retaining wall to protect the existing Region of Peel existing sanitary sewer located to the south of the subject site

Line 15.3 in Table 4.15.1 Zoning By-law 0225-2007 requires a minimum 3.0 metre deep landscape buffer adjacent to all lot lines which are not a street line on properties subject to the Apartments RA5 Zone. Line 10.5 in Table 4.15.1 Zoning By-law 0225-2007 requires a minimum 4.5 metre rear yard setback on properties subject to the Apartments RA5 Zone which abuts an Employment Zone. There is an existing Region of Peel sanitary sewer located to the south of the subject site on the adjoining property at 2550 Stanfield Road which is within an Employment Zone. On June 1, 2022 IBI Group issued The Functional Servicing and Stormwater Management Plan Report for 1000 and 1024 Dundas Street East, Mississauga, Ontario for Ahmed Developments Inc. This report recommended that a retaining wall be constructed to on the subject site to protect the existing Region of Peel sanitary sewer located adjoining property at 2550 Stanfield Road. This retaining wall shall encroach on the minimum 4.5 metre rear yard setback requirement and preclude landscape planting where this retaining wall is to be erected. The Zoning By-law Amendment shall add a site-specific regulation to the Zoning By-law to permit the construction of this new recommended retaining wall.

6.2.17 Minimum landscaped area of 12%.

Line 15.1 in Table 4.15.1 in Zoning By-law 0225-2007 requires a minimum landscaped area of 40% of the lot area on properties within the Apartments RA5 Zone. The 40% minimum landscaped area requirement reflects a “tower in the park” development. An attractive landscape design is proposed for both the interior courtyard and the roof of the 4 storey podium. 975 square metres of the subject site is proposed to be used for soft landscaping which represents 12% of the area of the subject site. The Zoning By-law Amendment would add a regulation that recognizes the size of this proposed landscaped area into the Zoning By-law. The extent landscaping proposed within the mixed-use redevelopment on subject site implements the compact and cost-effective form of redevelopment that the A Place To Grow Plan supports within a Major Transit Station Area. The Urban Design Study prepared by WZMH Architects Inc., IBI Group landscape architects and Plan Logic Consulting Inc., dated June 1, 2022 provides additional rationale for the proposed landscape design for the proposed redevelopment on the subject site.

6.2.18 Minimum front yard landscape buffer exemption

Line 15.2 in Table 4.15.1 requires a minimum 4.5 metre deep landscape buffer adjacent to a street line on properties subject to the Apartments RA5 Zone. On the subject site this regulation would require a minimum 4.5 metre deep landscape buffer adjacent to Dundas Street East. This is an inappropriate requirement for the subject site because non-residential uses are proposed for the portion of the ground floor of the proposed mixed-use redevelopment that faces the public street. The planned Tomken Road Bus Rapid Transit Station is to be constructed within the centre of Dundas Street East to the northwest of the subject site. The introduction of outdoor patios close to this new station with the street related commercial uses would help to animate this new station.

6.2.19 Minimum Amenity Area

Line 15.6 in Table 4.15.1 in Zoning By-law 0225-2007 requires a minimum of 55 square metres of amenity area at grade on properties subject to the Apartments RA5 Zone. The Zoning By-law defines amenity area as an indoor and/or outdoor recreational area provided for the communal use of the residents. 215 square metres of outdoor amenity area is provided on the subject site.

Line 15.4 in Table 4.15.1 requires the greater of 5.6 square metres of amenity area per unit or amenity area equivalent to 10% of the lot area on properties subject to the Apartments RA5 Zone. Therefore, this regulation requires 2,578.2 square meters of amenity area for the 462 proposed rental apartment units shown on WZMH Architects Inc.'s plans for the subject site. 715 square metres of indoor amenity space is proposed for the 5th floor and 209 square metres of indoor amenity space is proposed on the ground floor for a combined total of 924 square metres of indoor amenity space. 709 square metres of outdoor amenity space is proposed for the roof of the 4 storey podium and 215 square metres of outdoor amenity space is proposed at grade for a combined total of 924 square metres of outdoor amenity space. The Zoning By-law Amendment shall add a site-specific regulation to the Zoning By-law to recognize the 924 square metres of proposed indoor amenity space and the 924 square metres of outdoor amenity space.

6.2.20 Circular Driveway Access Points

Article 4.1.9.10 in Zoning By-law 0225-2007 requires that a circular driveway and the access points to it only be located within one yard whereas the proposed circular driveway covers part of the front yard and part of the interior side yard. In addition, there is an access point to the proposed circular driveway within the front yard and another access point to this proposed circular driveway within the interior side yard. The proposed circular driveway within the mixed-use redevelopment for the subject site conforms with the policy in Section 17.4.3.1 of the MOP because it shall reduce the number of access driveways to Dundas Street East on the subject site from 3 existing driveways to 1 proposed access driveway. The Zoning By-law Amendment shall add a site-specific regulation to the Zoning By-law to permit the proposed circular driveway to cover part of the front yard and interior side yard and to be accessible from both yards.

6.2.21 Circular Driveway 58% Coverage of Interior Side Yard

Article 4.1.9.11 in Zoning By-law 0225-2007 requires that a circular driveway shall not cover more than 50% of the yard in which it is located whereas the proposed circular driveway covers 58 % of the interior side yard. The Zoning By-law Amendment shall add a site-specific regulation to the Zoning By-law to permit the proposed circular driveway to cover a maximum of 58 % of the interior side yard.

6.2.22 A reduced parking rate of 0.8 parking spaces per dwelling unit which includes the shared visitor/non-residential parking

GHD Consulting prepared a Transportation Impact Study for the proposed mixed-use redevelopment for the subject site which is summarized in part 5.1 of this report. Their report dated July, 2022 is included with this submission. They concluded that a minimum parking standard of 0.8 parking spaces per rental apartment unit which includes the sharing spaces for visitors and the non-residential uses would meet the parking space demand for the rental apartment units and the non-residential uses within the mixed-use redevelopment which equates to 0.8 parking spaces per dwelling unit including the shared visitor/non-residential parking spaces.

6.2.23 Front Yard Setback

Line 8.1 to 8.4 inclusive in Table 4.15.1 require larger minimum metre front yard setbacks from a street line on properties subject to the Apartments RA5 Zone than proposed on the subject site. The proposed 4.5 m. front yard setback for the podium implements the recommended front yard setback in the Dundas Connects Master Plan. A larger front yard setback is required for the 16 storey building component to comply with a the 45 degree plane measured from the north side of the widened Dundas Street East road allowance.

6.2.24 Interior Side Yard Setback

Line 9.5 in Table 4.15.1 requires a minimum 4.5 metre interior side yard setback from an interior side lot line on properties subject to the Apartments RA5 Zone where the land adjoins a property within a commercial zone. The proposed 4.5 m. interior side yard setback for the podium of the proposed mixed use redevelopment on the subject site is consistent with this existing Zoning Bylaw requirement. A larger setback is required for the 16 storey building component and the 20 storey building component to facilitate the redevelopment of the adjoining properties for tall buildings with a maximum 25 metre separation distance between these taller building components.

6.2.25 Rear Yard Setback

Line 10.5 in Table 4.15.1 requires a minimum 4.5 metre rear yard setback from a rear lot line on properties subject to the Apartments RA5 Zone where the land adjoins a property within a commercial or an employment zone. Larger rear yard building setbacks are proposed for the mixed use redevelopment on the subject site. The City of Mississauga issued terms of reference for a Dundas Connects Land Use Compatibility Study which will determine if a high density redevelopment project containing residential uses within the Dundas Street East corridor could be developed adjacent to land uses within the Business Employment designation in conformity with the Ontario Ministry Environment, Conservation and Parks D-6 Compatibility Between Industrial Facilities Guidelines. This study addresses the minimum setback that should be provided within the high density redevelopment project site for new residential uses from the shared property line with the existing land uses within the Business Employment designation to meet the Ministry's D-6 guidelines. RWDI has undertaken a Dundas Connects Land Use Compatibility Study, as well as a Noise and Vibration Impact Study for the proposed 4 storey, 16 storey and 20 storey mixed-use building with a gross floor area of 37,817 m² (407,059 ft²) for the 1000 and 1024 Dundas Street East site and documented their findings in reports. The proposed project includes a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback for the 20 storey building from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation. RWDI's Noise and Vibration Impact Report indicates that suitable noise and vibration conditions for the proposed residential uses within the mixed-use building can be achieved with the building setbacks identified above. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report recommends that they undertake additional air emission modelling to confirm air quality conditions for the upper storeys of the proposed 20 storey building as a result of the airborne emissions from an existing industrial plant located a substantial distance from the 1000 and 1024 Dundas Street East site. This additional air quality modelling would not influence the building setback requirements.

7 Conclusion

There is a very low vacancy rate for rental apartments in the Greater Toronto Area and the City of Mississauga whereas the resident population is targeted to continue to grow.

Section 3(5) Policy Statements and Provincial Plans requires that requires that all Mississauga City Council's decisions affecting planning matters:

- “shall be consistent with the policy statements issued under subsection 1 that are in effect on the date of the decision; and
- shall conform with the provincial plans that are in effect of on that date, or shall not conflict with them as the case may be.”

The policy in Section 2.2.4.9.c) of the Provincial A Place to Grow Plan (2019) requires that within a Major Transit Station Area development shall be supported by providing alternative development standards such as reduced parking standards. The Official Plan Amendment adds a policy for the subject site which permits less on-site parking space supply within the proposed redevelopment than the minimum parking requirements in the City of Mississauga's Zoning By-law. GHD Transportation Impact Study for the proposed redevelopment supports this on-site parking space reduction. To achieve a transit supportive economically viable rental apartment unit project that has a compact urban form the Official Plan Amendment adds a policy a maximum 25 metre building separation distance is proposed between the 16 storey and the 20 storey component of the redevelopment project on the subject site. The Official Plan Amendment also adds a policy that requires a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback for the 20 storey building from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation.

RWDI completed the 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022. They recommended that Mississauga City Council to enact a By-law that would apply a Class 4 Area noise classification to the subject site and Mother Parkers Tea and Coffee Inc.'s facilities at 2470, 2520 and 2531 Stanfield Road. This Official Plan Amendment recognizes that there is an existing policy in Section 6.10 the City of Mississauga Official Plan that provides Mississauga City Council the authority to enact this By-law.

The existing policy in Section 5.6.2.8 and 5.6.2.9 of the ROP does not conform with the policy in Section 2.2.5.10 of the A Places to Grow Plan. Therefore the City of Mississauga must process the site-specific Official Plan Amendment in this report in conformity with the policy in Section 2.2.5.10 of the A Places to Grow Plan and recognize that the Planning Act requires that it not base its decision making solely on Section 5.6.2.8 of the existing Region of Peel Official Plan. The policy in Section 2.2.5.6 of the A Place to Grow Plan assigns the responsibility for making decisions on employment area conversions and designating Employment Areas to the Region of Peel and not to the City of Mississauga.

The Region of Peel, based upon their Land Needs Studies, as well as a broad range of other studies, in consultation with the City of Mississauga decided that the subject site is not a suitable employment area and to implement its employment area conversion decision for the subject site on April 28, 2022 through the adoption of a New Official Plan containing Schedule E – 4 Employment Areas which does not designate the subject site an Employment Area. The Official Plan Amendment application that is being submitted to the City of Mississauga for adoption would implement the policy in Section 5.8.16 of the New Region of Peel Official Plan for the subject site because this policy directs the City of Mississauga to designate Employment Areas in accordance with Schedule E – 4 Employment Areas of the New Region of Peel Official Plan and this Schedule does not apply an Employment Areas designation to the subject site (see the map excerpt in **Figure 46** on the next page in this report).

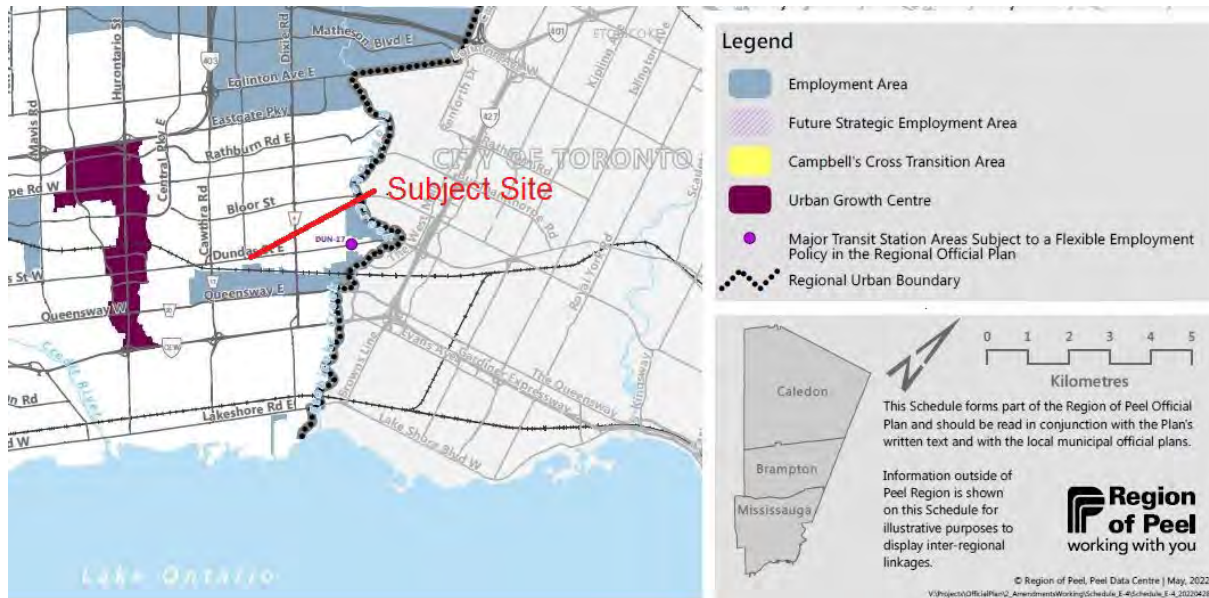


Figure 46-New Region of Peel Official Plan Schedule E-4 Employment Areas

Section 5.6.19.18 of the New Region of Peel Official Plan provides the City of Mississauga the ability to implement the Region of Peel’s revised Official Plan on the subject site in conformity with Section 2.2.5.10 of the A Places to Grow Plan as described in part 4.3 of this report prior to the completion of the City’s ongoing review of the City’s current Official Plan. The policy changes that the Region of Peel has adopted through its recently completed municipal comprehensive are addressed in Part 4.6 of this report

The Official Plan Amendment includes the subject site within a Primary Major Transit Station Area in conformity with the A Place to Grow Plan and the New Regional Official Plan that Peel Region adopted on April 28, 2022.

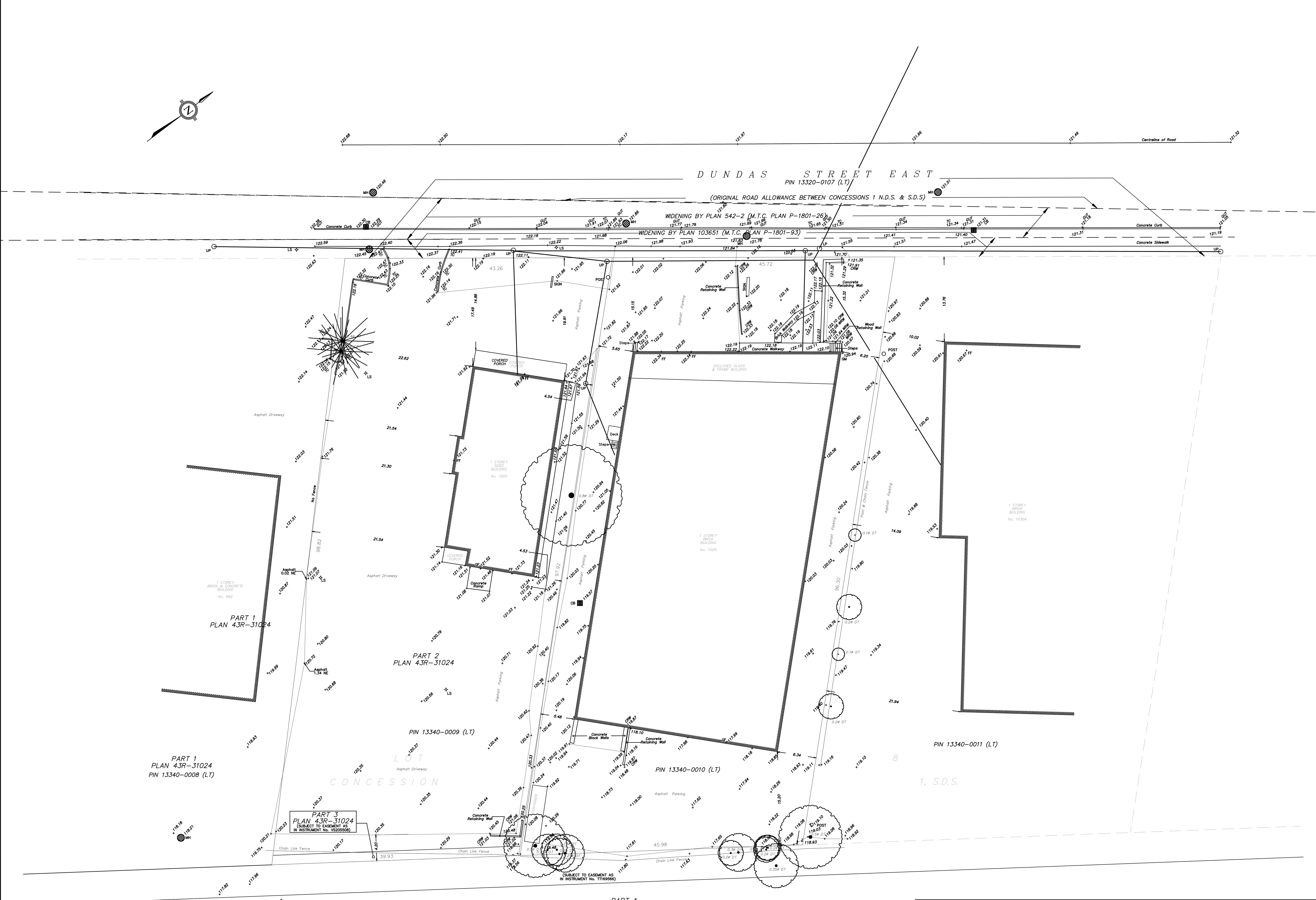
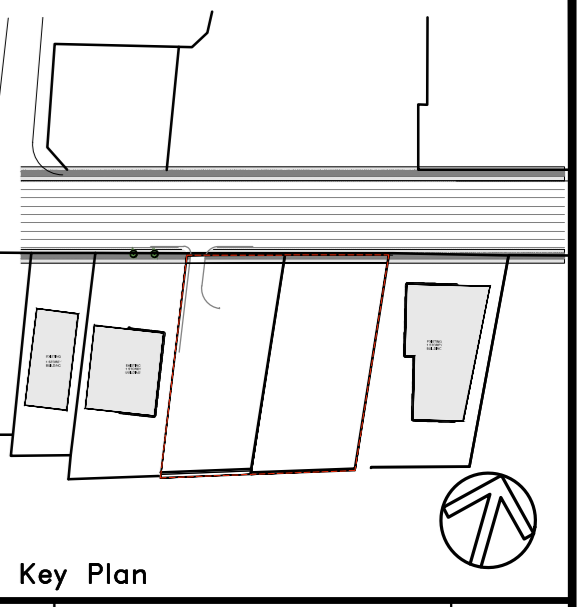
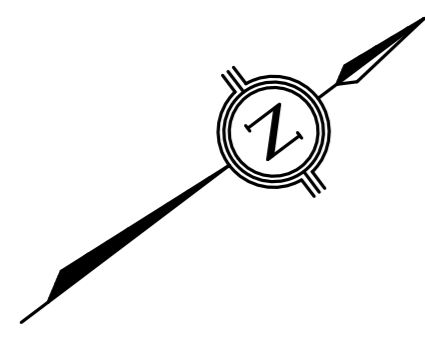
The existing policy in section 9.2.1.8 of the City of Mississauga in force Official Plan identifies Major Rapid Transit Station Areas as the preferred location for tall buildings. The proposed 16 storey and 20 storey building components of the proposed redevelopment conform to the tall building definition in the City of Mississauga in force Official Plan. The proposed redevelopment shall be compatible in scale with the surrounding built environment. The Official Plan amendment adds policies that permit a maximum development density of FSI 4.7 and these proposed building heights on the subject site.

This Official Plan Amendment and Zoning By-law Amendment implement a specific recommendation within the Dundas Connects Master Plan the City of Mississauga Planning and Development Committee endorsed on June 11, 2018 which reads as follows:

“Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets.”

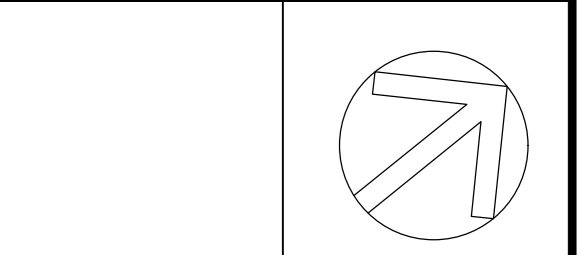
In accordance with the *Planning Act*, the proposed Official Plan Amendment and is consistent with Provincial Policy Statement, conforms to the A Place To Grow Plan and the New Region of Peel Official Plan which the Region of Peel adopted on April 28, 2022.

Appendix A – Survey Plan



| Item | Description | Date |
|------|------------------------------------|-----------|
| A | ISSUED FOR OPA/ZBA | JUN/01/22 |
| | ISSUED FOR OPA/ZBA - DRAFT | MAY/24/22 |
| | ISSUED FOR CONSULTANT COORDINATION | MAY/03/22 |
| - | ISSUED FOR PROGRESS SET | 2022 |

| Item | Description | Date |
|------------------|-------------|------|
| ISSUES/REVISIONS | | |



Check and verify all dimensions and report any discrepancies to the client prior to use in the field. The drawings are not to be used for construction purposes until signed and sealed in the space below by the licensed Professional Engineer.

Issued For Construction _____ Date _____

WZMH ARCHITECTS
 95 St. Clair Av W
 Suite 1100
 Canada Centre
 Toronto, ON M5H 1K4
 T 416.961.2111
 F 416.961.2176

1000-1024 DUNDAS ST EAST
 MISSISSAUGA, ONTARIO

Sheet Title:
 SURVEY

Scale: 1:200
 Project Number: 07395.000
 Drawing Number: S1

Survey Prepared by:
 By Garry R. Colorado Hernandez, C.E.T
 Barich Grenkie Surveying Ltd. - Division of Geomape
 297 Hwy 8, Unit 101,
 Stoney Creek, On, L8G 1E5

Plot Title: Jan 03, 2022 - 11:55:07
 Drawing Name: \Users\Garry\Projects\2022\07395\07395-001\07395-001-01.dwg
 User: Garry

Appendix B – Easement on 1000 Dundas Street East

205508 VS

1972 FEB 14 10 00 AM '72

THIS INDENTURE made in duplicate this 14th day of February
A.D. 1972.

BETWEEN:

CROWN LEASEHOLDS LIMITED, a Company incorporated
under the laws of the Province of Ontario, having
its Head Office at the City of Kitchener, in the
County of Waterloo,

hereinafter called the GRANTOR,

of the FIRST PART

- and -

THE CORPORATION OF THE TOWN OF MISSISSAUGA,

hereinafter called the GRANTEE,

of the SECOND PART

- and -

THE IMPERIAL LIFE ASSURANCE COMPANY OF CANADA,
Head Office, Toronto, Ontario, and
CDRH LIMITED, Suite 1401, 7 King Street East,
Toronto 1, Ontario, a Company incorporated under
the laws of Canada, and having its Head Office
in the City of Toronto, and
TARTAN SECURITIES LIMITED, a Company incorporated
under the laws of the Province of Ontario, having
its Head Office at the City of Kitchener, in the
County of Waterloo,

hereinafter called the PARTIES,

of the THIRD PART

WHEREAS the Grantor is the owner of the lands hereinafter
described in fee simple;

AND WHEREAS the Grantor is desirous of granting an
Easement to the Grantee;

WITNESSETH that in consideration of the sum of TWO -----
---- (\$2.00) ---- DOLLARS now paid by the Grantee to the Grantor,
the receipt whereof is hereby acknowledged, the Grantor doth
hereby grant and convey unto the Grantee, its successors and
assigns, the right, at any time, to enter upon the lands herein-
after described, for the purpose of laying down and constructing

J. J.

sewers, under and upon the said lands, and of keeping and maintaining them at all times in good condition and repair; and for every such purpose the Grantee shall have access to the said lands at all times, by its servants, employees and workmen.



The lands affected by this Easement are described in Schedule "A" annexed hereto.

AND the Parties of the Third Part hereby consent to the grant of the Easement herein.

IN WITNESS WHEREOF the said Companies of the First and Third Parts have hereunto caused to be affixed their respective corporate seals under the hands of their duly authorized officers.

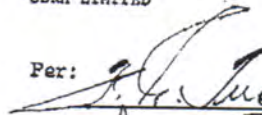
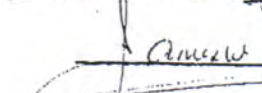
CROWN LEASEHOLDS LIMITED

Per:



President
Secretary

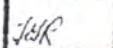
CDRH LIMITED

Per:



President
Secretary

THE IMPERIAL LIFE ASSURANCE COMPANY OF CANADA

Per:

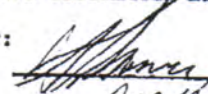
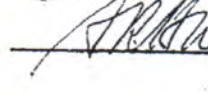
APPROVED FOR EXECUTION




President
Secretary

TARTAN SECURITIES LIMITED

Per:



President
Secretary

S.D.S. - South of Dundas Street

SCHEDULE "A"

DESCRIPTION OF 5 FOOT SEWER EASEMENT OVER
PART OF LOT 8, CONCESSION I, S.D.S.
TOWN OF MISSISSAUGA

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the Town of Mississauga, County of Peel and Province of Ontario and being composed of Part of Lot 8, Concession I, S.D.S. in the said Town of Mississauga, formerly the Township of Toronto, the limits of which said parcel may be more particularly described as follows:

PREMISING that the Southeasterly limit of Dundas Street as widened by Deposit Plan 103651 has an astronomic bearing of North 37° 59' 10" East in accordance with said Deposit Plan 103651 and relating all bearings herein thereto;

COMMENCING at a point which may be located as follows:

BEGINNING at a survey monument in the said Southeasterly limit of Dundas Street as widened distant 268.30 feet measured Northeasterly along said widened limit from a point in the line between Lots 8 and 9, Concession I, the said point being distant 37.91 feet measured Southeasterly along said line from the most Westerly angle of Lot 8;

THENCE South 42° 57' 30" East a distance of 321.51 feet to the point of commencement;

THENCE North 36° 00' 00" East a distance of 142.85 feet to a point;

THENCE South 42° 57' 30" East a distance of 5.09 feet to a survey monument;

THENCE South 36° 00' 00" West a distance of 142.85 feet to a survey monument;

THENCE North 42° 57' 30" West a distance of 5.09 feet to the point of commencement.

Job No. 7211
February 3, 1972

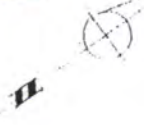
Donald E. Roberts
Donald E. Roberts, D.L.S.



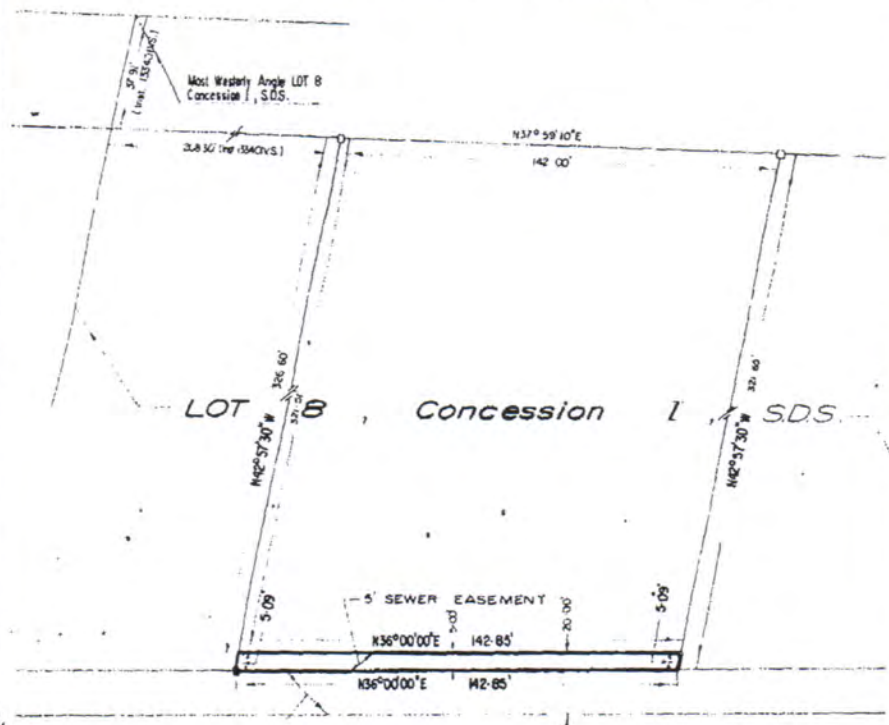
[Handwritten initials]

**PLAN TO ILLUSTRATE DESCRIPTION OF
PART OF LOT 8, CONCESSION I,
South of Dundas Street
TOWN OF MISSISSAUGA
COUNTY OF PEEL**

Scale : 1" = 40'
1972



DUNDAS STREET - THE KING'S HIGHWAY N^o 5



15' San Sewer Easement, inst. N^o 169566

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAN IS CORRECT.

DATE: FEBRUARY 3rd, 1972
Donald E. Roberts
DONALD E. ROBERTS
ONTARIO LAND SURVEYOR

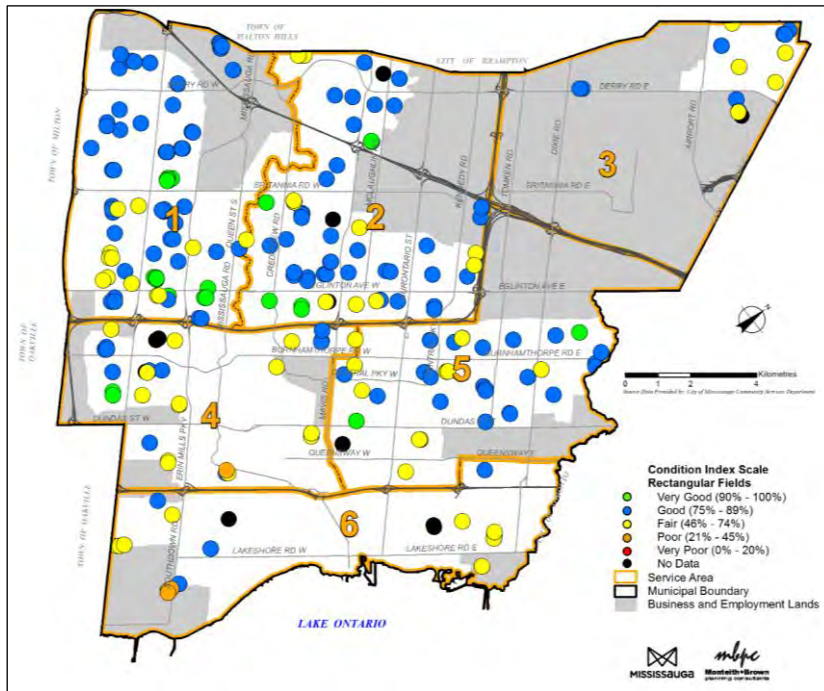
DONALD E. ROBERTS-ONTARIO LAND SURVEYOR
175 LAWRENCE AVENUE EAST - SCARBOROUGH - ONTARIO

| | |
|-----------|---------------------------------|
| DRAWN : | D.S.U. |
| CHECKED : | D.E.R. |
| DATE : | February 3 rd , 1972 |
| SCALE : | 1 inch = 40 Feet |

REF. N^o :
7211

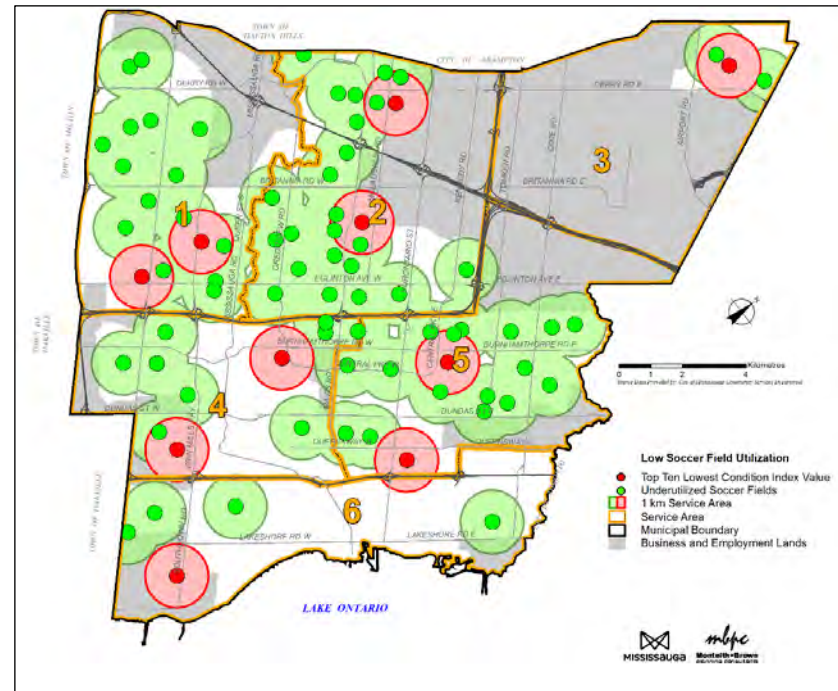
Appendix C – City of Mississauga 2019 Park and Recreation Master Plan

Map 4: Natural Grass Rectangular Fields by Condition Index Value



The 83 rectangular fields receiving little to no permitted usage during the playing season are shown through Map 4 in relation to those with the 10 lowest condition index values. Most infrequently used fields with overlapping catchment area are contained in Service Areas 1, 2 and 5. Given that nearly one out of every four rectangular fields receives less than 35 hours of permitted usage in a season, this could be resulting in a sizeable inefficiency - not only in terms of operational and maintenance costs, but also in terms of use of the land itself if there are other recreational pressures that would better be addressed.

Map 5: Infrequently Used Natural Grass Rectangular Fields



Note: map only shows fields receiving less than 35 hours of use annually

The City should therefore undertake specific consultations with rectangular field users to determine why certain fields are not being used to their capacity and whether selected improvements at such fields would result in better use of these facilities. The intent of these discussions is to maximize the usage potential of the rectangular field system and allow the City to make sound financial investments relating to capital renewal (along with ongoing operations and maintenance activities throughout the entire field system). For example, if a field is underutilized and groups are not able or willing to make use of it, then the resources assigned to that field are better reallocated to another field that is under greater pressure (or reallocated to another recreational use altogether).

Table 8: Ball Diamond Service Levels

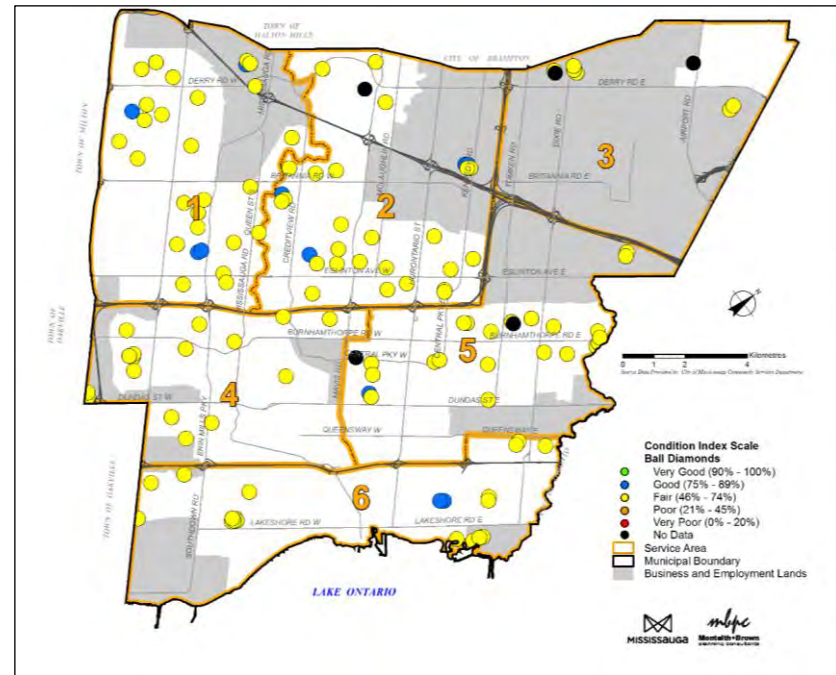
| Service Area | Supply | 2019 Provision Level | 2028 Provision Level |
|------------------|------------|----------------------|----------------------|
| 1 | 36 | 1 : 4,800 | 1 : 5,100 |
| 2 | 38 | 1 : 4,000 | 1 : 4,200 |
| 3 | 12 | 1 : 2,700 | 1 : 2,800 |
| 4 | 30 | 1 : 3,400 | 1 : 3,500 |
| 5 | 32 | 1 : 6,200 | 1 : 6,800 |
| 6 | 23 | 1 : 4,500 | 1 : 5,000 |
| City-Wide | 171 | 1 : 4,400 | 1 : 4,800 |

Notes: Unlit equivalent supply shown, excluding permitted school diamonds. Provision Level rounded to nearest 100 persons.

Revitalization of existing diamonds is advanced as the primary means of increasing ball diamond capacity, particularly given that 92 per cent of the City’s diamonds are rated as “Fair” under the parameters of the City’s Condition Index and the remainder are rated as being “Good.” (Map 6). Only four diamonds, however, have Condition Index values below 50 per cent, meaning that the lifecycle state of the diamonds is generally good (although this does not necessarily imply the desired design quality or level of amenity being sought by groups).

Through the stakeholder survey and workshops, ball groups also seem to emphasize quality over quantity. Although there were some groups that stated a need for additional diamonds, more commonly expressed sentiments were for providing more multi-diamond venues, providing more lit diamonds and integrating more amenities—namely washrooms, parking and benches—within ball parks. Certain groups also reported challenges in being able to access the “right type” of diamonds based on size and design specifications pertaining to softball and hardball for children, youth and adult play. As noted in the utilization analysis, over half of the ball diamond supply is used very little by organized users.

Map 6: Distribution of Ball Diamonds by Condition Index Value



When exploring the opinions of ball groups regarding the need for additional diamonds of the “right type,” the desired quality, and that are co-located together, attention is first turned to facility quality in relation to usage. Map 7 shows that diamonds receiving less than 35 hours of use in an entire season are largely concentrated between the Britannia Road and Highway 403 corridor in Service Areas 1 and 2. There is also a concentration of ball diamonds getting little use occurring in the Lisgar neighbourhood in Mississauga’s northwest. When correlating diamonds with the 10 lowest Condition Index scores against the low utilization diamonds, the Hurontario neighbourhood in the southeast quadrant of Service Area 2 stands out in particular.

Areas of Focus and Recommendations

there are fewer than 3,000 outdoor lesson and water exercise registrations taking place across Mississauga, despite an ability of the pools to collectively accommodate nearly twice as many registrations). Limited and declining rental hours also do not lend a case through which to expand the supply.

Furthermore, the City’s outdoor pool supply, in tandem with over two dozen spray pads, yields considerable coverage and provides most areas of Mississauga with access to some form of outdoor aquatic experience (Map 9).



Lions Club of Credit Valley Outdoor Pool
Photo Credit: City of Mississauga

Map 9: Outdoor Pool and Spray Pad Distribution

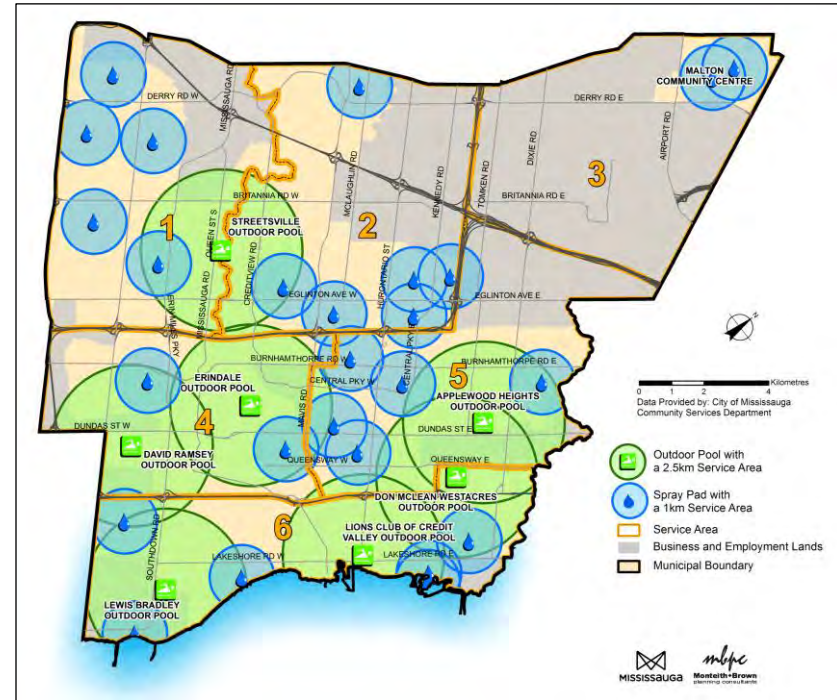


Table 10: Spray Pad Service Levels

| Service Area | Supply | 2019 Provision Level | 2028 Provision Level |
|------------------|-----------|----------------------|----------------------|
| 1 | 5 | 1 : 34,400 | 1 : 36,400 |
| 2 | 6 | 1 : 25,200 | 1 : 26,300 |
| 3 | 2 | 1 : 6,400 | 1 : 16,500 |
| 4 | 2 | 1 : 20,400 | 1 : 53,000 |
| 5 | 5 | 1 : 39,600 | 1 : 43,400 |
| 6 | 6 | 1 : 20,800 | 1 : 19,300 |
| City-Wide | 26 | 1 : 29,200 | 1 : 31,200 |

Note: table only reflects spray pad supplies and service levels (outdoor pools excluded).

Basketball and Multi-Use Pads

The City of Mississauga provides full court multi-purpose pads and half-court basketball pads with hoops. Basketball hoops are factored as being the equivalent of 0.5 full courts (to be consistent with historical approaches to *Future Directions*). Multi-purpose pads and basketball hoops are distributed across 108 park locations in Mississauga, equalling a supply of 71.5 full court equivalents.

The City does not actively permit or program multi-use courts and thus no quantitative data is available. The City’s observational exercise, however, revealed that courts across the city were in use an average of 29 per cent of times when random visits were undertaken. Service Areas 1 and 2 had the strongest observed use of courts at 50 per cent and 39 per cent of times visited respectively, while Service Areas 3 and 6 had the lowest observed use (both were below 16 per cent). The observational exercise also revealed that, on a city-wide basis, basketball courts were most likely to be used by males (91 per cent of all observed users) and by those between the ages of five and 24 (88 per cent of all observed users).

Peel Region has helped to produce national and international calibre basketball players, some of whom grew up playing on the City’s outdoor courts and in its gymnasiums. The local popularity of basketball is fueled by factors such as its affordability and access to free outdoor courts, growth in the City’s immigrant population from countries with a high interest in basketball, a large Toronto Raptors fan base in the G.T.A., and a strengthened national program (as evidenced by growing numbers of Canadians playing in the NBA and WNBA). Although the City does not directly program its multi-purpose courts and hoops, basketball programs are offered within a number of municipal gymnasiums.

Map 10: Basketball Courts/Hoops Distribution

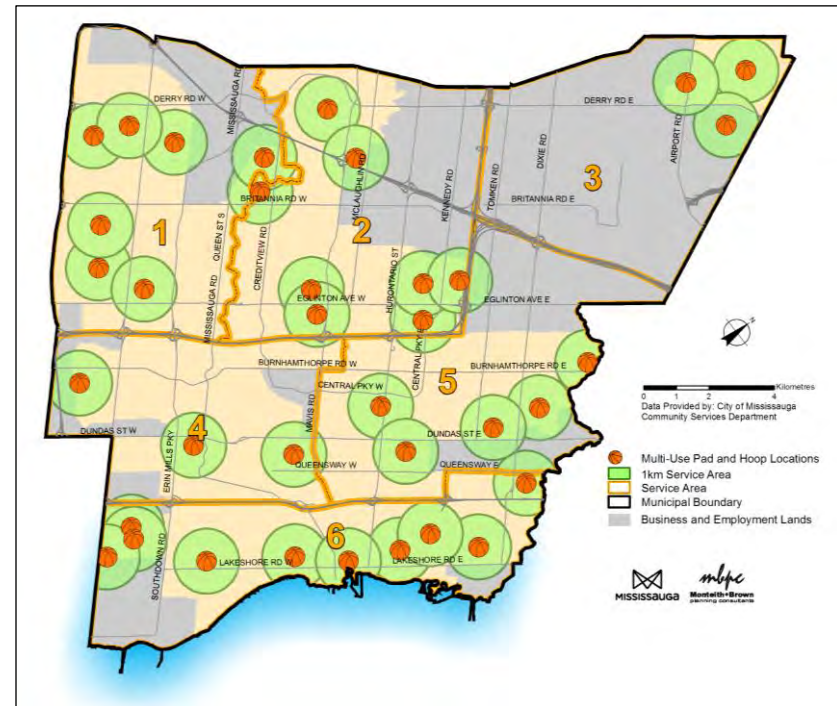
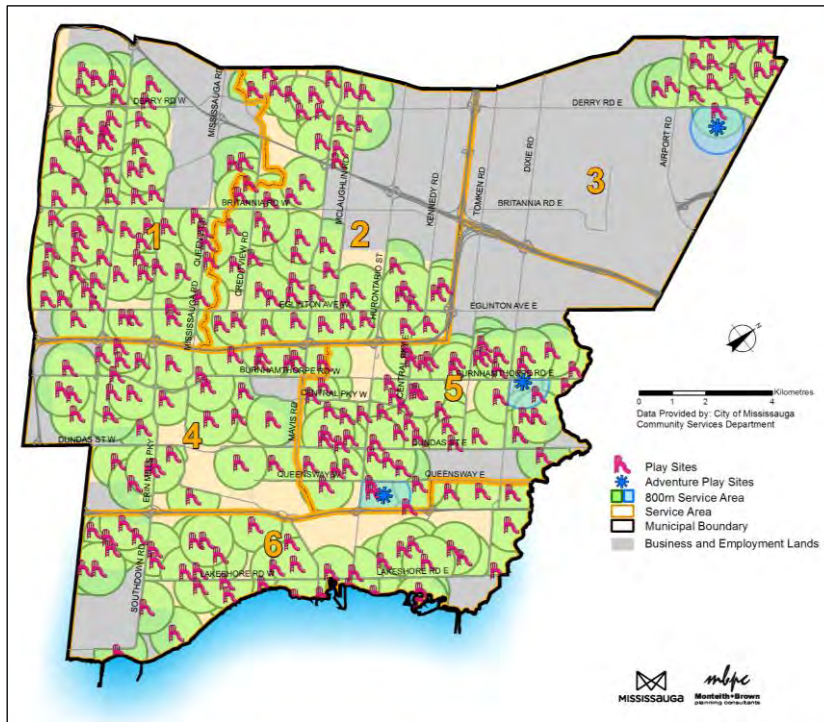


Table 11: Basketball Courts/Hoops Service Levels

| Service Area | Supply | 2019 Provision Level | 2028 Provision Level |
|------------------|-------------|----------------------|----------------------|
| 1 | 15 | 1 : 11,500 | 1 : 12,100 |
| 2 | 12.5 | 1 : 12,100 | 1 : 12,600 |
| 3 | 9.5 | 1 : 3,400 | 1 : 3,500 |
| 4 | 5.5 | 1 : 18,500 | 1 : 19,300 |
| 5 | 8 | 1 : 24,700 | 1 : 27,100 |
| 6 | 21 | 1 : 5,000 | 1 : 5,500 |
| City-Wide | 71.5 | 1 : 10,600 | 1 : 11,400 |

Notes: Full court equivalent supply shown. Provision Level rounded to nearest 100 persons.

Map 14: Distribution of Play Sites



All-inclusive barrier-free play sites are the premium standard in terms of accessible play sites and include unique play equipment designs, rubber surfacing, parking and proximity to accessible washrooms, where feasible. Only Service Area 2 is without an accessible play site; therefore, one such structure should be constructed there. The City is moving towards increased playground accessibility in as many locations as possible. In all future new or redeveloped play sites, inclusive elements will be added and may include accessible swings, accessible equipment features, accessible routes and engineered wood fibre (mulch) safety surfacing. Doing so reinforces the City's best practices for inclusive play opportunities as it evolves its design of play structures to stimulate the physical and cognitive abilities of children by incorporating accessible elements (in addition to traditional slides, monkey bars and swing sets).

A current trend across Canada is the installation of adventure or natural play sites as alternatives to traditional play site design. Traditional play structures (e.g., ropes, slides) are complemented with natural materials such as logs, boulders, woodchips and the use of creative grading. It is the aim of such play sites to reconnect children with nature and to provide multi-sensory, tactile and stimulating environments.

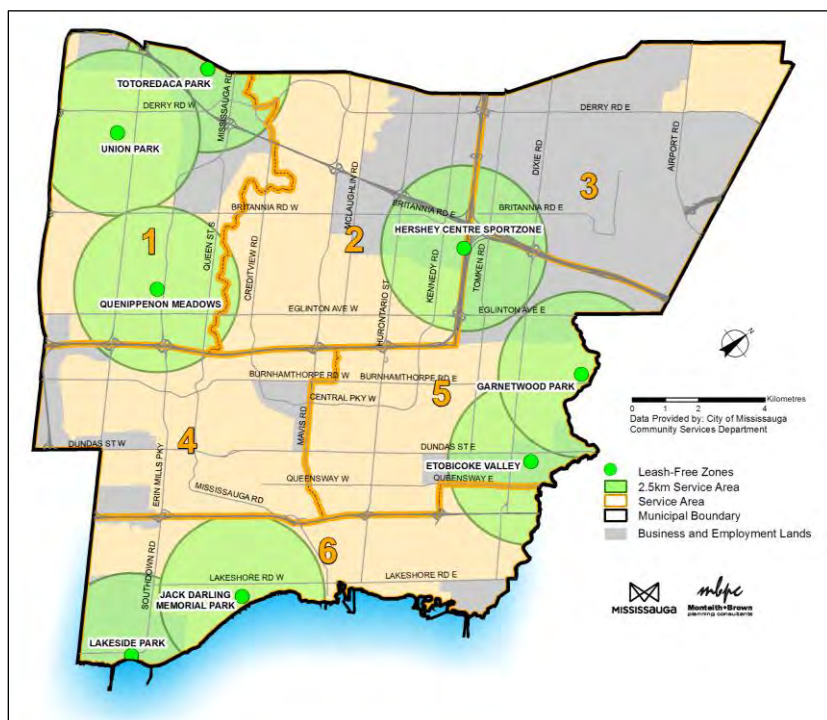


Hancock Woodland Adventure / Natural Play Site, Mississauga
Photo Credit: City of Mississauga

The City currently provides three adventure play sites at Jaycee Park, Hancock Woodlands and Paul Coffey Park. Adventure play sites are relatively new levels of service, and thus there are no generally accepted provisioning standards that can be used to compare Mississauga. Municipalities are instead strategically proceeding with such play sites where:

- Interest in a natural play site is expressed through public visioning for park development and redevelopment projects

Map 16: Distribution of Leash Free Zones



Note: small dog area at Community Commons not shown

Through *Future Directions*, the City requested the investigation of a service standard for leash-free zones. A 2016 Corporate report specific to Leash-Free Zones estimates that there are 75,000 dogs and owners in Mississauga.³² Assuming this reasonably reflects actual numbers, 30 per cent of all Mississauga households—based on the 2016 census private dwelling count—have at least one dog. This rate of dog ownership would be higher than a 2013 Ipsos study that revealed 23 per cent of Canadian households own a dog.³³

³² Ibid, City of Mississauga Corporate Report dated May 31, 2016.

³³ Ipsos Public Affairs. May 2013. Pet Ownership is the “Cat’s Meow” in Canada.

A scan of GTA municipalities indicates that typically there are no measurable provision standards for the development of leash-free zones in parks. Most municipalities provide them on a case-by-case basis, in partnership with volunteer organizations. Business planning exercises often guide provision of leash-free zones, considering broad factors including geographic distribution, resident requests, and the availability of suitable locations.

Notwithstanding the lack of formal provision standards, some indicators for future provision levels can be derived from examining trends, the existing standard of supply in Mississauga and benchmarking against other municipalities.

The service level in Mississauga is one leash-free zone for every 84,000 residents. Benchmarked against other GTA municipalities, this is lower than some of the smaller municipalities (Halton Hills, Oakville, Milton and Burlington) whose service levels range from 1:30,600 to 1:61,100. It is comparable to Hamilton’s 1:89,500 whereas Toronto has a provision level of 1:41,500 (2016 figures). Using an approach of maintaining provision at the current 1:84,000 level, the City’s forecasted population growth of 878,400 by 2041 would generate a need for 1.5 (one to two) new leash-free zones.

The 2016 Corporate report on Leash-Free Zones recommends adding six new Leash-Free Zones to improve the geographic distribution and increase the provision level.³⁴ Park locations currently under consideration for new leash-free zones are:

- Danville Park (one for small dogs and one for big dogs)
- Camilla Park
- Paul Coffey Park
- Springbank Meadow
- Potential location within Ninth Line lands

³⁴ City of Mississauga, Parks, Business Planning. Leash-Free Zones: Review and Recommendations. February 26, 2016.

Recommendations

39 Develop a leash-free zone model that can be applied to smaller parks or urban spaces in areas of intensification on a case by case basis.

Outdoor Ice Rinks

Celebration Square is the City’s premier outdoor skating destination that has a mechanical refrigeration system. There are two other artificial ice surfaces located in Service Areas 4 and 5.

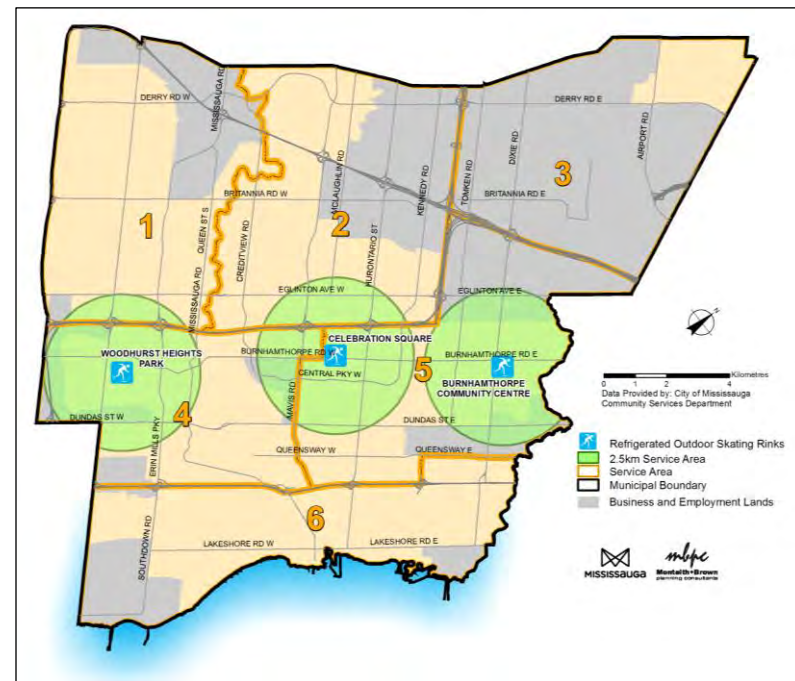
Additionally, there are 78 natural ice rinks located in various parks this past year. The natural ice rinks are based on a volunteer program where residents apply to the City to manage a neighbourhood rink and the City provides the material (i.e., boards) to set up the rink. This is further detailed through the Natural Ice Rink Program Policy. The amount of natural ice rinks change every year. The 78 rinks represents those parks in the inventory that offer opportunities to establish a rink not the amount operating in one single season (for example, there are 31 rinks for the ongoing 2017/18 season).

Outdoor “natural” ice skating opportunities are becoming increasingly difficult to provide due to global climate change. Uncertain and warming weather conditions have impacted provision of outdoor ice, with many municipalities (who are choosing to provide outdoor skating opportunities) looking at artificial refrigeration or synthetic ice surfaces. These surfaces are able to operate for a longer season, but come at a high cost to build and operate compared to natural ice. Consultations revealed a moderate degree of interest in providing additional outdoor rinks on the basis of enabling more winter-time recreational opportunities.

Each Service Area has multiple ice rinks, resulting in strong geographic distribution and a service level of one outdoor rink per 9,700 persons - an improvement over the 1:10,500 ratio recorded in 2014. As a non-programmed facility, utilization data is not collected for

drop-in skating rinks and there are no set service level standards for outdoor skating rinks. The City’s provision is satisfactory based on the additions to its supply, the distribution it has achieved and the fact that Mississauga provides more outdoor skating opportunities than most of its regional counterparts. Accordingly, no new community-level outdoor rinks are recommended. The City, however, may explore new outdoor ice as part of a major economic development or civic enhancement initiative, such as its ongoing Waterfront Strategy. Rink development(s) should be rationalized through the requisite concept design and business planning exercises that support the civic enhancement through which outdoor ice would form a part of.

Map 17: Distribution of Refrigerated Outdoor Ice Skating Rinks



Note: natural and volunteer maintained rinks not shown.

With no provisional level required, no capital recommendations have been made for outdoor skating rinks.

Appendix D – Region of Peel-Land Needs Study Appendix

**Appendix III
Peel 2051 Land Needs Assessment Report**

APPENDIX III – Draft Employment Conversion Analysis Status Update

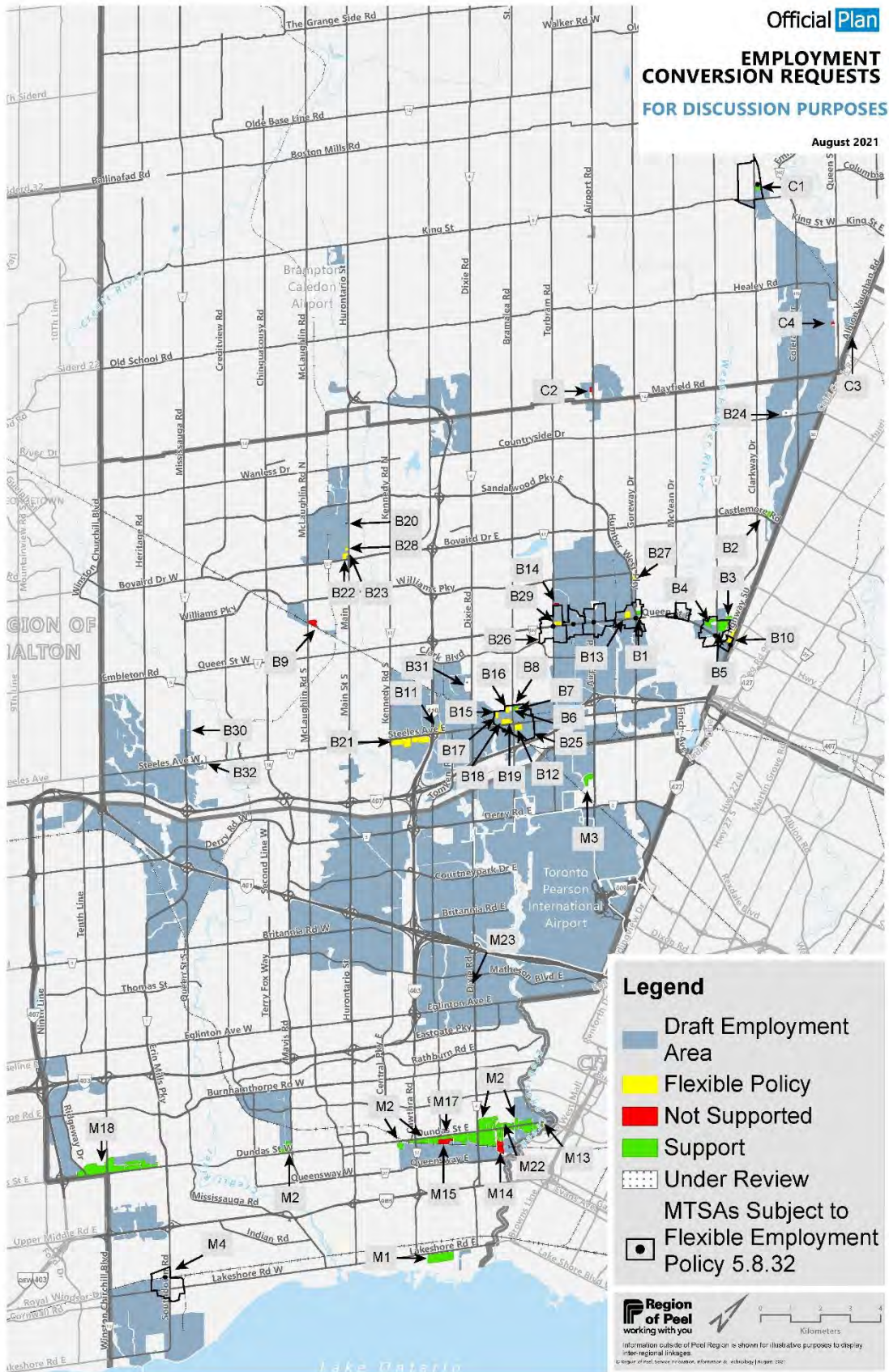
| Region of Peel Employment Conversion Summary | | | | | |
|--|----------|--|---------------------|--|-------------------|
| | # | Name/Location | Municipality | Staff Recommendation | Area (Ha) |
| Approved by Local Council prior to July 1, 2017 | B1 | Alpa Stone | Brampton | Support/LPAT appeal withdrawn | 2.1 |
| | B2 | Castlemore Country Properties | Brampton | Support/LPAT appeal withdrawn | 4.6 |
| | B3 | Ouray Dev. Inc. | Brampton | Support/LPAT appeal withdrawn | 3.1 |
| | B4 | Royal Pine | Brampton | Support/LPAT appeal withdrawn | 7.0 |
| | B5 | TACC Holborn | Brampton | Support/See O. Reg 171/20 | 14.3 |
| | B6 | 69 Bramalea Rd. | Brampton | Support/Approved at LPAT | 0.8 |
| | | | | Subtotal | 31.9 |
| Endorsed or considered by local Planning Study | M1 | Lakeview | Mississauga | Support | 24.8 |
| | M2 | Dundas Connects – Dixie & Mavis* | Mississauga | Support | 136.7 |
| | M3 | MyMalton – Great Punjab Centre | Mississauga | Support | 7.4 |
| | M4 | Clarkson GO (LWGO-2) | Mississauga | MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹ | N/A |
| | M18 | Dundas Connects – Western Business Park* | Mississauga | Support | 77.1 |
| | | | | Subtotal | 246 |
| Other Areas Considered | C1 | Bolton GO (HUB-1) | Caledon | Partial Support (MZO Lands) / MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹ | 2.6 of 10.5 / N/A |
| | B25 | Bramalea GO (KIT-2) | Brampton | MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹ | N/A |
| | B26 | Queen Street BRT MTSA's from Torbram to Hwy 50 (QUE-9 to QUE-15) | Brampton | MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹ | N/A |
| | | | | Subtotal | 2.6 |
| Private Requests Submitted to the Region | C2 | 11 Perdue Court | Caledon | Not Supported | 1.6 |
| | C3 | 159 & 131 Industrial Road and 12380 Albion-Vaughan Townline | Caledon | Not Supported – Conversion of individual sites would introduce sensitive uses and may cause land use compatibility issues Additional information submitted by applicant is under review in conjunction with Town of Caledon staff | 5.5 |
| | C4 | 41 Hopcroft Road | Caledon | Not Supported | 0.8 |
| | B7 | 106 East Drive | Brampton | Within a Flexible Policy Area ¹ | 0.6 |
| | B8 | 75 Bramalea Rd. | Brampton | Support | 1.5 |
| | B9 | 9381 and 9393 McLaughlin Road North | Brampton | Not Supported | 4.4 |
| | B10 | Castlepoint Invest Inc. | Brampton | Within a Flexible Policy Area ¹ | 8.8 |
| | B11 | 1000 Steeles Ave E. (Bacardi) | Brampton | Within a Flexible Policy Area ² | 5.0 |
| | B12 | 2111 Steeles Ave E. (Canadian Tire) | Brampton | Within a Flexible Policy Area ^{1,2} | 4.9 |
| | B13 | 3420 Queen St. E | Brampton | Within a Flexible Policy Area ^{1,2} | 4.3 |
| | B14 | 18 Corporation Drive | Brampton | Not Supported | 1.2 |
| | B15 | 10 Victoria Crescent (Delta Urban) | Brampton | Within a Flexible Policy Area ¹ | 1.1 |

**Appendix III
Peel 2051 Land Needs Assessment Report**

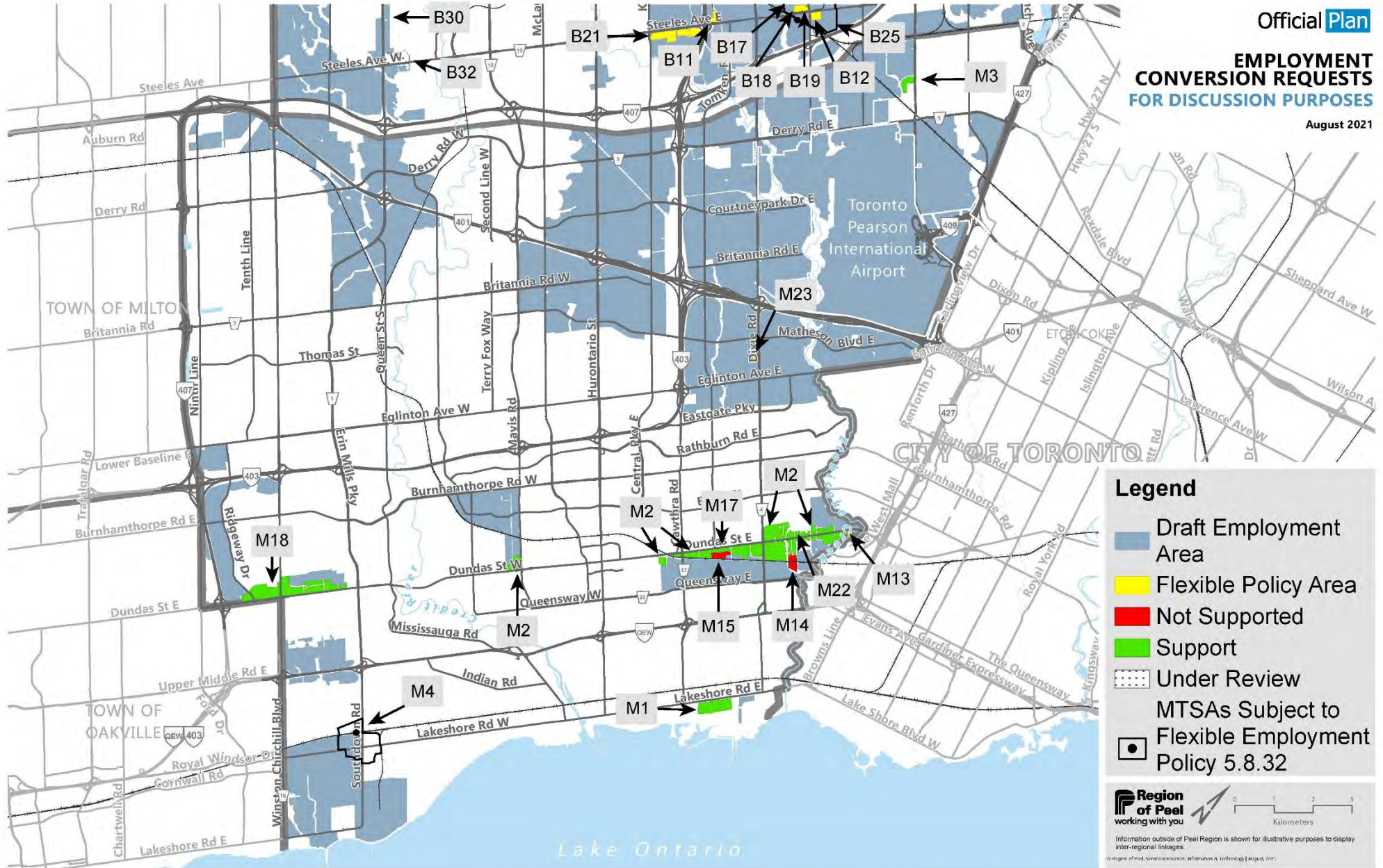
APPENDIX III – Draft Employment Conversion Analysis Status Update

| | | | | |
|--|--|-------------|---|--------------|
| B16 | 26 Victoria Crescent (Delta Urban) | Brampton | Within a Flexible Policy Area ¹ | 2.6 |
| B17 | 376 Orenda Road (Delta Urban) | Brampton | Within a Flexible Policy Area ^{1,2} | 1.7 |
| B18 | 387 Orenda Road (Delta Urban) | Brampton | Within a Flexible Policy Area ^{1,2} | 2.0 |
| B19 | 391 Orenda Road (Delta Urban) | Brampton | Within a Flexible Policy Area ^{1,2} | 4.0 |
| B20 | 10394 Hurontario St. (GWD) | Brampton | Not Supported | 0.4 |
| B21 | Steeles (Kennedy to Hwy 410) | Brampton | Within a Flexible Policy Area ² | 23.8 |
| B22 | 150 Bovaird Drive | Brampton | Within a Flexible Policy Area ² | 1.2 |
| B23 | 10064 Hurontario Street | Brampton | Within a Flexible Policy Area ² | 1.9 |
| B24 | Proposed Place of Worship (N side of Countryside, west of Coleraine) | Brampton | Not Supported – Site is within a strategically located employment area and the introduction of sensitive uses may impact land use compatibility Additional information submitted by applicant is under review in conjunction with Brampton staff | 8.0 |
| B27 | 9400 Goreway Drive | Brampton | Within a Flexible Policy Area ² | 1.8 |
| B28 | 10124 Hurontario | Brampton | Within a Flexible Policy Area ² | 0.9 |
| B29 | 2250, 2280 and 2300 Queen St E | Brampton | Within a Flexible Policy Area ^{1,2} | 3.5 |
| B30 | 8383 Mississauga Road | Brampton | New Request Under Review | 0.4 |
| B31 | 8200 Dixie Road | Brampton | New Request Under Review | 10.1 |
| B32 | Steeles/Mississauga Road | Brampton | New Request Under Review | 18.8 |
| M13 | 2120 Dundas St. E | Mississauga | Within a Flexible Policy Area ² | 0.5 |
| M14 | Dundas St. E & Mattawa Ave (GSAI) | Mississauga | Not Supported | 7.3 |
| M15 | Stanfield (GSAI) | Mississauga | Not Supported | 6.7 |
| M17 | 1000 Dundas St. E. (Plan Logic)** | Mississauga | Support | 0.8 |
| M22 | 1699-1701 Dundas St. E** | Mississauga | Support | 1.3 |
| M23 | 5170 Dixie Road | Mississauga | Within a Flexible Policy Area ² | 1.9 |
| Subtotal | | | | 122.4 |
| <p>*Note: Areas include select Mixed Use and Business Employment lands in the Dixie, Mavis-Erindale, and Western Business Park employment areas as identified in the Dundas Connects Master Plan recommendations.</p> <p>**Note: property is within the supported Dundas Connects – Dixie area and will be removed from the “Total Requested” and “Total supported by Region” sums to avoid double counting.</p> <p>¹ These properties are within an area with draft flexible policies: MTSA subject to draft ROP policy 5.8.32 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to outlined criteria.</p> <p>² These properties are within an area with draft flexible policies: Draft ROP Policy 5.8.31 - Local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies.</p> | | | Total Requested | 409.3 |
| | | | Total Supported by Region | 273.4 |
| | | | Total Subject to Draft Flexible Policies | 71 |

Map of Employment Conversion Requests in Peel



Map of Employment Conversion Requests in Peel – Zoomed to Mississauga



Appendix E – Official Plan Amendment For Subject Site

.....*Draft Official Plan
Amendment*

Amendment No. XX

To

Mississauga Official Plan

The following text, the map on page 9 and Map “11-S Tomken Road Primary Major Transit Station Area” attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to permit the redevelopment of the property at 1000 and 1024 Dundas Street East for a 4 storey, 16 storey and 20 storey mixed-use building with at grade commercial uses, 543 purpose-built rental apartment units, a gross floor area of 37,817 m² (407,059 ft²) and a development density of FSI 4.7.

LOCATION

The subject site affected by this Amendment are municipally known as 1000 and 1024 Dundas Street East in 2022 and are located on the south side of Dundas Street East, to the east of the Tomken Road intersection. The City of Mississauga Official Plan includes the subject lands within the Dixie Employment Area.

BASIS

The City of Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which had been appealed to the Ontario Municipal Board (now known as the Ontario Land Tribunal).

Although at one time the subject lands were within a Provincially Significant Employment Zone, the Region of Peel and the City of Mississauga both recommended to the Ontario Ministry of Municipal Affairs and Housing that the subject lands be removed from the Provincially Significant Employment Zone. The Ahmed Group also requested that the provincial growth secretariat remove the subject lands from the Provincially Significant Employment Zone. Therefore, the Province removed the subject lands from the Provincially Significant Employment Zone.

This Official Plan Amendment is consistent with Section 1.3.2.5 of the of the Provincial Policy Statement because:

- the existing *employment areas* may be converted to a designation that permits non-employment uses because the subject site is not located within a Provincially Significant Employment Zone;
- the Region of Peel, working together with City of Mississauga, concluded that subject site does not comprise part of a regionally significant employment area;

- there is need for new purpose-built rental apartment units which Peel Regions recently adopted employment conversion would permit and Peel Region’s Land Needs Assessment Report concluded that the subject site is not required for employment purposes over the long term;
- the proposed uses would not adversely affect the overall viability of the *employment area*; and
- existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses.

The Official Plan Amendment conforms with the policies in Section 2.2.5.10 of the A Place to Grow Plan for the following reasons:

- the Official Plan Amendment conforms to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because there is a need for the employment land conversion to permit the 543 purpose built rental apartment units to achieve the Peel Region’s rental housing target and to address the current low vacancy rate in rental apartment units;
- the Official Plan Amendment conforms to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because the subject site is located at the north edge of an area that the provincial growth secretariat has designated as a Provincially Significant Employment Zone and the New Regional Official Plan that Region of Peel it adopted on April 28, 2022 has designated as an Employment Area. The geographic area included within the Provincially Significant Employment Zone and the Region of Peel’s designated Employment Area is a large area and RWDI Land Use Compatibility /Mitigation Study (Air Quality and Noise) Report demonstrates that the approval of the employment land conversion for the subject site shall not impact the viability of this large designated Employment Area;
- the Official Plan Amendment conforms to the policy in Section 2.2.5.10 a) of the A Place to Grow Plan because the IBI Group Functional Servicing and Storm Water Management Report, the GHD Traffic Impact Report and this report collectively demonstrate that the existing, as well as planned infrastructure can accommodate the proposed mixed use redevelopment that this Amendment would permit on the subject site;
- the Official Plan Amendment conforms to the policy in Section 2.2.5.10 b) of the A Place to Grow Plan because a significant number of jobs would be housed within the ground floor street related commercial uses; and
- the Official Plan Amendment conforms to the policy in Section 2.2.5.10 c) of the A Place to Grow Plan because the subject site is not located within the Provincially Significant Employment Zone.

Peel Region’s new Regional Official Plan policy in Section 5.6.19.18 states “Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the *Planning Act*, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development” meets specific policy criteria. The proposed mixed-use redevelopment for the subject site meets these policy criteria as follows:

- the proposed development density of FSI 4.7 for the subject site conforms with Section 5.6.19.18 a) because it is a transit supportive scale of development, it recognizes the density of development of the surrounding community;
- the proposed built form for the subject site recognizes the character, as well as scale of the surrounding community in conformity Section 5.6.19.18 a). The proposed 16 storey building component adjacent to widened public street on the subject site complements the height of the existing 16 storey apartment building at 935 Dundas Street East which is located to the northwest of the proposed Tomken Road BRT station and to the northwest of the subject site. The 4 storey podium shall complement the existing

4 storey residential buildings fronting onto the north side of Dundas Street East opposite the subject site.

- it has a compact urban form and the highest intensity transit supportive uses (at grade commercial uses and the 543 purpose-designed rental apartment units) are being developed on the subject site which is situated close to the planned Tomken Road Bus Rapid Transit Station in conformity with Section 5.6.19.18 b);
- it addresses regional housing policy of providing a range and mix of housing options as described in conformity with Section 5.6.19.18 c);
- local municipal (City of Mississauga existing Official Plan) housing policies to provide a range and mix of housing options and densities in conformity with Section 5.6.19.18 c);
- Peel Living currently supplies affordable housing within the existing building at 888 Riley Court within the Tomken Road Major Transit Station Area where the subject site is located, The proposed development will provide apartment units, which is a more affordable form of housing than detached residential dwellings which are common in the area of the subject site. The proposed redevelopment appropriately addresses affordable housing in conformity with Section 5.6.19.18 c);
- the land area of the subject site within 3.5 metres of the existing Dundas Street East road allowance shall be dedicated to the City of Mississauga as a condition of site plan approval of the project which shall provide the City of Mississauga the land it requires to provide an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use redevelopment on the subject site in conformity with Section 5.6.19.18 d);
- it contains an appropriate mix of land uses (at grade commercial uses, as well as the 543 purpose-designed rental apartment units) and amenities (landscaped internal courtyard and active, as well as passive recreational facilities on the roof of the 4 storey podium overlooking the public street) that shall foster a vibrant and transit supportive neighbourhood in conformity with Section 5.6.19.18 e);
- it implements the provision of on-site bicycle parking, and the Dixie GO Train Station Mobility Hub fulfills the passenger transfer and commuter pick up/drop off area function for this segment of the Dundas Bus Rapid Transit Line in conformity with Section 5.6.19.18 f);
- it assists the Provincial Government and the Region of Peel to achieve the minimum density target that the Region of Peel has established for the Tomken Road Bus Rapid Transit Station through the New Regional Official Plan which it adopted on April 28, 2022 and removes existing land uses that adversely impact the achieving the optimum number of transit riders at this Bus Rapid Transit Station in conformity with Section 5.6.19.18 g);
- the 3.5 metre deep road widening land dedication from the subject site, to widen the existing Dundas Street East road allowance and the landscaping proposed within the 4.5 metre building setback of the proposed 4 storey podium from the widened road allowance shall collectively support high quality public realm improvements to enhance the Tomken Road Major Transit Station Area in conformity with Section 5.6.19.18 h);
- RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report addresses land use compatibility of the proposed mixed-use redevelopment for the subject site with the surrounding land uses in accordance with provincial policies, guidelines and standards in conformity with Section 5.6.19.18 i); and
- in the formulation of the design of the proposed mixed-use redevelopment for the subject site municipally initiated studies and recommendations were considered to the extent that they support the requirements of the Policy 5.6.19.10 in the RROP2051 in conformity with Section 5.6.19.18 j).

This Official Plan Amendment implements the *Planning Act*, Provincial Policy Statement, A Place to Grow Plan and the New Region of Peel Official Plan which was adopted by the Region of Peel Council on April 28, 2022. A site-specific Official Plan Amendment to the Region of Peel’s existing Official Plan shall be submitted which has the effect of applying the policies within the Region’s New Official Plan to the subject site.

Section 2.2.5.6 of the Provincial May 2019 A Place to Grow Plan imposed an obligation on the Region of Peel to amend the Regional Official Plan to designate lands within the Region as employment areas. The New Region of Peel Official Plan map Schedule E-4 Employment Areas does not designate the subject lands Employment Areas and the policy in Section 5.8.16 of this plan directs the City of Mississauga to amend its Official Plan to designate employment areas in accordance with Schedule E-4 Employment Areas. This Official Plan Amendment amends the City of Mississauga in force Official Plan for the subject lands to achieve conformity with the New Region of Peel Official Plan. This Official Plan Amendment amends Schedules 1 and 1b of the City of Mississauga Official Plan to remove the subject lands from the Employment Area designation and include them in the Neighbourhood designation. This Official Plan Amendment amends Schedule 9 Character Areas of the City of Mississauga Official Plan to remove the subject lands from the Employment Areas designation and includes them in the Applewood Neighbourhood designation. This Official Plan Amendment also amends Map 17-1 City Structure-Employment Areas and Map17-4 Dixie Employment Area of the City of Mississauga Official Plan by removing the site from the Employment Area designation and the Dixie Employment Area designation respectively. This Official Plan Amendment also amends Map 16-1 City Structure and Map Schedule 16-2 Applewood Neighbourhood Character Area to including the subject lands within the Neighbourhood designation and the Applewood Neighbourhood Character Area designation respectively.

The subject lands are designated Mixed Use on map Schedule 10 Land Use Designations and the employment area policy in Section 17.1.4.2 of the Official Plan prohibits residential uses on these lands. Therefore, this Official Plan Amendment amends the Schedule 10 Land Use Designations of the City of Mississauga Official Plan to change the designation of the subject lands from Mixed Use to Residential High Density. The Residential High Density designation of the City of Mississauga Official Plan shall permit the proposed purpose built rental apartment units, uses permitted in the Residential Medium Density designation, uses accessory to the rental apartment, and uses permitted in the Convenience Commercial designation are permitted at grade within apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. The Official Plan adds a site-specific policy which shall permit a broader range of commercial uses on the ground floor of the proposed redevelopment including: office, retail store, financial institution, personal service establishment, restaurant, take out restaurant and veterinary clinic.

This Official Plan Amendment also implements a specific recommendation within the Dundas Connects Master Plan the City of Mississauga Planning and Development Committee endorsed on June 11, 2018 which reads as follows:

“Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets.”

The new Region of Peel Official Plan Schedule E-5 Major Transit Station Area designates the subject land Primary Major Transit Station Area. This Official Plan Amendment amends the City of Mississauga Official Plan to designate the subject lands Primary Major Transit Station Area to achieve conformity with the new Region of Peel Official Plan.

On March 4, 2022 the Federal Government, Provincial Government and the City of Mississauga announced that they would collectively be contributing \$675 million in funding to three transit projects within the City of Mississauga. The design and construction of Dundas Bus Rapid transit line between Cooksville and Toronto is one of these three projects. In addition, the environmental assessment studies for the Dundas Bus Rapid transit line are also proceeding. Thus, this Official Plan Amendment is timely.

The existing policy in section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Rapid Transit Station Areas as the preferred location for tall buildings. The proposed 16 storey and 20 storey building components of the proposed redevelopment conform to the tall building definition in the existing the City of Mississauga Official Plan. The proposed redevelopment shall be compatible in scale with the surrounding built environment in accordance with Section 7.6.1.3 of the City of Mississauga Official Plan because the proposed four-storey podium shall complement the existing low rise buildings on the surrounding properties including the four-storey residential buildings fronting onto the north side of Dundas Street East and the proposed 16 storey building component, as well as the proposed 20 storey building component would complement the existing 16 storey apartment building at 935 Dundas Street East which is located to the northwest of the subject site. The Official Plan Amendment shall also amend the existing policy in Section 17.4.1.2 of the Official Plan to recognize that the proposed redevelopment will function as part of a gateway into the Dixie Employment Area.

The policy in Section 2.2.4.9.c) of the Provincial A Place to Grow Plan (2019) requires that within Major Transit Station Area development shall be supported by providing alternative development standards such as reduced parking standards.

The Official Plan Amendment adds a policy for the subject lands which permits less on-site parking within the proposed redevelopment than the minimum parking requirements in the City of Mississauga's Zoning Bylaw. GHD Transportation Impact Study for the proposed redevelopment supports this on-site parking space reduction. In addition, to achieve a transit supportive economically viable rental apartment unit project that has a compact urban form a maximum 25 metre building separation distance is proposed between the 16 storey and the 20 storey component of the redevelopment project on the subject lands. For the same reason the proposed project includes a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback for the 20 storey building from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation.

The City of Mississauga has issued terms of reference for a Dundas Connects Land Use Compatibility Study which could determine if a high density redevelopment project containing residential uses within the Dundas Street East corridor could be developed adjacent to land uses within the Business Employment designation in conformity with the Ontario Ministry Environment, Conservation and Parks D-6 Compatibility Between Industrial Facilities Guidelines. This study addresses the minimum separation distance setback that should be provided within the high density redevelopment project site for new residential uses from the shared property line with the existing land uses within the Business Employment designation to meet the Ministry's D-6 guidelines. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report, as well as RWDI's Noise and Vibration Impact Study for the proposed 4 storey, 16 storey and 20 storey mixed-use building with a gross floor area of 37,817 m² (407,059 ft²) for the 1000 and 1024 Dundas Street East site and documents their findings. The proposed project includes a 7.5 metre setback for the 4 storey podium and a 10.5 metre setback

for the 20 storey building from the shared property line with the property at 2550 Stanfield Road within the Business Employment designation. RWDI's Noise and Vibration Impact Report indicates that suitable noise and vibration conditions for the proposed residential uses within the mixed-use building can be achieved with the building setbacks identified above with a Class 4 Noise Classification. RWDI's Land Use Compatibility/Mitigation Study (Air Quality and Noise) Report recommends that they undertake additional air emission modelling to confirm air quality conditions for the proposed 20 storey building resulting from the airborne emissions from an existing industrial plant located a substantial distance from the 1000 and 1024 Dundas Street East site. This additional air quality modelling would not influence these building setback requirements.

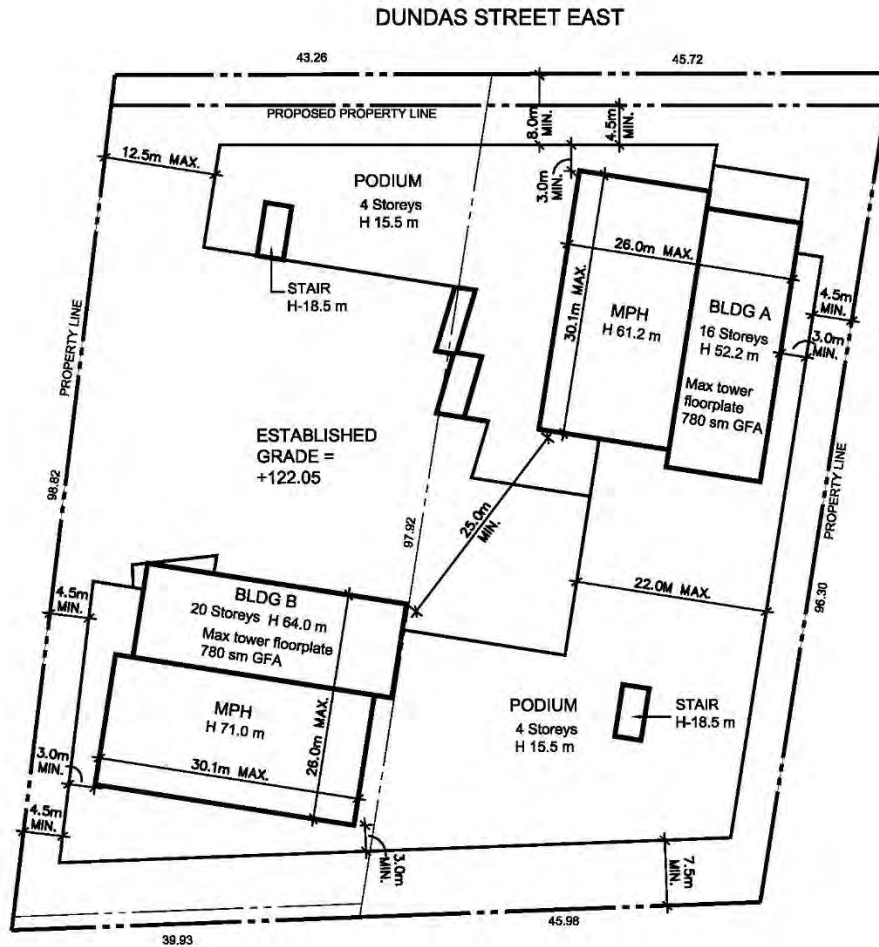
RWDI completed the 1000 and 1024 Dundas Street East Noise and Vibration Impact Study dated April 29, 2022. The study recommended that the City of Mississauga apply a Class 4 Area noise classification to the subject site and the properties municipally known as 2470, 2520 and 2531 Stanfield Road in 2022. This Official Plan Amendment applies a Class 4 Area noise classification to these properties.

Draft Official Plan Amendment

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- 1) Map Schedule 10 Land Use is amended by changing the designation of the subject lands from Mixed Use to Residential High Density.
- 2) Map Schedule 1 Urban System is amended by changing the designation of subject lands from the Employment Area designation to the Neighbourhood designation.
- 3) Map Schedule 1b Urban System-City Structure is amended by changing the designation of subject lands from the Employment Area designation to the Neighbourhood designation.
- 4) Map Schedule 9 Character Areas is amended by changing the designation of subject lands from the Employment Area designation to the Applewood Neighbourhood designation.
- 5) Map 17-1 City Structure-Employment Areas is amended by removing the subject lands.
- 6) Map 17-4 Dixie Employment Area is amended by removing the subject lands.
- 7) Map 16-1 City Structure is amended to add the subject lands.
- 8) Map 16-2 Applewood Neighbourhood Character Area is amended to add the subject lands.
- 9) Section 17.4.1.2 is amended by adding the words "Tomken Road" after the words Haines Road.
- 10) It adds Map 11-S which designates the subject site Primary Major Transit Station Area and which applies specific height requirements to the subject lands.

Tomken Road
 Schedule 11-S Major Rapid Station
 Area



H=Maximum
 Building Height in
 Meters

11) Section 16.2, Special Site Policies, Applewood Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

16.2.3.X

Site X



16.2.3.X.X The subject lands identified as Special Site X are located at 1000 and 1024 Dundas Street East on the south side of the Dundas Street East and to the east of the Tomken Road intersection.

16.2.3.X.X.X Notwithstanding the policies of this Plan, the following policies will apply:

- a) *A 4 storey 16- and 20 storey building as shown on Map 11-S containing 543 purpose built rental apartment units and street related commercial uses is permitted on the subject lands. A minimum building height of 4 storeys shall apply to these lands.*
- b) *A maximum total FSI of 4.7 is permitted on the subject lands*
- c) *A maximum 25 metre building separation distance is proposed between the 16 storey and the 20 storey component of the redevelopment project on the subject lands.*
- d) *The City of Mississauga existing Zoning By-law shall be amended to reduce the minimum on-site parking space requirement for the proposed redevelopment to a minimum of 0.8 or less parking spaces per rental dwelling unit which includes the shared parking spaces for visitors and non-residential uses.*

- e) *A maximum 7.5 metre setback shall be required for the 4 storey podium and a maximum 10.5 metre setback shall be required for 20 storey building component on the subject lands from shared lot line with 2550 Stanfield Road.*
- f) *City of Mississauga hereby designates the subject lands and the properties municipally known as 2470, 2520 and 2531 Stanfield Road in 2022 as Class 4 pursuant to NPC-300.*
- g) *Notwithstanding the policies in Section 11.2.5.6 of this Plan the portion of the ground floor of the proposed redevelopment facing Dundas Street East may be used for offices, retail stores, financial institutions, personal service establishments, restaurants, take out restaurants and veterinary clinic.*

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated October 21, 2021.

INTERPRETATION

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

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

Appendix F – Zoning By-law Amendment For Subject Site

Draft Zoning By-law Amendment

Zoning By-law No. XXX

To amend Zoning By-law Number 0225-2007, as amended, of the City of Mississauga with respect to lands municipally known in the year 2022 as 1000 and 1024 Dundas Street.

WHEREAS authority is given to the Council of a municipality by Section 34 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass Zoning By-laws; and

WHEREAS Council of the City of Mississauga has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by Changing the zoning of the lands shown on Schedule RA5-## attached from the and the Commercial C3-65 Zone and the Commercial C3-66 Zone to a RA5 -XX Site Exception Zone.
2. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is further amended by adding an Exception Table RA5-##

| 4.15.6.XX | Exception: RA5-XX | Map #XX | By-law 0225-2007 |
|--|--|---------|------------------|
| In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5- ## Zone except that the following uses/regulations shall apply: | | | |
| Regulations | | | |
| 1. | The provisions contained in established grade definition in Article 1.2, Articles 2.1.13., 2.1.30., 3.1.2.1, 3.1.1.2.1, 3.1.1.1.6, 3.1.1.8.1, 3.1.2.2 3.1.4.5, 4.1.1.3, 4.1.2, 4.1.9.9., 4.1.9.10, 4.1.9.11, Table 4 .15.1 Lines: 2.0, 5.0, 6.0, 7.0, 8.0,9.1,9.2,9.3,9.4, 9.5,10.1,10.2,10.3,10.4, 10.5 11.1, 11.2, 11.3, 13.5, 15.1, 15.2, 15.3, 15.4 and 15.5, and Sentence 3.1.1.1.1 of this By-law do not apply | | |
| 2. | The lot is comprised of the lands outlined on Schedule RA5-XX. | | |
| 3. | The following additional uses are permitted on the ground floor of the building: <ul style="list-style-type: none"> • office; • retail store; • financial institution; • personal service establishment; • restaurant; • take out restaurant; and • veterinary clinic. | | |

| | | |
|-----|--|-----|
| 4. | An above grade pad mounted transformer is permitted in the front yard within the setbacks shown on schedule RA5-XX | |
| 5. | Minimum number of resident parking spaces 0.8 parking spaces per dwelling unit of which total shall include the shared parking spaces for the visitors and non-residential uses | |
| 6. | Accessible parking spaces for residential uses shall only apply to the total of 0.1 parking spaces per dwelling unit. | |
| 7. | Circular driveways can cover a maximum of 58% of one interior side yard. | |
| 8. | Circular driveways can have an access point in the front yard and in the interior side yard. | |
| 9. | Circular driveways can cover part of the front yard and part of one interior side yard. | |
| 10. | The following may extend beyond the required building setbacks for building as shown on Schedule RA5-##: above grade electrical transformer, window, chimney, pilaster, cornice balustrade, eave, roof overhang, staircase, stair enclosure, landing, awning, canopies, lighting fixtures, guard rails, decks, porches, structures for wind mitigation, retaining walls, stairs, stair enclosures, driveways ramps and associated structures, bicycle storage enclosures or racks. | |
| 11. | A parking structure completely below grade may be constructed on the street line, on the east lot line, on the west lot line, on the limit of the land subject to an easement in favour of the City of Mississauga for an existing sanitary sewer located on the property municipally known as 2550 Stanfield Road in 2022 and 1.524 m from the south lot line. | |
| 12. | A underground retaining wall is permitted adjacent to the land subject to an easement in favour of the City of Mississauga for an existing sanitary sewer located on the property municipally known as 2550 Stanfield Road in 2022 within the required minimum setback for above ground buildings shown on Schedule RA5-XX and the minimum landscaped buffer required in the rear yard. | |
| 13 | Maximum floor space index – apartment zone | 4.7 |

| | | |
|-----|---|-------------------|
| 14. | Maximum number of dwelling units on the lot | 543 |
| 15. | A dwelling unit shall not be located entirely below ground | |
| 16. | For the purpose of this Exception established grade means the Canadian Geodetic Elevation of | 122.05 metres |
| 17. | Maximum gross floor area of floorplate for each storey within buildings above the 4 th storey | 780 square metres |
| 18. | The permitted maximum building height of different parts of the building is the numerical value in metres following the H symbol on Schedule RA5-XX and the numerical value before the word storeys on Schedule RA5-XX | |
| 19. | In addition to the items listed in Article 4.1.15.3, the calculation of the height of Building as shown on Schedule RA5-XX also excludes the following: mechanical equipment, railings, terrace, terrace guards and dividers, ornamental elements, trellises, planters, partitions, chimneys, vents, stacks, flues, privacy screens, architectural features, window washing equipment, elements of a green roof, community gardens, stair enclosure, public art features elevator overruns and structures on the roof to the building used for open air recreation, noise attenuation, safety or wind protection purposes. | |
| 20. | The required minimum building setbacks for building above ground are shown on Schedule RA5-## | |
| 21. | Balconies above the first storey to the 4 storey may project into the setbacks shown on Schedule RA5-## a maximum distance of 2 metres and balconies above the 4 storey may project into the setbacks shown on Schedule RA5-## a maximum distance of 2.5 metres | |
| 22. | The following may extend beyond the required building setbacks for building as shown on Schedule RA5-##: window, chimney, pilaster, cornice balustrade, eave, roof overhang, staircase, stair enclosure, landing, awning, canopies, lighting fixtures, guard rails, decks, porches, structures for wind mitigation; retaining walls, stairs, stair enclosures, ramps and associated structures, bicycle storage enclosures or racks. | |

| | | |
|-----|---|--|
| 23. | Despite and severance or division of the lands shown on Schedule RA5-3 of this Exception, the regulations of this Exception applies to the whole of the lands as one lot as if no severance or division had occurred | |
|-----|---|--|

3. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding Schedule RA5-## attached hereto.

ENACTED and PASSED this _____ day of _____ 2020

MAYOR

CLERK

DUNDAS STREET EAST

