

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **1030 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City's own Dundas Connects Masterplan:

**Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

**Land Use:**

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan 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."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

#### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

Bashar Al-Hussaini, City Planner and Project Lead

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

Bashar Al-Hussaini, City Planner and Project Lead

*Correct...*

Councillor Carolyn Parrish

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

Bashar Al-Hussaini, City Planner and Project Lead

*So in terms of meeting the minimum density targets, umm...*

Councillor Carolyn Parrish

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

***If it's approved, correct.***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

**Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

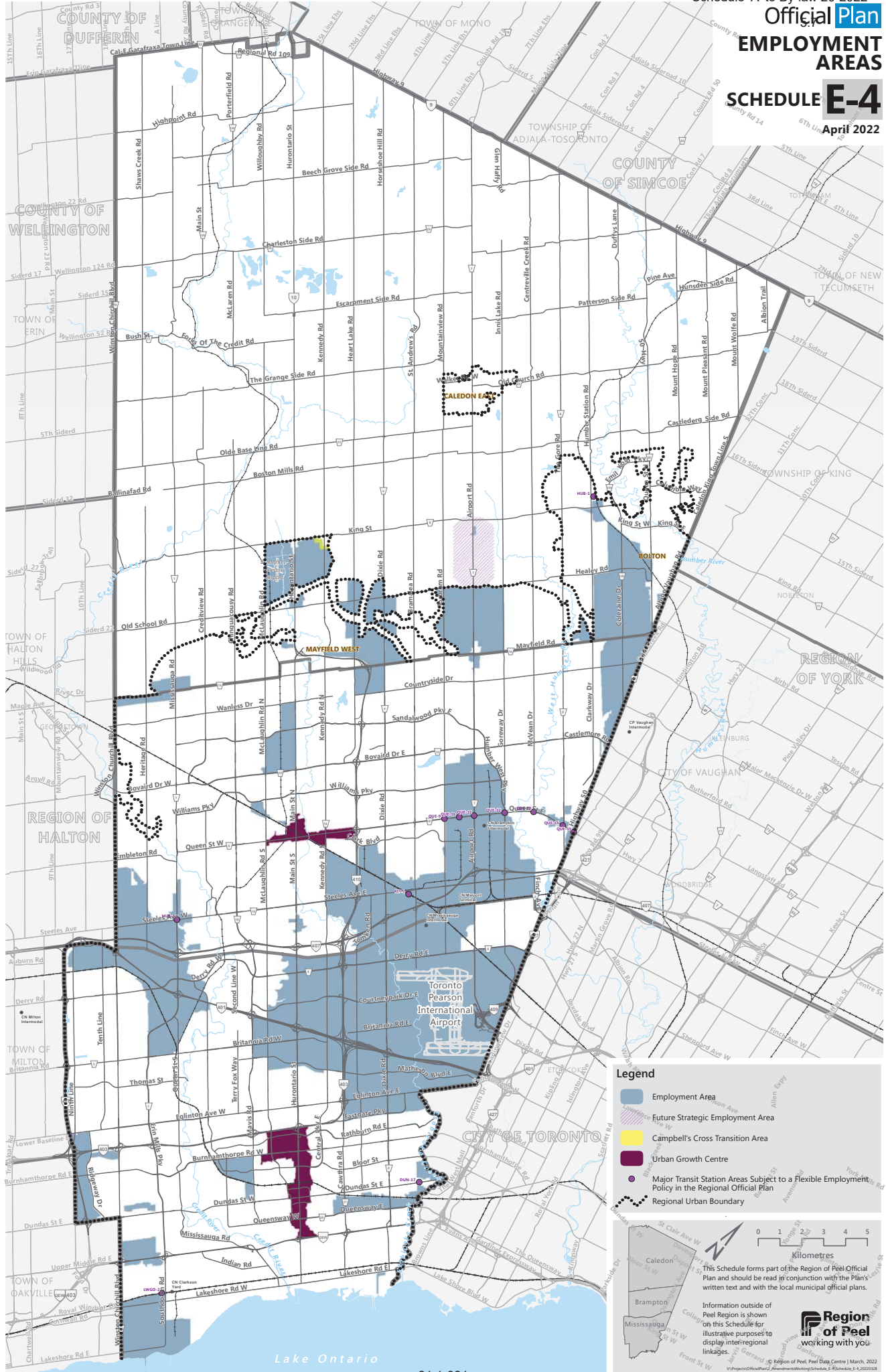
**TAVORA HOLDING CO. LTD.**

Per: \_\_\_\_\_

Mr. Paulo Tavora, President

c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group – [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlq.com](mailto:peter.gross@gowlingwlq.com)
19. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlq.com](mailto:brian.parker@gowlingwlq.com)
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)



**Legend**

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

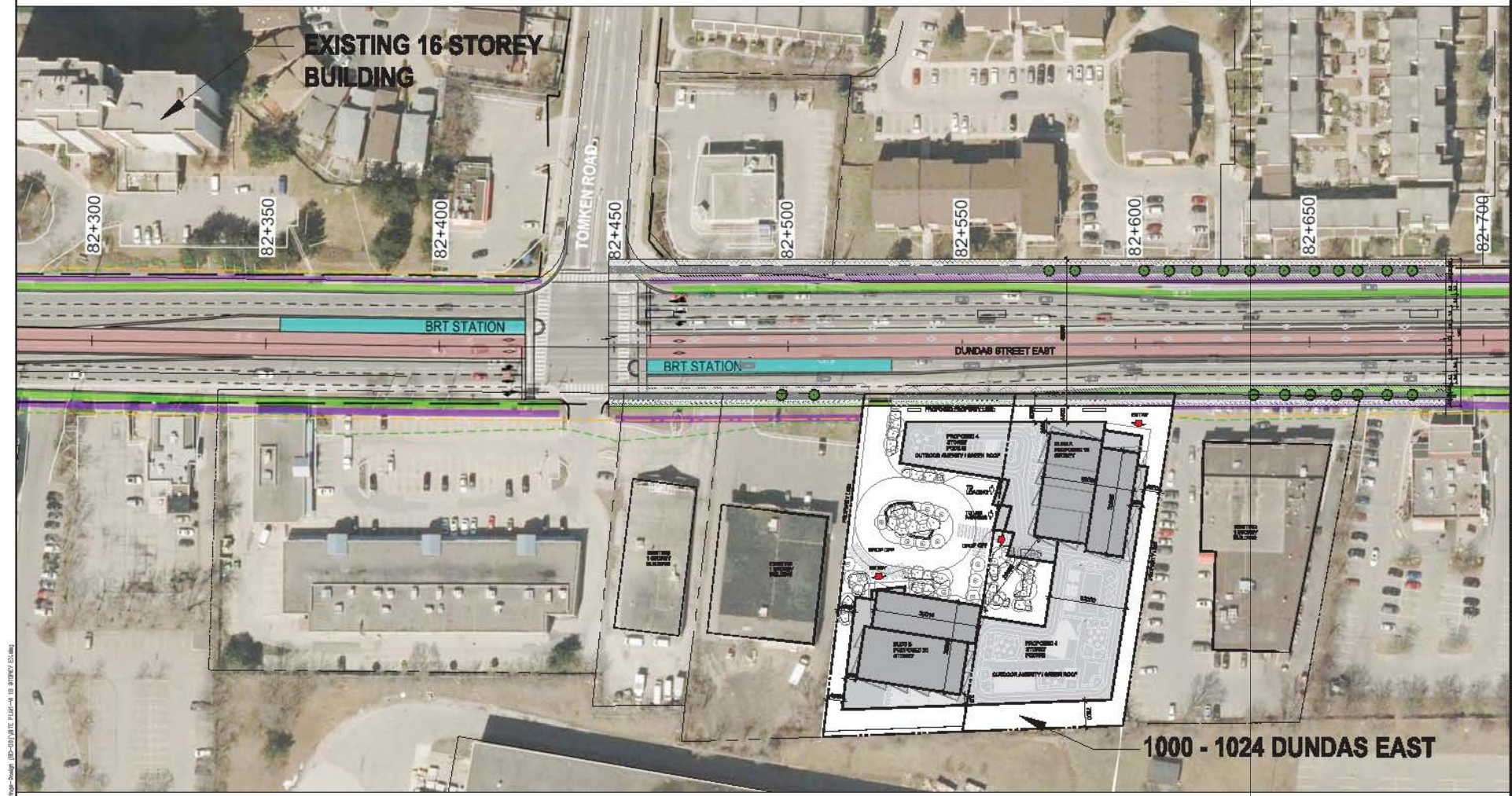
0 1 2 3 4 5  
 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel (Eas. Centre) (March, 2022)  
 W:\Projects\OfficialPlan\_Review\enr\GIS\Schedule\_E-4\_20220218



**EXISTING 16 STOREY BUILDING**

82+300

82+350

82+400

82+450

82+500

82+550

82+600

82+650

82+700

TOMKEN ROAD

BRT STATION

BRT STATION

DUNDAS STREET EAST

**1000 - 1024 DUNDAS EAST**

**LEGEND**

- |                        |  |                            |  |
|------------------------|--|----------------------------|--|
| PROPOSED BRT LANE      |  | PROPOSED SIDEWALK          |  |
| PROPOSED BRT STATION   |  | PROPOSED CYCLE TRACK       |  |
| EXISTING ROW           |  | PROPOSED MUP               |  |
| MISSISSAUGA OP 42m ROW |  | APPROXIMATE GRADING LIMITS |  |
|                        |  | PROPOSED RETAINING WALL    |  |

Key Plan

DATE	DESCRIPTION	BY	CHK

WZMH ARCHITECTS  
 250 SPADINA AVENUE  
 TORONTO, ONTARIO M5S 2B1  
 TEL: 416-593-8888  
 WWW.WZMH.COM

1000-1024 DUNDAS  
 MISSISSAUGA, ONTARIO

Scale: 1:400  
 Plot: 07395.000  
 A-102

Plot Title: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Date: 2023-05-05  
 Project: 1000 - 1024 DUNDAS EAST  
 Drawing No: 07395.000  
 Scale: 1:400  
 Plot: A-102



May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **2560 and 2564 Confederation Parkway, Mississauga** (herein the “property”) which fronts onto the west side of Confederation Parkway and is located to the south of the Dundas Street and Confederation Parkway intersection. Our property consists of two vacant land parcels that are ripe for redevelopment.

We are concerned with the deadline to respond to the above cited proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently adopted their new Official Plan on April 28<sup>th</sup>, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan:

**Proposed Confederation Parkway Major Transit Area Boundary:**

As shown in Figure 1, 2, and 3 in the Appendix, our property has been excluded from the Confederation Parkway Major Transit Station Area Boundary (herein “**MTSA**”). There is no equitable explanation for three sides surrounding our property to be included while our property is excluded. In addition, there is a Bus Rapid Transit Station proposed at the corner of Dundas Street and Confederation Parkway which is less than 150 metres from our property as shown in Figure 4 and 5 in the Appendix. In light of Figure 1, 2, 3, 4, and 5, it is absurd for our property to be excluded from the MTSA given its proximity to future transit, and whereas properties much further away are included in the proposed MTSA. We will be approaching the Region of Peel to seek an amendment to include both our and the adjacent properties to be within the MTSA in the Regional Official Plan that was recently adopted April 28<sup>th</sup>, 2022.

**Employment Zone:**

The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”*

**Land Use:**

We ask that your Worship and City Councillors direct City Staff to re-designate our property on proposed draft map “Protected Major Transit Station Area Schedule 11-G” to be changed from “Mixed Use” to “Residential High Density,” **similar to other properties to the north and west of our property**, allowing for the future redevelopment of our property for a multi-family residential building, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City’s own Dundas Connects Master Plan which reads as follows:

**Ahmed Group (2560+2564 Confederation Pkwy) Inc.**  
 1024 Dundas St. E., Mississauga, Ontario L5N 1W1  
 P: 905-949-0999 • F: 905-949-9489 • W: www.Ahmed.Group



*“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.”*

It is important to note our property has historically been used for residential land uses. Recently, our property was re-zoned to permit residential dwelling units above ground floor commercial, and was labeled Mixed Use in the Mississauga Official Plan. It is accordingly appropriate for our property to be considered for Residential High Density. This redesignation of our lands in City Staff’s proposed official plan amendments would allow for a more appropriate transition to existing residential lands that surround our property. Further our consultants have concluded that our property and surrounding properties are ideal candidates for the redesignation to Residential High Density. This redesignation will assist to achieve the Provincial A Place to Grow Plan and new Region of Peel Official Plan objectives, in relation to much needed rental housing.

### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

*“Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I’m looking at Cooksville isn’t because I’m the Councillor there it’s because I’m a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?”*

Bashar Al-Hussaini, City Planner and Project Lead

*“So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.”*

Councillor Carolyn Parrish

*“So, what I’m hearing from you was this was a decision, internal decision, to look at heights rather than FSI?”*

Bashar Al-Hussaini, City Planner and Project Lead

*“Correct...”*

Councillor Carolyn Parrish

*“So, if the world is going to tall towers, tall point towers, we’re going to stick with little block buildings if we have to?”*





Bashar Al-Hussaini, City Planner and Project Lead

*“So in terms of meeting the minimum density targets, umm...”*

Councillor Carolyn Parrish

*“I get all of that. I lived in the Region – I’m telling you. **So, you’re telling me that this is a decision made locally, and once it’s made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?”***

Bashar Al-Hussaini, City Planner and Project Lead

*“If it’s approved, correct.”*

- City Staff’s decision of using maximum heights to “**guide density**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located in close proximity to the upcoming Confederation Parkway Bus Rapid Transit Station.

**Ahmed Group’s Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. are subsidiaries of the Ahmed Group along with us, and as such we are fully aware of the particulars for their proposed mixed-use purpose-built rental apartment development located at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We fully support their proposed development, including the land uses, density, building heights and massing.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan.

Yours Sincerely,

**AHMED GROUP (2560+2564 CONFEDERATION PKWY) INC.**

Per: \_\_\_\_\_

Moe Ahmed, President and CEO



c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
17. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlq.com](mailto:peter.gross@gowlingwlq.com)
18. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlq.com](mailto:brian.parker@gowlingwlq.com)
19. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)

APPENDIX

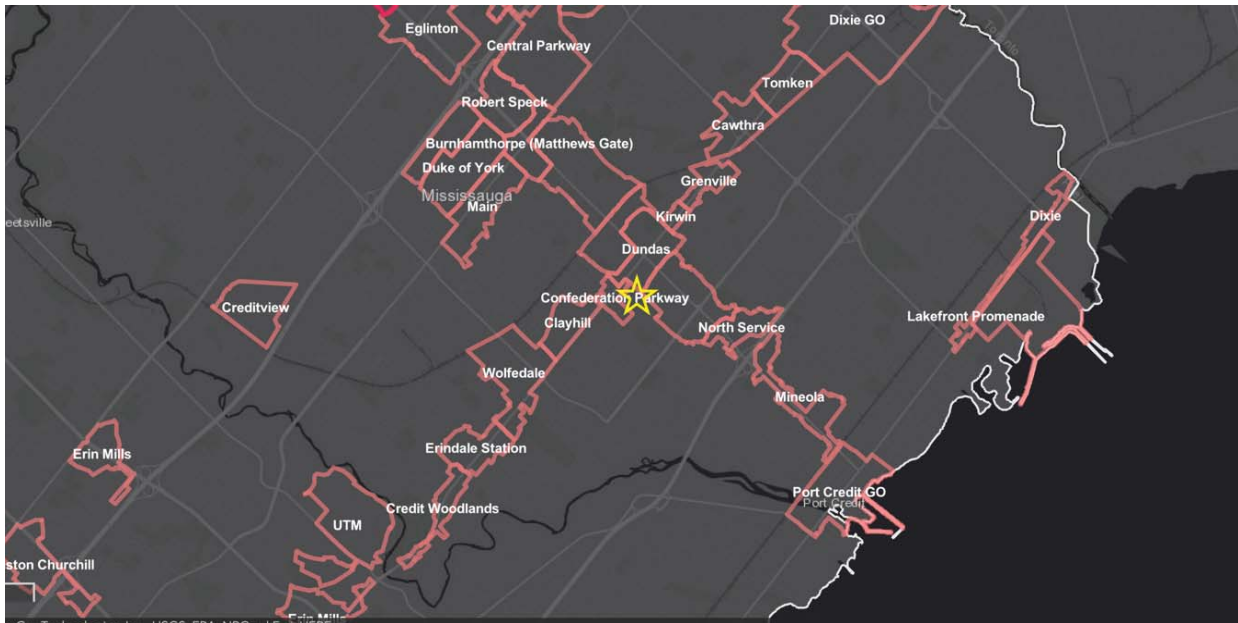


Figure 1: MTSA Boundaries

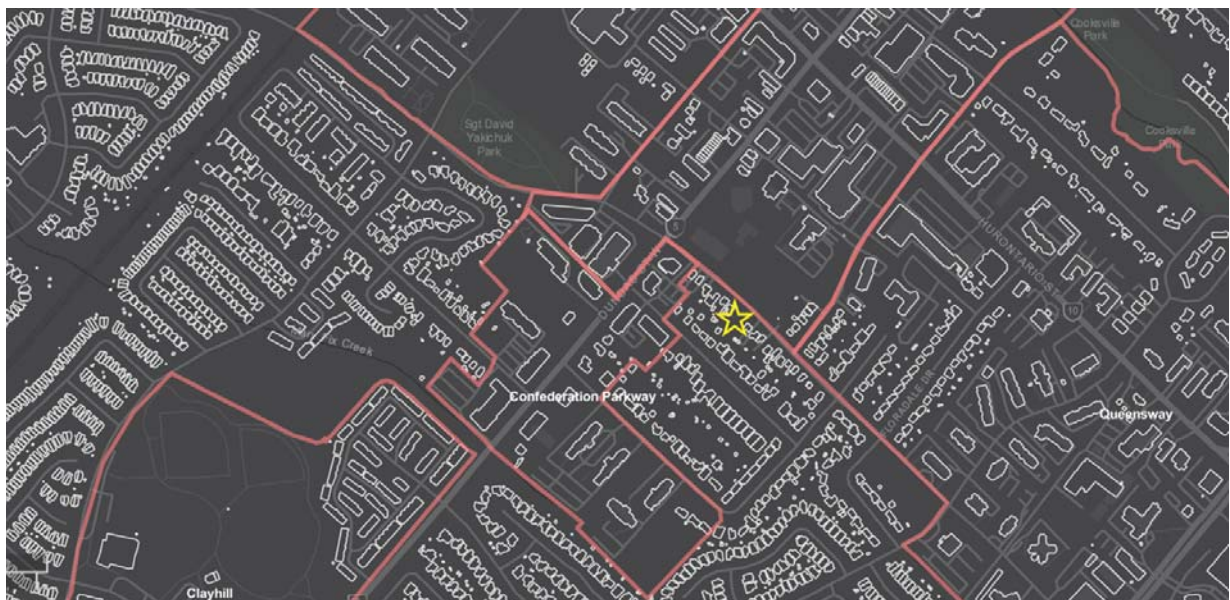


Figure 2: MTSA Boundaries



Figure 3: MTSA Boundaries

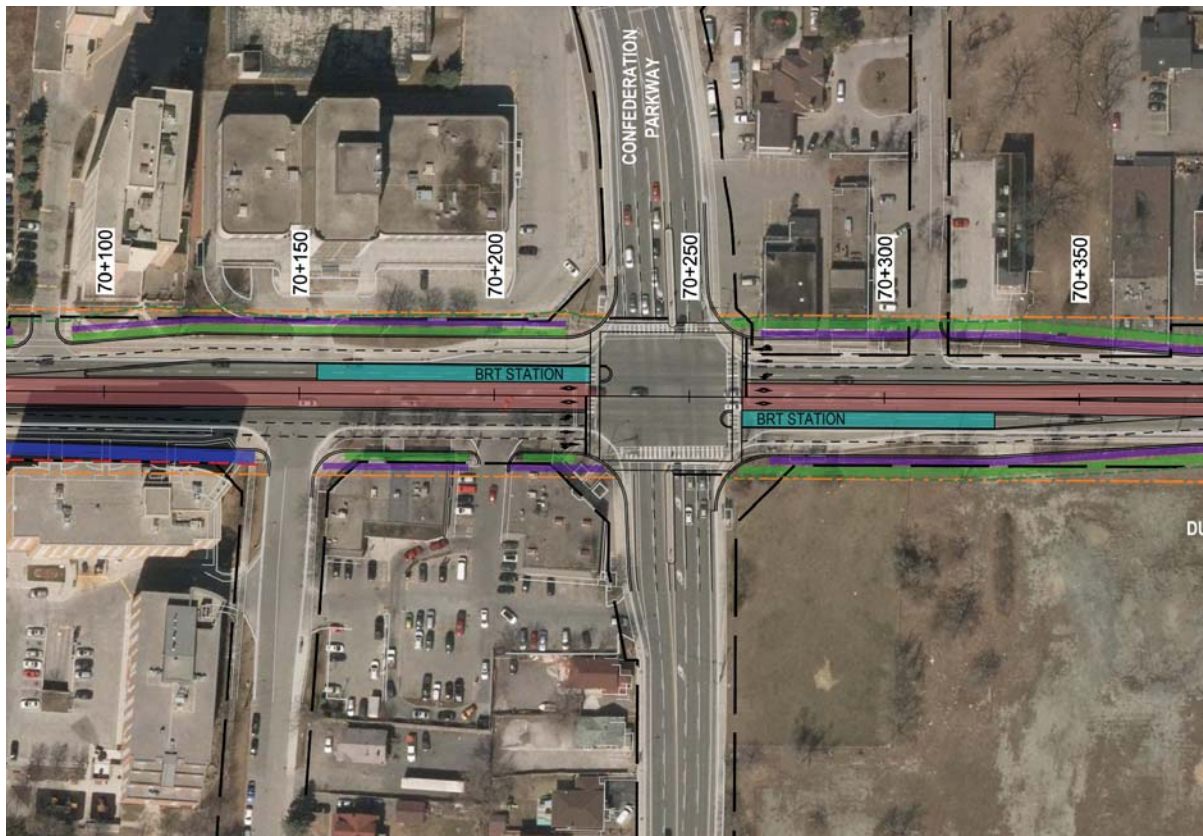


Figure 4: Proposed Location of BRT Station

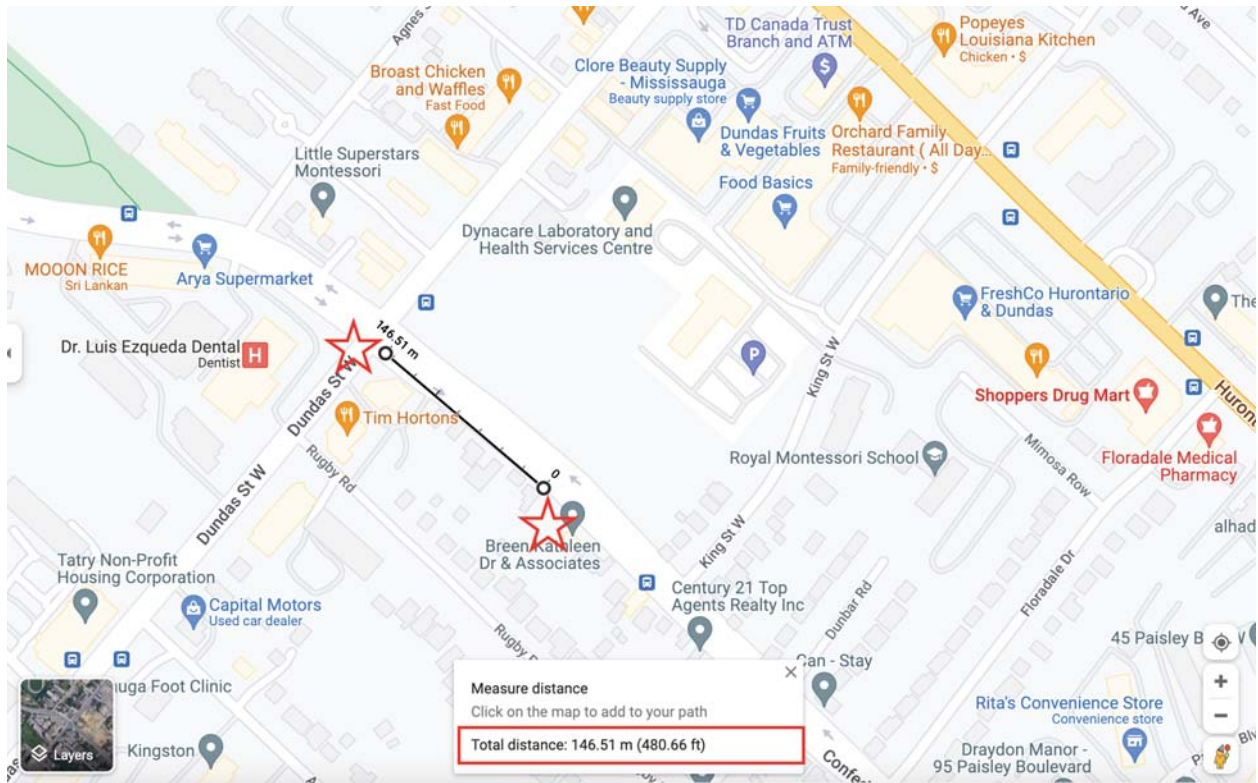


Figure 5: Property Proximity to Proposed BRT Station



---

*Commercial & Residential Land Developers*

May 27, 2022

Bashar Al-Hussaini  
City Planner Bashar  
905-615-3200 ext. #5177  
300 City Centre Drive, 6th floor,  
Mississauga ON L5B 3C1

Planning and Development Committee  
300 City Centre Drive, 2nd floor,  
Mississauga ON L5B 3C1

Via Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca); [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca);  
[Bashar.Al-Hussaini@mississauga.ca](mailto:Bashar.Al-Hussaini@mississauga.ca)

Re: 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East, 2273 Dundas Street West

We are writing on behalf of ESDEB Construction and N. Turk Investments Limited the owners of approximately 4.96 hectares (12.28 acres) of land representing a total of 330.87 metres of frontage collectively on Dundas Street; located within the Dundas Corridor Policy Area; with the municipal addresses of 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East and 2273 Dundas Street West (the properties). Attachments 1 through 4 are surveys of the respective properties and Attachment 5 is an air photo illustrating the location of each property as it relates to each of the Dundas Corridor focus areas.

After careful review and Participation when possible since 2018 of the Dundas Connects Master Plan, we are writing to ask that the subject properties be amended during the Official Plan Dundas Corridor Policy Implementation to Mixed Use (Residential/Commercial) with no height limit.

From Attachment 5, you can see 734 Dundas Street East which has 56.06 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and within the CAWTHRA Focus Area, with the official plan land use designation of Mixed Use: general commercial and existing height of 2 to 12 Storeys. The property is ideally suited for development for commercial and residential purposes, while maintaining its employment use.

1770 Dundas Street East which has 45.52 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and in between the DIXIE FOCUS AREA on the south side and one lot west of the Hydro Corridor that abuts the ETOBICOKE CREEK FOCUS AREA. It is currently designated Mixed Use, Retail, Service, Commercial with a height limit of 4 stories. This property




---

### *Commercial & Residential Land Developers*

located within the Dixie Employment Area Character Node. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use. We are writing to request that it be included in the Etobicoke Creek Focus Area and the use be changed to Mixed Use Residential Commercial with a minimum 2 Story height.

2110 Dundas Street East is located immediately within the Regional Urban Area as shown on Attachment 6, and within the ETOBICOKE CREEK. It is currently General Commercial with the existing use of Retail. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

2273 Dundas Street West, which has 188.76 meters of frontage on the North side of Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and one lot west from the ERIN MILLS FOCUS AREA. Since it is designated by the region as a 'PMTSA', changing the use of this property to Mixed Use (Residential/Commercial) with unlimited height restrictions will help the municipality and the Region achieve its Growth vision for 2041. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

We have also reviewed the 2041 Peel Region Draft Growth Scenario and Land Budget Report. While this Report does not make any specific recommendations with respect to the Dundas Corridor Focus Areas, it does identify portions of Dundas Street in Mississauga as Primary Major Transit Station Areas (PMTSA). Where these areas are identified all 4 of the properties are located within the boundaries of these limits as shown in Attachment 6. The regional Growth Scenario states "*Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites [such as the properties]; ...place to support The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station-Areas for future transit-oriented development. ..transit supportive built forms and higher density-built forms, require additional land use considerations and infrastructure investment to meet...the Major Transit Station Areas policy requirements.*" Our client is agreeing with the Region whereby additional land use considerations should be made to support higher forms of density along the corridor area.

Due to the planned urban structure of centres and corridors that provide a focus for intensification, mixed use development and live/work opportunities these properties located on a regional corridor, and is ideally suited for intensification, Transit supportive and pedestrian oriented new, complete communities

These properties provide a logical extension to the urban area in Mississauga through the opportunity to be designated as Mixed Used (residential/commercial) with a minimum height of 2. Through the creation of live/work communities this will reduce the traffic congestion as well as the impact on the environment and help the region and province achieve its Growth Objectives though housing.



---

### *Commercial & Residential Land Developers*

The inclusion of the property within the urban boundary will not negatively impact any environmentally sensitive lands including those near the Etobicoke Creek Area.

Our objective is to protect the existing Job creation to match labour force growth that requires the identification and protection of employment lands while creating more housing by redesignating the properties Mixed Use (Residential/Commercial)

We would like to identify several properties along the Dundas Corridor area which proved a successful official plan amendment for Mixed Use, providing Mississauga residents with exceptional live/work communities.

92 PARK ST E, 42 STOREYS, MIXED USE  
19 ANN ST, 22 STOREYS MIXED USE  
255 DUNDAS ST W 14 STOREYS, MIXED USE

We would like to provide Housing diversity and affordable housing to offer regional/municipal residents housing choices and for attracting a more diverse and skilled labour force with in the live/work area. It is proposed that the properties include a range of unit sizes, which will include rental housing, seniors housing, the missing middle and affordable family sized units. The location is appropriate for such a range of uses, and the property would be able to enhance the housing diversity in the Region and Municipality while maintaining existing the labour force and employment lands. On behalf of the landowners, we would ask that you consider this submission as part of your review of the Dundas Corridor Policy Implementation Draft Municipal Official Plan Amendment Implementation Policy. We look forward to being involved in this process. If necessary, please contact the undersigned at any time to discuss matters related to the inclusion of this property within the municipal urban area.

Yours truly,

**Larendale Group Inc**

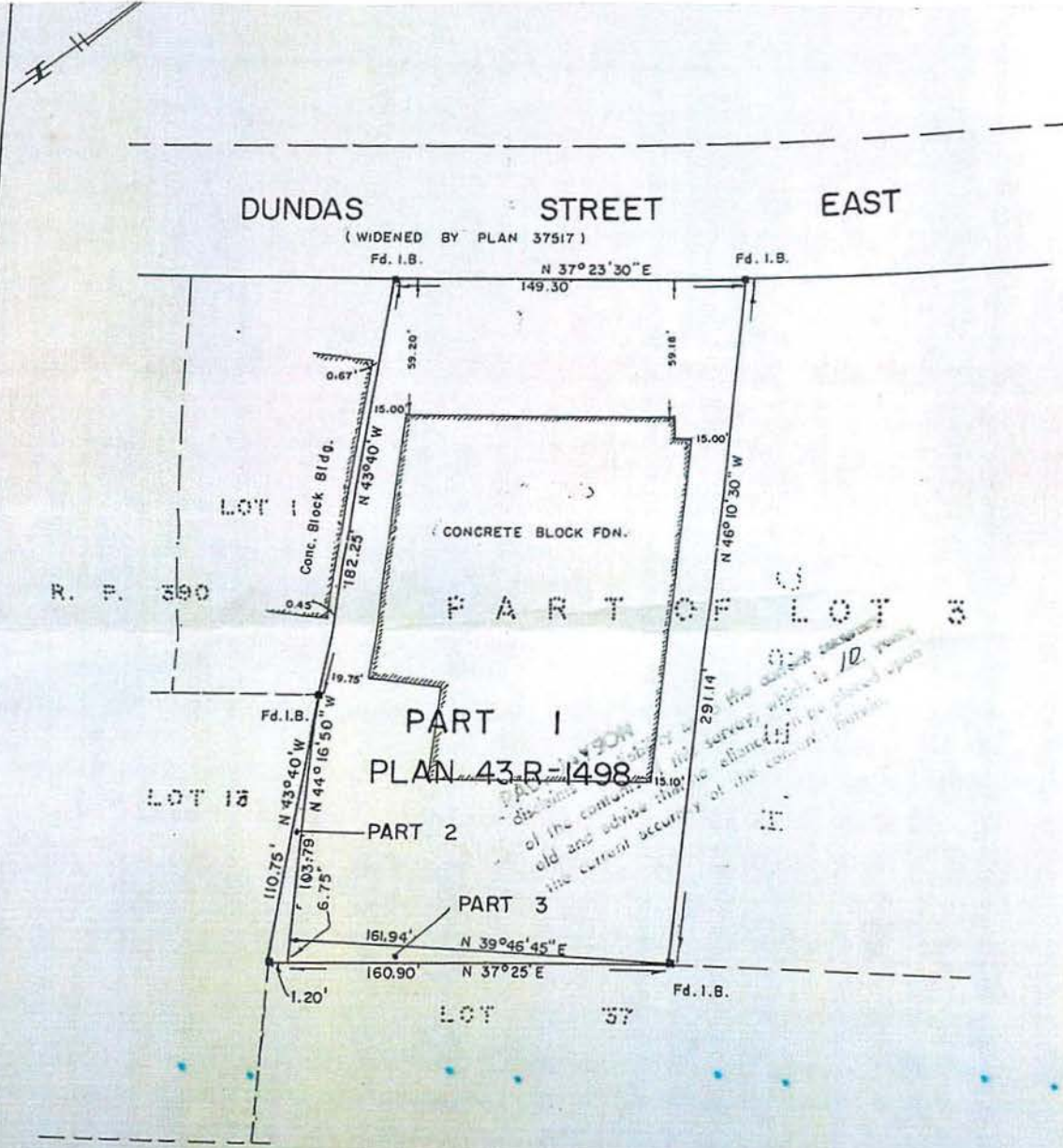
*c.c. Mr. Jonah Turk, Mr. Robert Turk, Mr. Larry Turk, Mr. Jonah S. Turk; ESDEB CONSTRUCTION and N. Turk Investments.*





PLAN SHOWING  
 PART OF LOT 3, CONCESSION I, S.D.S.  
 TOWN OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL  
 Scale: 1" = 50'

**1770 DUNDAS ST EAST, MISSISSAUGA**



inton - U  
 Ten  
 is Health  
 ck  
 e wals

PAUL JAYSON  
 -disclaims liability for the accuracy of the contents of this survey when it is old and advises that the client should verify the current accuracy of the contents.

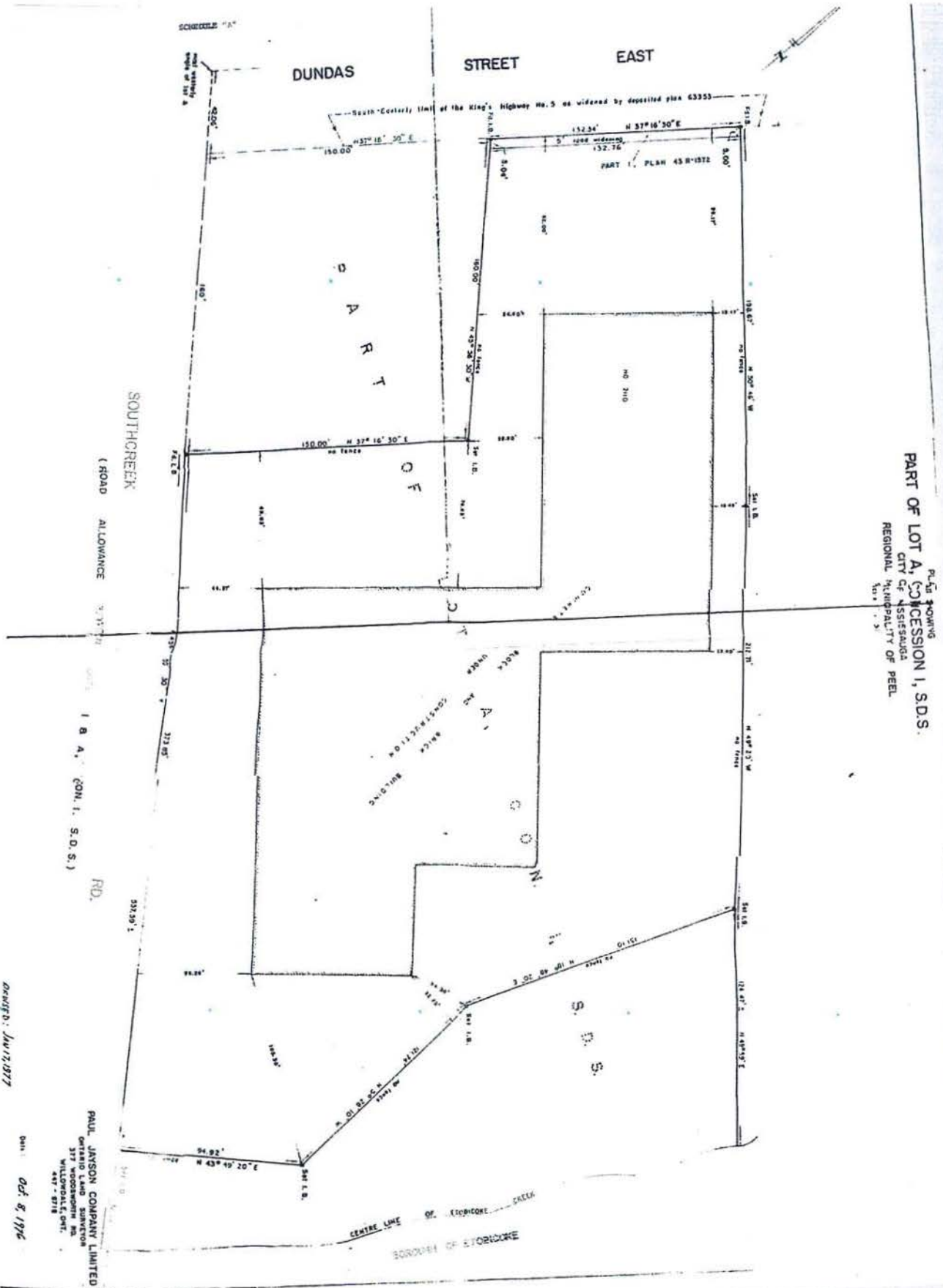
PAUL JAYSON COMPANY LIMITED  
 ONTARIO LAND SURVEYOR  
 377 WOODSWORTH RD.  
 WILLOWDALE, ONT.  
 447-8718

Date June 7, 1976

*Paul Jayson*  
 PAUL JAYSON, O.L.S.

# 2110 DUNDAS ST, EAST MISSISSAUGA

5.7



PL-52 SHOWING  
 PART OF LOT A, CONCESSION 1, S.D.S.  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEBLES

PAUL JAYSON COMPANY LIMITED  
 ONTARIO LAND SURVEYORS  
 2 WILLOWDALE CRES.  
 WILLOWDALE, ONT.  
 M2P 1K1

DRAWN BY: JAYSON 1977

DATE: Oct. 8, 1976

---

**2273 DUNDAS ST WEST, MISSISSAUGA**

# 5.7. EXISTING CONDITIONS, OPPORTUNITIES, AND CONSTRAINTS

oad, Franze Drive, Constitution Boulevard, l.

Lands designated institutional generally include post-secondary education facilities, and buildings associated with these uses. Within this designation is only present on the Toronto Mississauga lands.

Lands designated Utility permit a number of utility-related uses that are permitted under the Act (with the exception of Greenlands and Wetlands), including but not limited to natural gas lines, telecommunication facilities, and

community infrastructure. This designation is generally not present within the study area, with the most significant exceptions being lands fronting onto the north side of Dundas Street between Hurontario Street and Jaguar Valley Drive, and the hydro corridor that crosses Dundas Street between Treadwells Drive and Wharton Way.

- Public Open Space** - Lands that feature this designation permit a number of open space uses, including city parks and trails, public golf courses, private parks, urban agriculture, conservation uses, nursery gardens, recreational facilities, stormwater retention and quality ponds, City parks and trails, public golf courses, public

cemeteries, and accessory uses. Public Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands between Cawthra Road and Haines Road, Clayhill Road and Parkerhill Road, and Glengarry Road and Mavis Road.

- Private Open Space** - Lands with this designation permit a more limited list of open space uses, including private cemeteries, conservation uses, private golf courses, private parks, urban agriculture, and accessory uses. As with Public Open Spaces, Private Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands

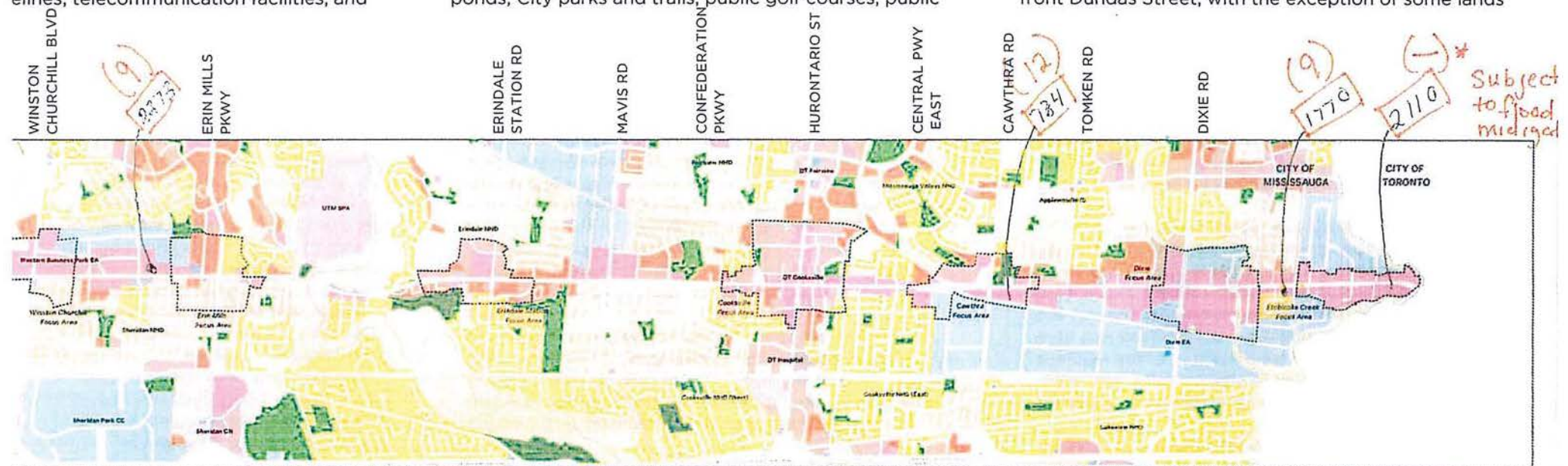


Figure 2.6 Part of Mississauga Official Plan Schedule 10: Land Use Designations (2016 Consolidation)

<ul style="list-style-type: none"> <li>Low Density I</li> <li>Low Density II</li> <li>Medium Density</li> <li>High Density</li> <li>Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Motor Vehicle Commercial</li> <li>Office</li> <li>Business Employment</li> <li>Institutional</li> <li>Public Open Space</li> <li>Private Open Space</li> </ul>	<ul style="list-style-type: none"> <li>Greenlands</li> <li>Parkway Belt West</li> <li>Utility</li> <li>Focus Area Boundary</li> <li>Natural Hazard</li> <li>Official Plan Character Area</li> </ul>
---	---	---

# Official Plan MAJOR TRANSIT STATION AREAS SCHEDULE Y7

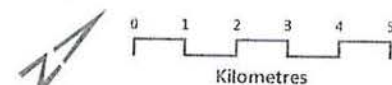
**DRAFT**  
(New Schedule to be Added)

September 2021



### Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius



This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



**From:** [Diana Rusnov](#)  
**To:** [Bashar Al-Hussaini](#)  
**Subject:** FW: PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR  
**Date:** Thursday, June 2, 2022 2:02:48 PM  
**Attachments:** [Outlook-rhzbcrhg.png](#)  
[Schedule A.pdf](#)  
[Schedule B.pdf](#)

---

For your file/info

---

**From:** Linda Rabbito [mailto:linda@trutone.ca]  
**Sent:** Friday, May 27, 2022 12:22 PM  
**To:** Mayor Bonnie Crombie <mayor@mississauga.ca>  
**Cc:** Stephen Dasko <Stephen.Dasko@mississauga.ca>; Pat Mullin <Pat.Mullin@mississauga.ca>; Chris Fonseca <Chris.Fonseca@mississauga.ca>; John Kovac <John.Kovac@mississauga.ca>; Carolyn Parrish <Carolyn.Parrish@mississauga.ca>; Ron Starr <Ron.Starr@mississauga.ca>; Dipika Damerla <Dipika.Damerla@mississauga.ca>; Matt Mahoney <Matt.Mahoney@mississauga.ca>; Pat Saito <Pat.Saito@mississauga.ca>; Sue McFadden <Sue.McFadden@mississauga.ca>; George Carlson <George.CARLSON@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Diana Rusnov <Diana.Rusnov@mississauga.ca>; m@ahmed.group; timothy@ahmed.group; Jose Garreton <jose@ahmed.group>; peter.gross@gowlingwlg.com; brian.parker@gowlingwlg.com; johnlohmus@outlook.com  
**Subject:** PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR

**B.L.W. HOLDINGS LTD.**  
**980 Dundas St. E.**  
**Mississauga, ON L4Y 2B8**  
**905-270-3440**

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

-

---

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **980 Dundas Street East, Mississauga** (herein the “property”) which fronts onto the south side of Dundas Street East and is located directly to the south-east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City’s own Dundas Connects Masterplan:

**Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga “Map 17-

4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”*

- **Land Use:**  
-

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff’s proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner’s land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*“Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it’s a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we’ll have some time to talk about that, but I just wanted to provide the PDC some content.”*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein “RWDI”) have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group’s lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.’s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to “**complexity**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map “Protected Major Transit Station Area Schedule 11-G” to be changed from “Mixed Use” to “Mixed Use Limited,” **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City’s own Dundas Connects Master Plan 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.”*

This redesignation of our lands in City Staff’s proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

**Height, Density, and our Right of Appeal:**

The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*



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

On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

*Councillor Carolyn Parrish*

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*Correct...*

*Councillor Carolyn Parrish*

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in terms of meeting the minimum density targets, umm...*

*Councillor Carolyn Parrish*

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

*Bashar Al-Hussaini, City Planner and Project Lead*

***If it's approved, correct.***

City Staff's decision of using maximum heights to “**guide density**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.

The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.

Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.

It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

#### **Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.

We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

**BLW HOLDINGS INC.**

Per:



Mr. Bob Rabbito, President

c.c:

Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)  
 Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)  
 Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)  
 Ward 3 - Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)  
 Ward 4 - Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)  
 Ward 5 - Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)  
 Ward 6 - Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)  
 Ward 7 - Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)  
 Ward 8 - Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)  
 Ward 9 - Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)  
 Ward 10 - Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)  
 Ward 11 - Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)  
 Commissioner Planning and Building - Andrew Whitemore - [andrew.whitemore@mississauga.ca](mailto:andrew.whitemore@mississauga.ca)  
 City Clerk and Director, Legislative Services - Diana Rusnov - [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)  
 Moe Ahmed, President and CEO, Ahmed Group - [m@ahmed.group](mailto:m@ahmed.group)  
 Timothy Harris, COO, Ahmed Group - [timothy@ahmed.group](mailto:timothy@ahmed.group)  
 Jose Garreton, Senior Project Manager, Ahmed Group - [jose@ahmed.group](mailto:jose@ahmed.group)  
 Peter Gross, Partner, Gowling WLG - [peter.gross@gowlingwlg.com](mailto:peter.gross@gowlingwlg.com)  
 Brian Parker, Senior Land Planner, Gowling WLG - [brian.parker@gowlingwlg.com](mailto:brian.parker@gowlingwlg.com)  
 John Lohmus, Senior Land Planner, Plan Logic Consulting - [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)

Respectfully,

**Linda Rabbito**  
 Office Administrator

**Trutone Electronics**

T: 905-270-3440

Cell:

 **Please consider the environment before printing this email**

This e-mail and any attachments, contain Trutone Electronics confidential information that is proprietary, privileged, and protected by applicable laws. If you have received this message in error and are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy this e-mail, any attachments or copies therein forthwith. Please notify the sender immediately by e-mail if you have received this e-mail in error.

May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **888 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection. Our property is affectionately known as the "*Mississauga China Town*" and we are amongst the largest landowners in terms of acreage in the area.

This is the first time we were made aware of the above proposed draft Official Plan Amendments and do not understand why we were never consulted with by City Staff previously. We are also concerned with the deadline to respond to these proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently approved their new Official Plan on April 28<sup>th</sup>, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City's own Dundas Connects Masterplan:

**Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

**Land Use:**

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whitemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan 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."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

#### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

*"Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?"*

Bashar Al-Hussaini, City Planner and Project Lead

*"So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive."*

Councillor Carolyn Parrish

*"So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?"*

Bashar Al-Hussaini, City Planner and Project Lead

*"Correct..."*

Councillor Carolyn Parrish

*"So, if the world is going to tall towers, tall point towers, we're going to stick with little block buildings if we have to?"*

Bashar Al-Hussaini, City Planner and Project Lead

*"So in terms of meeting the minimum density targets, umm..."*

Councillor Carolyn Parrish

*"I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?"***

Bashar Al-Hussaini, City Planner and Project Lead

***"If it's approved, correct."***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

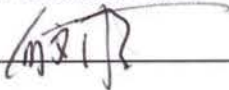
**Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

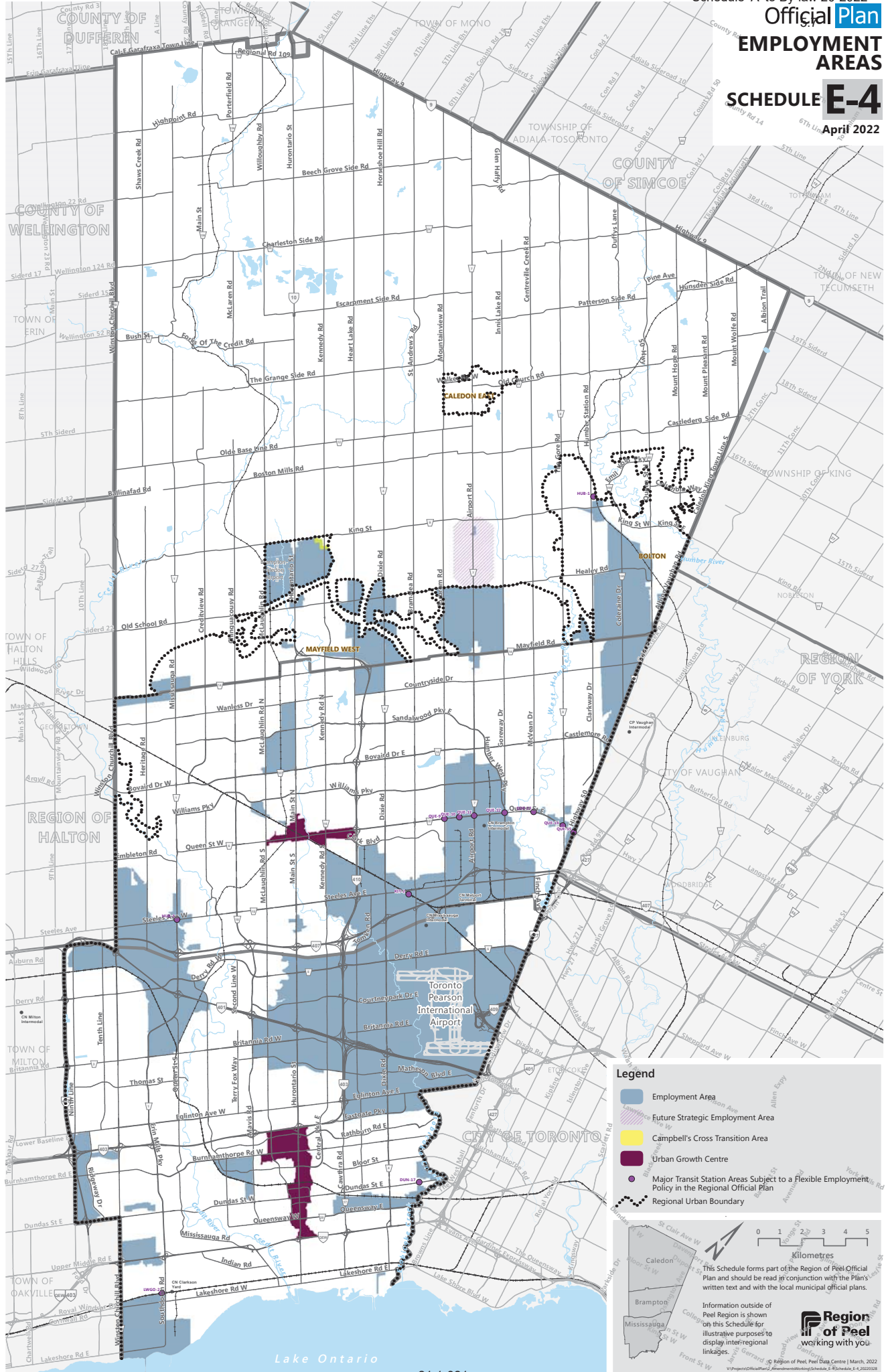
Yours Sincerely,

**1910878 ONTARIO INC.**

Per:  \_\_\_\_\_

Wen Qing He

President



**Legend**

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

0 1 2 3 4 5  
 Kilometres

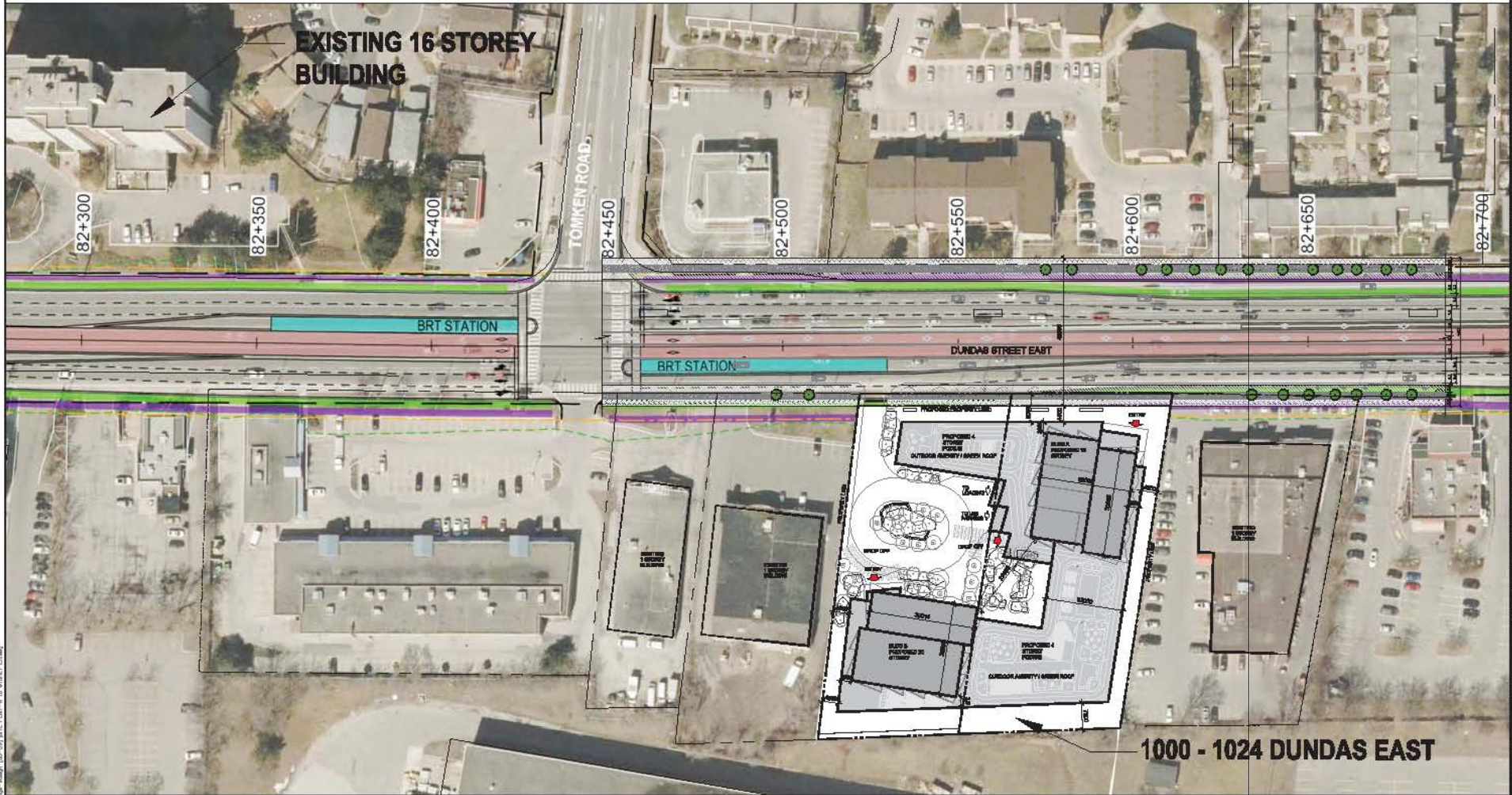
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel, Peel Area Centre | March, 2022  
 W:\Projects\OfficialPlan\Amendments\2022\Schedule E-4\Schedule E-4-20220218

Plot Title: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Date: 2023-05-05 11:00 AM  
 Project: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Drawing: 1000 - 1024 DUNDAS EAST - SITE PLAN



LEGEND	
PROPOSED BRT LANE	
PROPOSED BRT STATION	
EXISTING ROW	
MISSISSAUGA OP 42m ROW	
PROPOSED SIDEWALK	
PROPOSED CYCLE TRACK	
PROPOSED MUP	
APPROXIMATE GRADING LIMITS	
PROPOSED RETAINING WALL	

Key Plan

NO.	DESCRIPTION	DATE

**WZMH ARCHITECTS**  
 200 King Street West  
 Toronto, Ontario M5X 1C5  
 Tel: (416) 593-8888  
 Fax: (416) 593-8889  
 www.wzmh.com

Plot Title: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Scale: 1:400  
 Date: 2023-05-05  
 Drawing: A-102





May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **2560 and 2564 Confederation Parkway, Mississauga** (herein the “property”) which fronts onto the west side of Confederation Parkway and is located to the south of the Dundas Street and Confederation Parkway intersection. Our property consists of two vacant land parcels that are ripe for redevelopment.

We are concerned with the deadline to respond to the above cited proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently adopted their new Official Plan on April 28<sup>th</sup>, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan:

**Proposed Confederation Parkway Major Transit Area Boundary:**

As shown in Figure 1, 2, and 3 in the Appendix, our property has been excluded from the Confederation Parkway Major Transit Station Area Boundary (herein “**MTSA**”). There is no equitable explanation for three sides surrounding our property to be included while our property is excluded. In addition, there is a Bus Rapid Transit Station proposed at the corner of Dundas Street and Confederation Parkway which is less than 150 metres from our property as shown in Figure 4 and 5 in the Appendix. In light of Figure 1, 2, 3, 4, and 5, it is absurd for our property to be excluded from the MTSA given its proximity to future transit, and whereas properties much further away are included in the proposed MTSA. We will be approaching the Region of Peel to seek an amendment to include both our and the adjacent properties to be within the MTSA in the Regional Official Plan that was recently adopted April 28<sup>th</sup>, 2022.

**Employment Zone:**

The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”*

**Land Use:**

We ask that your Worship and City Councillors direct City Staff to re-designate our property on proposed draft map “Protected Major Transit Station Area Schedule 11-G” to be changed from “Mixed Use” to “Residential High Density,” **similar to other properties to the north and west of our property**, allowing for the future redevelopment of our property for a multi-family residential building, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City’s own Dundas Connects Master Plan which reads as follows:

**Ahmed Group (2560+2564 Confederation Pkwy) Inc.**  
 1024 Dundas St. E., Mississauga, Ontario L5N 1W1  
 P: 905-949-0999 • F: 905-949-9489 • W: www.Ahmed.Group



*“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.”*

It is important to note our property has historically been used for residential land uses. Recently, our property was re-zoned to permit residential dwelling units above ground floor commercial, and was labeled Mixed Use in the Mississauga Official Plan. It is accordingly appropriate for our property to be considered for Residential High Density. This redesignation of our lands in City Staff’s proposed official plan amendments would allow for a more appropriate transition to existing residential lands that surround our property. Further our consultants have concluded that our property and surrounding properties are ideal candidates for the redesignation to Residential High Density. This redesignation will assist to achieve the Provincial A Place to Grow Plan and new Region of Peel Official Plan objectives, in relation to much needed rental housing.

### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

*“Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I’m looking at Cooksville isn’t because I’m the Councillor there it’s because I’m a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?”*

Bashar Al-Hussaini, City Planner and Project Lead

*“So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.”*

Councillor Carolyn Parrish

*“So, what I’m hearing from you was this was a decision, internal decision, to look at heights rather than FSI?”*

Bashar Al-Hussaini, City Planner and Project Lead

*“Correct...”*

Councillor Carolyn Parrish

*“So, if the world is going to tall towers, tall point towers, we’re going to stick with little block buildings if we have to?”*



Bashar Al-Hussaini, City Planner and Project Lead

*“So in terms of meeting the minimum density targets, umm...”*

Councillor Carolyn Parrish

*“I get all of that. I lived in the Region – I’m telling you. **So, you’re telling me that this is a decision made locally, and once it’s made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?”***

Bashar Al-Hussaini, City Planner and Project Lead

*“If it’s approved, correct.”*

- City Staff’s decision of using maximum heights to “**guide density**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located in close proximity to the upcoming Confederation Parkway Bus Rapid Transit Station.

**Ahmed Group’s Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. are subsidiaries of the Ahmed Group along with us, and as such we are fully aware of the particulars for their proposed mixed-use purpose-built rental apartment development located at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We fully support their proposed development, including the land uses, density, building heights and massing.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan.

Yours Sincerely,

**AHMED GROUP (2560+2564 CONFEDERATION PKWY) INC.**

Per: \_\_\_\_\_

Moe Ahmed, President and CEO



c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
17. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlq.com](mailto:peter.gross@gowlingwlq.com)
18. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlq.com](mailto:brian.parker@gowlingwlq.com)
19. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)

APPENDIX



Figure 1: MTSA Boundaries

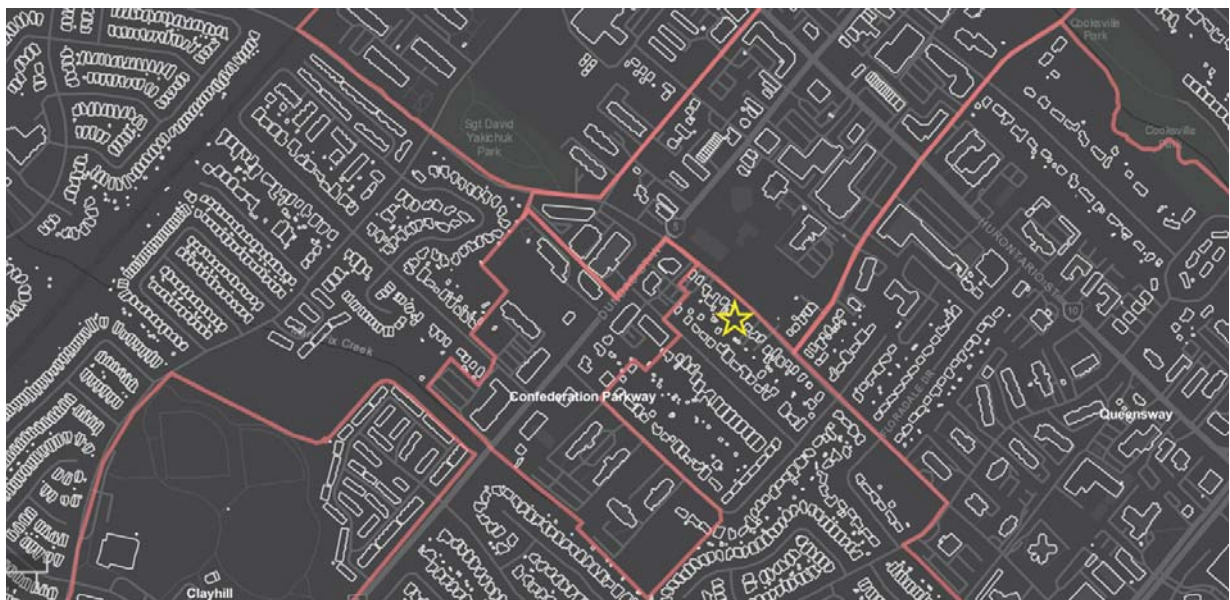


Figure 2: MTSA Boundaries



Figure 3: MTSA Boundaries

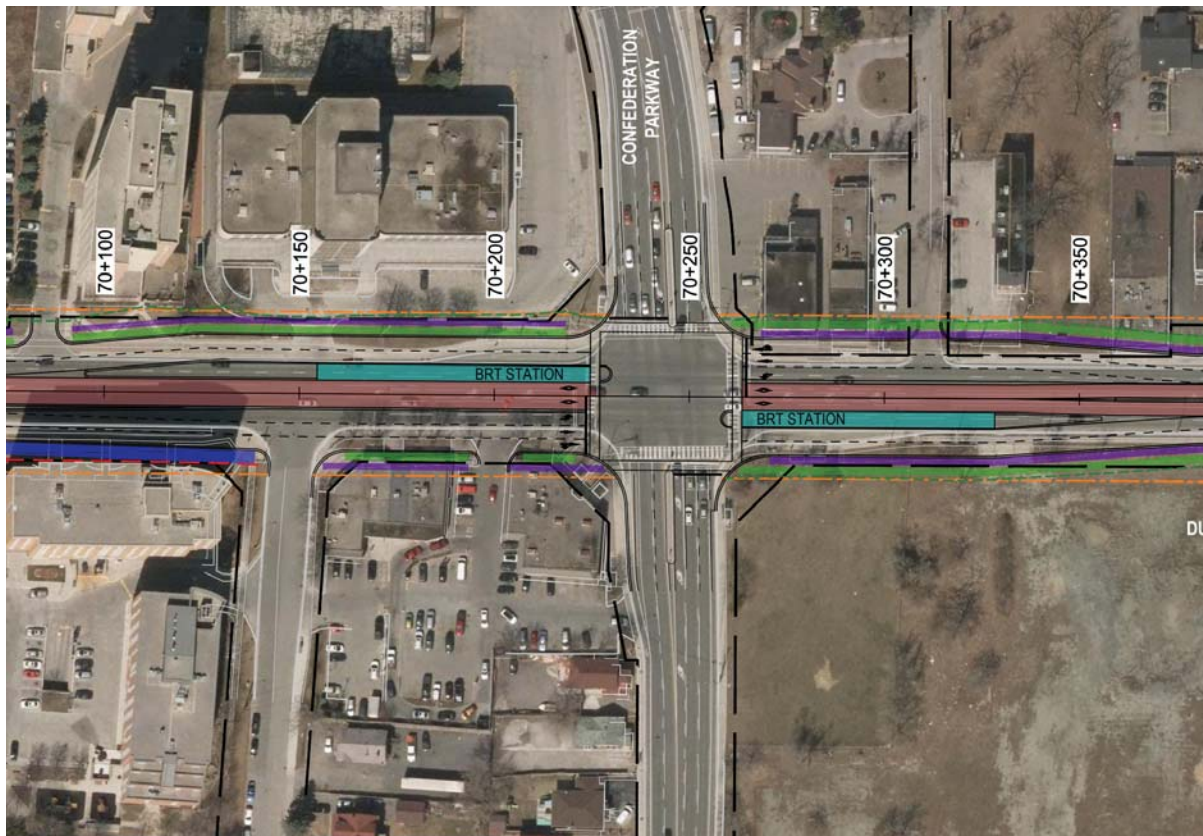


Figure 4: Proposed Location of BRT Station

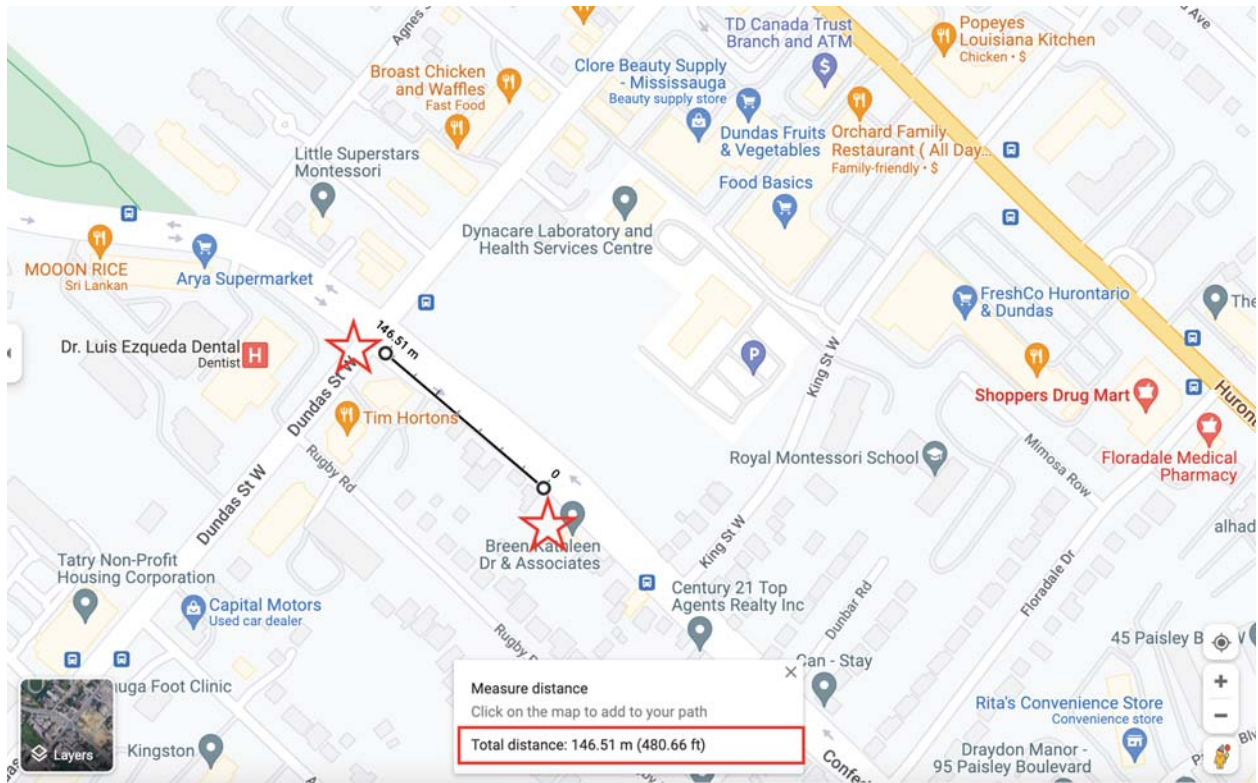
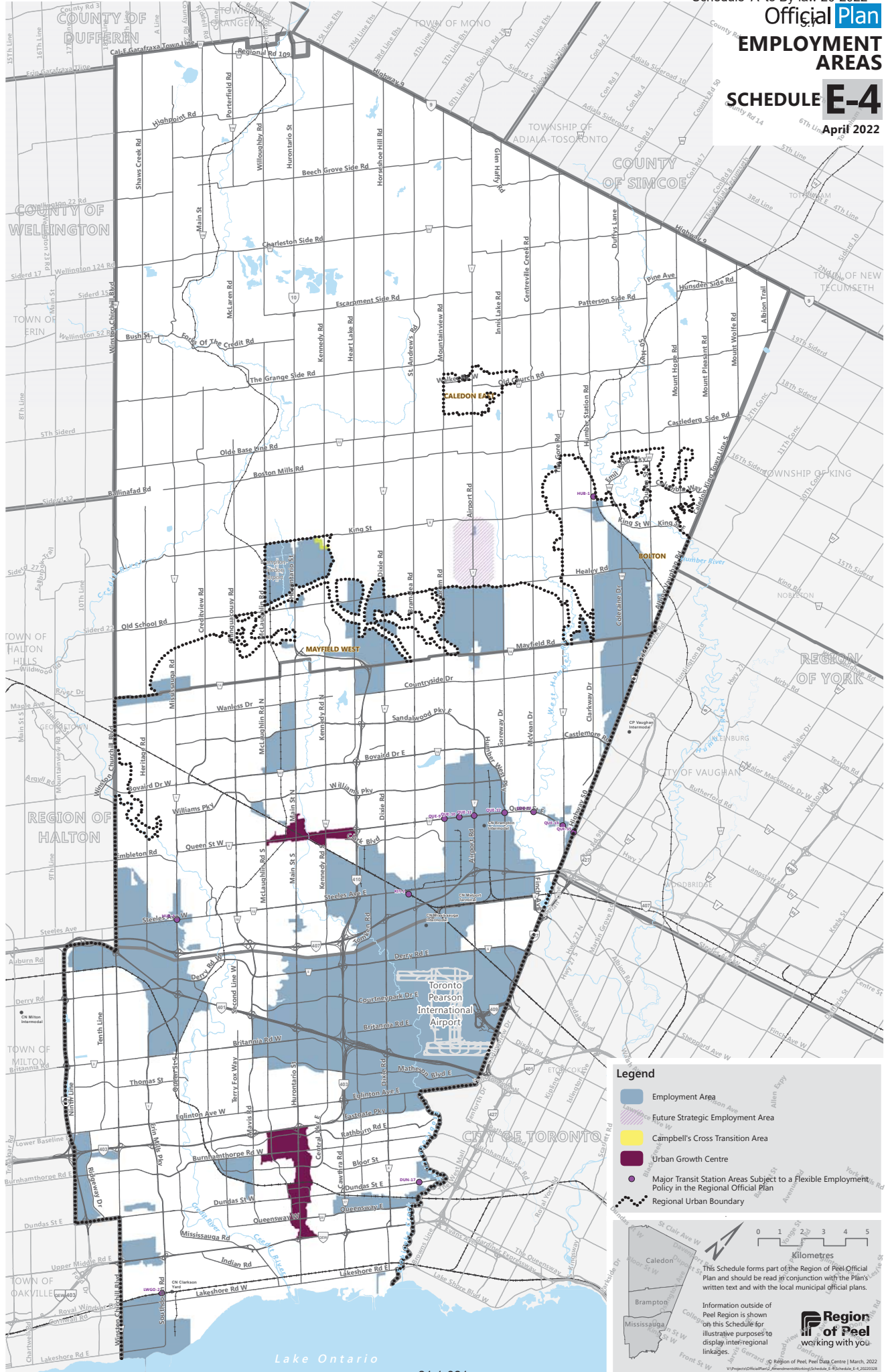


Figure 5: Property Proximity to Proposed BRT Station



**Legend**

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

0 1 2 3 4 5  
 Kilometres

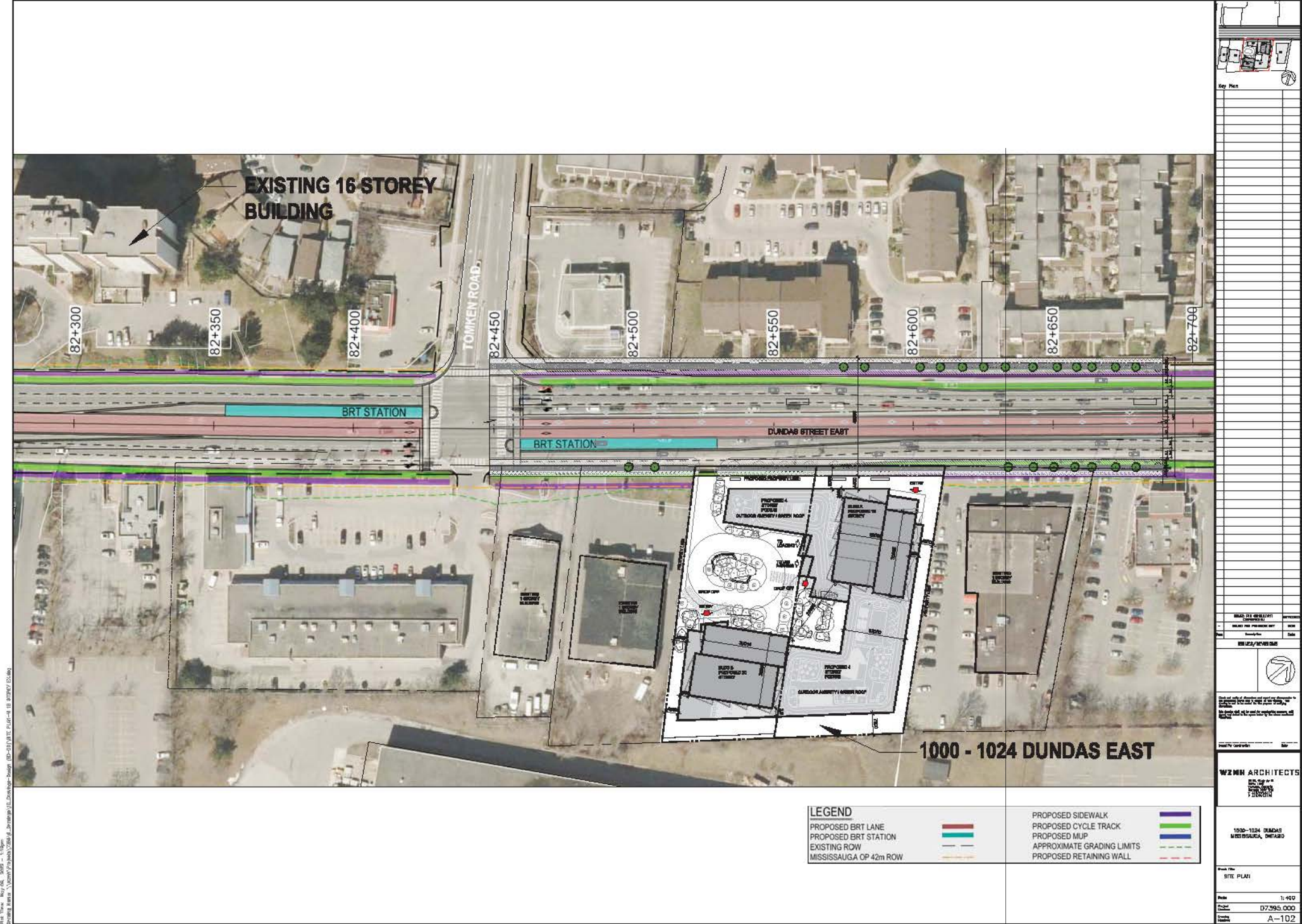
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel (Eas. Centre) (March, 2022)  
 W:\Projects\OfficialPlan\_Review\enabling\Schedule\_E-4\Schedule\_E-4\_20220218





**EXISTING 16 STOREY BUILDING**

82+300

82+350

82+400

82+450

82+500

82+550

82+600

82+650

82+700

TOMKEN ROAD

DUNDAS STREET EAST

BRT STATION

BRT STATION

**1000 - 1024 DUNDAS EAST**

**LEGEND**

PROPOSED BRT LANE		PROPOSED SIDEWALK	
PROPOSED BRT STATION		PROPOSED CYCLE TRACK	
EXISTING ROW		PROPOSED MUP	
MISSISSAUGA OP 42m ROW		APPROXIMATE GRADING LIMITS	
		PROPOSED RETAINING WALL	



NO. OF SHEETS	1
DATE	2023-05-11
PROJECT	1000-1024 DUNDAS EAST
CLIENT	WZMH ARCHITECTS
DESIGNER	WZMH ARCHITECTS
DATE	2023-05-11



**WZMH ARCHITECTS**  
 200 King Street West  
 Toronto, Ontario M5X 1C5  
 TEL: 416-593-8888  
 WWW.WZMH.COM

1000-1024 DUNDAS  
 MISSISSAUGA, ONTARIO

Scale: 1:400  
 Plot: 07395.000  
 A-102

Plot Title: 1000-1024 DUNDAS EAST - SITE PLAN  
 Project Name: 1000-1024 DUNDAS EAST  
 Date: 2023-05-11  
 Scale: 1:400  
 Plot: 07395.000  
 A-102



## Ashley (Group of Companies)

918 Dundas Street E., Suite 500  
Mississauga, ON  
L4Y 4H9

Office: 905-276-9980

Fax: 905-276-9957 Email: [aohmain@ashleyoakshomes.com](mailto:aohmain@ashleyoakshomes.com)

5.7

### 584463 ONTARIO LIMITED

May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

### **PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **918, 920 and 922 Dundas Street East, Mississauga** (herein the “property”) which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City’s own Dundas Connects Masterplan:

#### **Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”*

#### **Land Use:**

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff’s proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner’s land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittlemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan 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."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

*Councillor Carolyn Parrish*

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*Correct...*

*Councillor Carolyn Parrish*

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in terms of meeting the minimum density targets, umm...*

*Councillor Carolyn Parrish*

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our M TSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

*Bashar Al-Hussaini, City Planner and Project Lead*  
***If it's approved, correct.***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

**Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

**584463 ONTARIO LIMITED (ASHLEY GROUP)**

Per: 

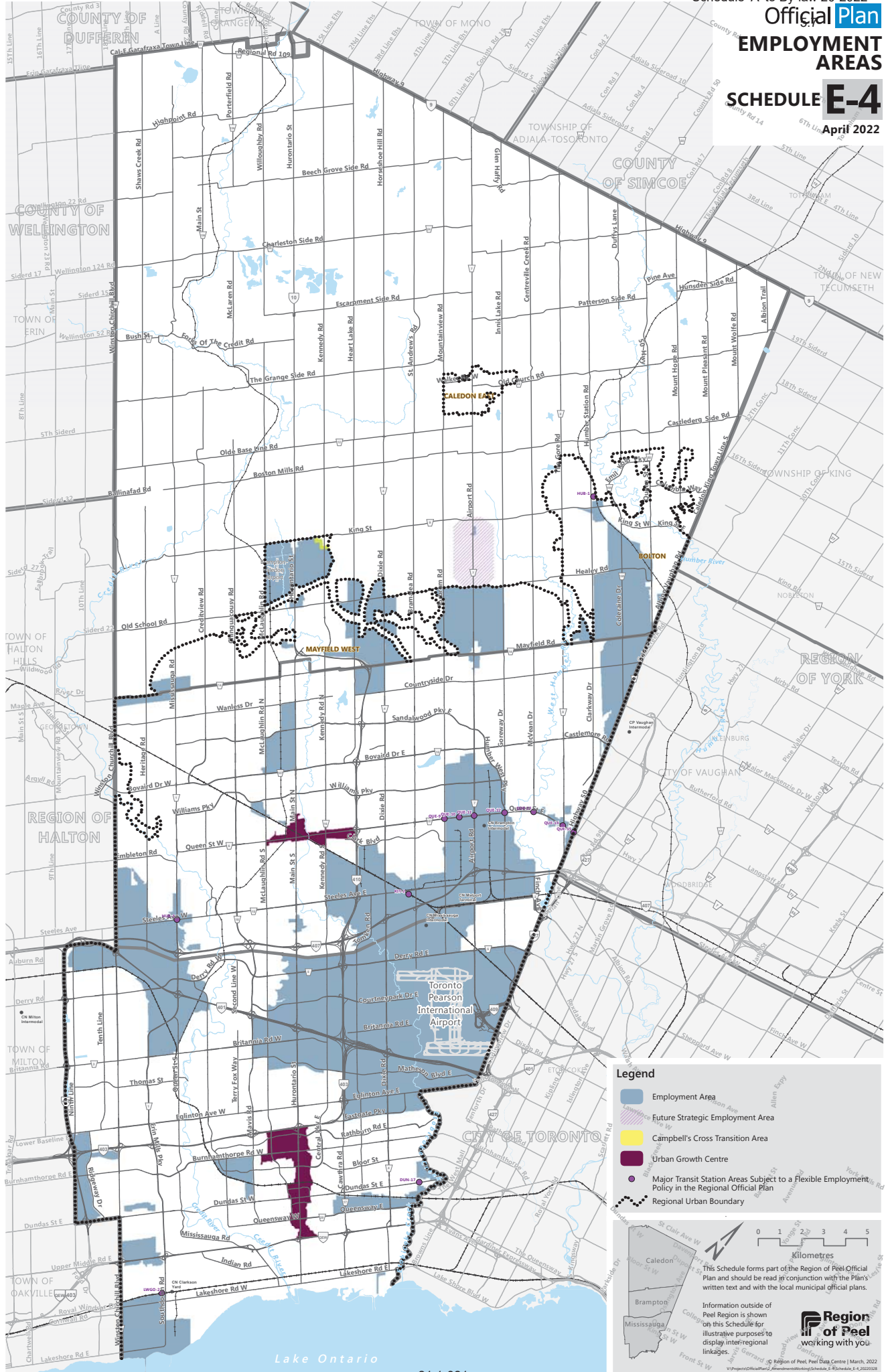
Andjelka Vuckovic, President

c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)

4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whitemore – [andrew.whitemore@mississauga.ca](mailto:andrew.whitemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group – [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlg.com](mailto:peter.gross@gowlingwlg.com)
19. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlg.com](mailto:brian.parker@gowlingwlg.com)

John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)



**Legend**

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

0 1 2 3 4 5  
 Kilometres

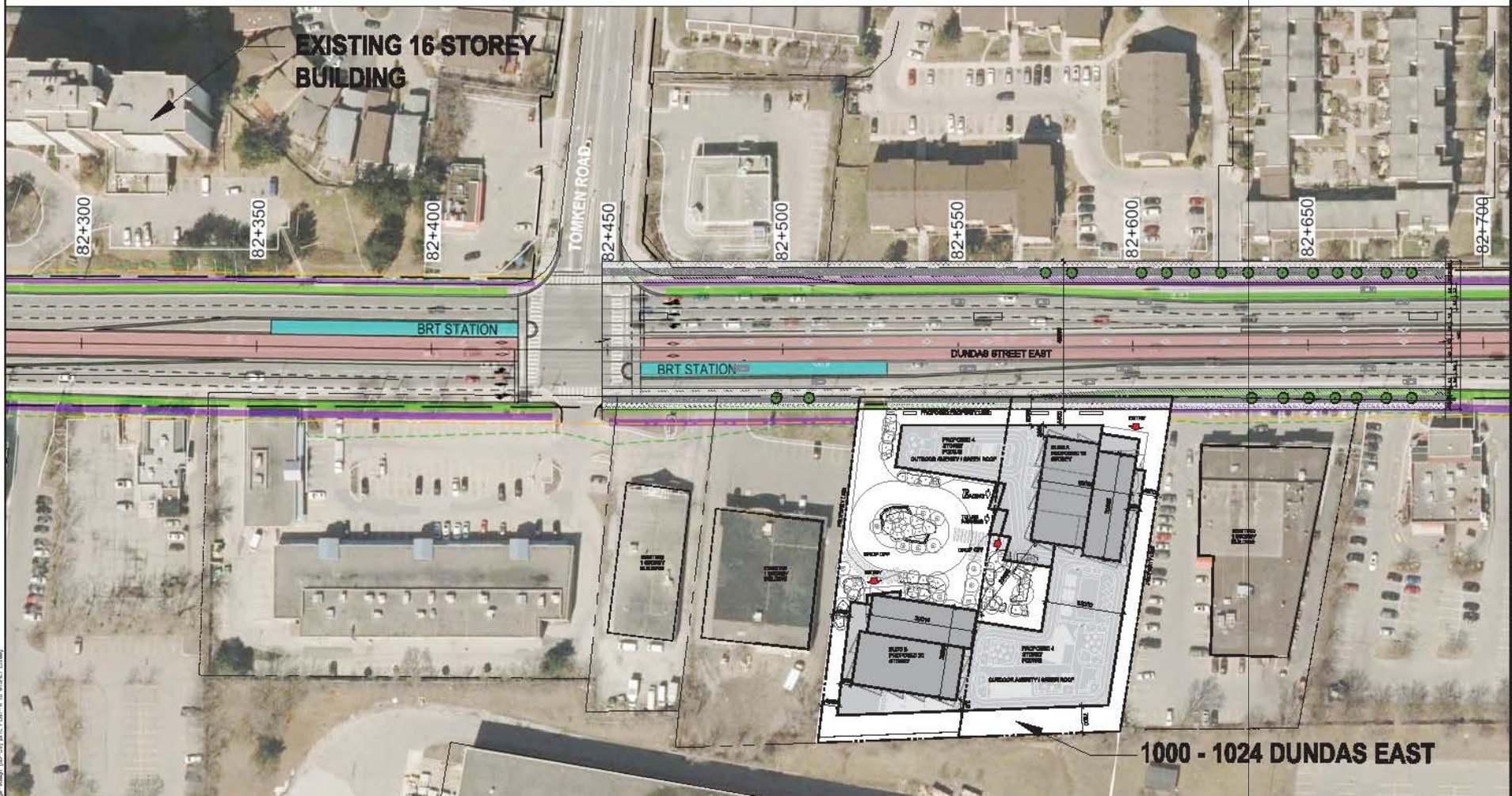
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel (Eas. Centre) (March, 2022)  
 W:\Projects\OfficialPlan\Amendments\2022\Schedule E-4\Schedule E-4-20220218

Plot Title: 1000 - 1024 Dundas East - Site Plan  
 Drawing Number: 1000 - 1024 Dundas East - Site Plan - A-102  
 Project Name: 1000 - 1024 Dundas East - Site Plan - A-102  
 Project Location: 1000 - 1024 Dundas East, Mississauga, Ontario  
 Client: WZMH Architects  
 Date: 2024-05-20  
 Scale: 1:400



LEGEND			
PROPOSED BRT LANE		PROPOSED SIDEWALK	
PROPOSED BRT STATION		PROPOSED CYCLE TRACK	
EXISTING ROW		PROPOSED MUP	
MISSISSAUGA OP 42m ROW		APPROXIMATE GRADING LIMITS	
		PROPOSED RETAINING WALL	

Key Plan

NO.	REVISION	DATE	BY

WZMH ARCHITECTS

1000 - 1024 DUNDAS  
MISSISSAUGA, ONTARIO

Scale: 1:400  
 Plot: 07395.000  
 A-102



May 25, 2022

City of Mississauga City Council  
The Corporation of the City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attention: Megan Piercey, Legislative Coordinator, Legislative Services

Re: Letter of Concern - City of Mississauga Official Plan Review &  
May 30, 2022 Planning and Development Committee – Item 6.7  
White Elm Investments Ltd.  
1450-1458 Dundas Street East, City of Mississauga  
(GWD File PN.1619)

Dear Chair and Members of Planning and Development Committee:

Gagnon Walker Domes Ltd. (“GWD”) represents White Elm Investments Ltd. (“White Elm”), the registered owner of the property municipally known as 1450-1458 Dundas Street East in the City of Mississauga (hereinafter referred to as the “subject site”). The subject site is approximately 2.8 hectares (6.91 acres) in size with approximately 90.49 metres (296.88 feet) of frontage on Dundas Street East, east of Dixie Road. The subject site is currently occupied by one (1) 2-storey commercial building and large paved areas.



Dundas Street is proposed to accommodate bus rapid transit service as contemplated through the Dundas Connects Master Plan. The Dixie GO Station abuts the subject site to the immediate south. The subject site is located within a Major Transit Station Area (“MTSA”) as identified in the newly Regional Council adopted 2022 Region of Peel Official Plan.

---

**GAGNON WALKER DOMES LTD.**

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790  
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556  
www.gwdplanners.com • Toll Free: 1-855-771-7266

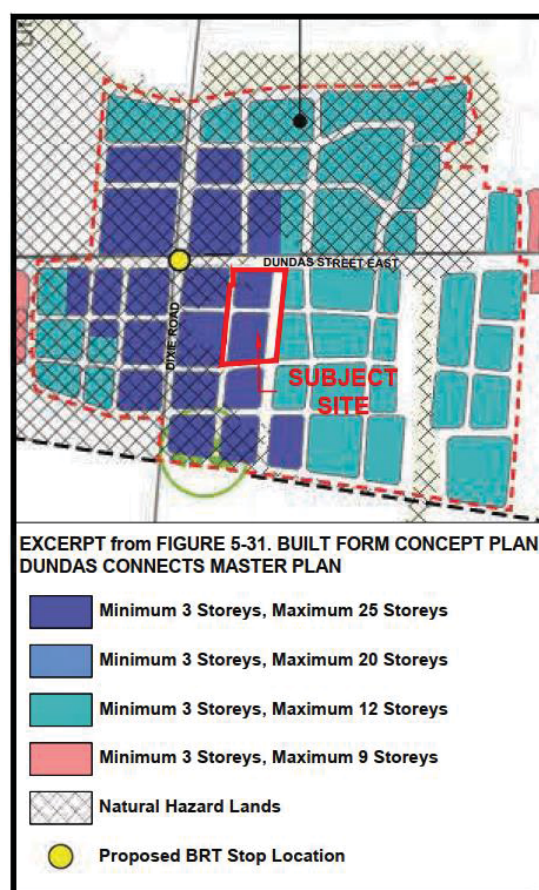
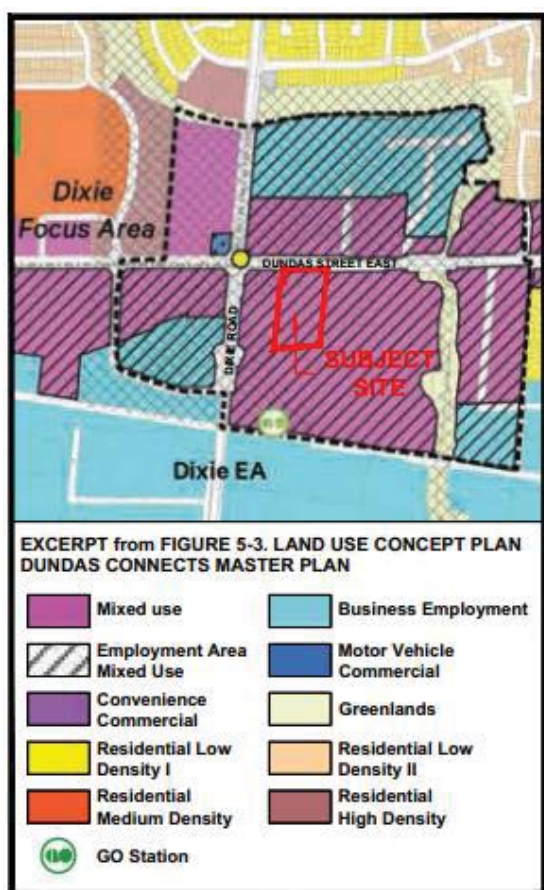


## DUNDAS CONNECTS MASTER PLAN

By way of background, the Dundas Connects Master Plan was prepared to guide future urban growth and intensification along the Dundas Street Corridor coincident with the implementation of higher order transit along Dundas Street. White Elm had actively participated in the Dundas Connects Master Plan Study process following its commencement in 2016. The Dundas Connects Master Plan was approved by City of Mississauga Council on June 20, 2018.

According to the Council approved Dundas Connects Master Plan, the subject site is planned/designated as follows:

- Land Use: ‘*Employment Area Mixed Use*’ (Figure 5-3 Land Use Concept Plan);
- Building Heights: ‘*Minimum 3 Storeys, Maximum 25 Storeys*’ (Figure 5-31 Built Form Concept Plan).



At the time of the approval of the Dundas Connects Master Plan the subject site was located within the Dixie Employment Area.

## NEW REGION OF PEEL OFFICIAL PLAN/ REGION OF PEEL MUNICIPAL COMPREHENSIVE REVIEW

The new Region of Peel Official Plan was approved by Regional Council on April 28, 2022 and is currently at the Ministry of Municipal Affairs and Housing for final approval. The new Regional Official Plan includes a final delineation of 54 MTSAs and 8 “Planned” MTSAs within the Region,



including the DUN-16/MIL-6 “Primary” MTSA centered at the intersection of Dixie Road and Dundas Street East, wherein the subject site is located.

Further, the new Region of Peel Official Plan considered Employment Area Conversion requests on a Region-wide basis, which had the effect of removing certain lands from the City of Mississauga’s various Employment Areas. This included the removal of the subject site from the Dixie Employment Area pursuant to the City of Mississauga’s municipally initiated Conversion Request intended to implement the Dundas Connects Master Plan.

## **CITY OF MISSISSAUGA OFFICIAL PLAN REVIEW**

The City of Mississauga is required to review its Official Plan to conform to Provincial Plans and the Region of Peel Official Plan. The City of Mississauga commenced its Official Plan Review in June 2019.

Given the magnitude and extent of the City’s Official Plan Review exercise, the City of Mississauga’s current Official Plan has been assessed in various segments. To date, the City of Mississauga has released the following draft Official Plan policy documents for public consultation and input:

- Draft City-Wide Major Transit Station Area Official Plan policies;
- Draft Dundas Corridor Implementation Official Plan policies; and
- “Bundle 1” Draft City of Mississauga Official Plan policies.

White Elm has been actively engaged in the City of Mississauga’s Official Plan Review exercise. This has included participation at various Public Meetings/Public Information Centres and discussions with City of Mississauga Planning Staff.

## **OVERVIEW OF WHITE ELM’S CONCERNS**

This written correspondence is intended to form White Elm’s public input in regards to both the City of Mississauga’s Draft City-Wide Major Transit Station Area Official Plan policies and Draft Dundas Corridor Implementation Official Plan policies.

### **A. City of Mississauga Draft City-Wide Major Transit Station Area Official Plan Policies**

White Elm has reviewed the City of Mississauga Staff Report entitled “*City-Wide Major Transit Station Area Study - Draft Official Plan Amendment*” dated, April 14, 2022. The draft Official Plan Amendment being advanced through the City’s Staff Report includes the delineation of MTSA boundaries along with draft Official Plan policy concerning land uses, density, built form/urban design, land use compatibility, and other policy respecting future development within MTSA’s.

White Elm’s questions, comments and concerns with the draft MTSA Official Plan policies are as follows:

- Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)
  - White Elm acknowledges and supports the subject site being located outside of the redefined limits of the Dixie Employment Area consistent with the newly adopted Region of Peel Official Plan.



- The Land Use Schedule proposes the redesignation of the subject site from ‘Mixed Use’ to ‘Mixed Use Limited’.
  - **Recommended Schedule Modification:** Schedule 11-G should be modified to remove the subject site from those lands that are proposed to be redesignated from ‘Mixed Use’ to ‘Mixed Use Limited’. The subject site’s existing ‘Mixed Use’ designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.
- The Building Height Schedule identifies permitted building heights on the subject site as a minimum of 2 storeys up to a maximum of 20 storeys.

The City of Mississauga’s draft City-Wide Major Transit Station Areas Amendment and draft Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan which, as approved, directed a maximum building height of 25 storeys for the Dixie-Dundas Node including the subject site. The proposed 20 storey maximum building height is inconsistent with the Dundas Connects Master Plan and Council direction.

- **Recommended Schedule Modification:** Schedule 11-G should be modified to identify a maximum permitted building height on the subject site of up to at least 25 storeys, consistent with the Council approved Dundas Connects Master Plan.

Pursuant to the new Regional Official Plan, while the City of Mississauga is required to undertake comprehensive planning to establish the minimum building heights for land uses within an MTSA, it is not required to establish maximum building heights. Given the Dixie-Dundas Community Node’s superior access to multiple modes of higher order transit and its separation from stable low-rise residential uses, White Elm encourages the City of Mississauga to increase the maximum permitted building heights proposed for the subject site to higher than 25 storeys, or alternatively remove the maximum building height restriction applicable to the subject site to allow for the determination of a maximum building heights beyond 25 storeys to be assessed during the site specific development application approval process.

White Elm’s proposed policy modification redlines are included in Appendix A.

## **B. City of Mississauga Draft Dundas Corridor Implementation Official Plan Policies**

White Elm has reviewed the draft Dundas Corridor Implementation Official Plan policies that were released by the City of Mississauga on May 16, 2022 and the corresponding City of Mississauga Staff Report entitled “*Public Meeting Information Report (Wards 1-4 & 6-8) Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment*”. The draft Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan by providing direction on land use, built form, connectivity and the open space network towards Dundas Street’s evolution to a dynamic, urban, mixed use corridor.



White Elm's questions, comments and concerns with the draft Dundas Corridor Implementation Official Plan policies are as follows:

- Schedule 1: Urban System
- Schedule 2: Intensification Areas
- Schedule 9: Character Areas
- Map 14-1: City Structure Community Nodes
- Map 14-3: Dixie-Dundas Community Node Character Area
  - White Elm acknowledges and supports the subject site as being located within the newly defined delineation of the 'Dixie-Dundas Community Node' Character Area. Pursuant to the draft Dundas Corridor Implementation Official Plan policies, the Dixie-Dundas Community Node Character Area is planned to include a diverse mix of employment, commercial and residential uses. Development along Dundas Street is planned to be mixed use in nature with non-residential uses on the ground floor of new buildings. A range of housing options shall be provided to meet the needs of the Character Area.
  - Schedule 2 identifies a 'Major Transit Station Area with 500m radius circle' on the Dixie GO Station lands. While the proposed amendment to Schedule 2 appropriately identifies the newly defined limits of the Dixie-Dundas Community Node Character Area, it fails to identify Regionally adopted MTSA delineations.
    - **Recommended Schedule Modification:** Schedule 2 should be modified to include the final delineations of the City's MTSA's, including the Dixie GO MTSA.
- Schedule 10: Land Use Designations
  - Schedule 10 proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'.
    - **Recommended Schedule Modification:** Schedule 10 should be modified to remove the subject site from those lands that are proposed to be redesignated from 'Mixed Use' to 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.
- Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)
  - White Elm acknowledges and supports the subject site being located outside of the redefined limits of the Dixie Employment Area consistent with the newly adopted Region of Peel Official Plan.
  - The Land Use Schedule proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'.
    - **Recommended Schedule Modification:** Schedule 11-G should be modified to remove the subject site from those lands that are proposed to



be redesignated from 'Mixed Use' to 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.

- The Building Height Schedule identifies permitted building heights on the subject site as a minimum of 2 storeys up to a maximum of 20 storeys.

The City of Mississauga's City-Wide Major Transit Station Areas Amendment and Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan which, as approved, directed a maximum building height of 25 storeys for the Dixie-Dundas Node. The proposed 20 storey maximum building height is inconsistent with the Dundas Connects Master Plan and Council direction.

- **Recommended Schedule Modification:** Schedule 11-G should be modified to identify a maximum permitted building height on the subject site of up to at least 25 storeys consistent with the Council approved Dundas Connects Master Plan.

As noted above, while the City of Mississauga is required to undertake comprehensive planning to establish the minimum building heights for land uses within a MTSA, it is not required to establish maximum building heights. Given the Dixie-Dundas Community Node's superior access to multiple modes of higher order transit and its separation from stable low-rise residential uses, White Elm encourages the City of Mississauga to increase the maximum permitted building heights proposed for the subject site to higher than 25 storeys, or alternatively remove the maximum building height restriction applicable to the subject site to allow for the determination of a maximum building heights beyond 25 storeys to be assessed during the site specific development application approval process.

- Draft Policy 5.4.16.5 seeks to advance a detailed road network as identified in Figures 5-16.1 and 5-16.2. The delineation of a new detailed local road network and road ownership (municipal road versus private road) in the context of the proposed Official Plan policies is inappropriate. Further, insufficient justification, technical analysis and stakeholder consultation has been completed in support of the local road network advanced in Figures 5-16.1 and 5-16.2. The delivery, extent and alignment of local roads should be advanced by development proponents and reviewed by the City and/or Region through the planning application process.

- **Recommended Policy Modification:** Figures 5-16.1 and 5-16.2 should be deleted and reference thereto should be deleted from draft Policy 5.4.16.5.

- The Land Use Schedule proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'. As noted above, it is White Elm's request that the subject site remain designated 'Mixed Use' to more clearly identify residential uses as a permitted land use on the lands. If this request is not granted, White Elm is concerned that the residential permissions associated with the 'Mixed Use Limited' designation are not permitted outright. In fact, it is insufficiently clear through Section 11.2.7 whether residential uses are permitted at all within the 'Mixed Use Limited' designation. In this regard, and in the event that the 'Mixed Use Limited' designation is ultimately approved by City Council for the



subject site, clear and more permissive language should be included in Policies 11.2.7.1 and 11.2.7.3 that specifically permit residential uses subject to the compatibility provisions identified in Policy 11.2.7.3.

- **Recommended Policy Modification:** Policy 11.2.7.1 to remove reference to residential uses as a non-permitted use.
- **Recommended Policy Modification:** Policy 11.2.7.3 to be modified to specifically identify compatibility criteria for permitted residential uses.

White Elm's proposed policy modification redlines are included in Appendix B.

### **Final Comments and Recommendations**

It is our opinion that the draft Official Plan policies do not fully conform to the Council approved Dundas Connects Master Plan. More specifically, it is our opinion that clear residential land use permissions should be provided on the subject site through a continuation of the existing Mixed Use land use designation. Further, a maximum building height of at least 25 storeys should apply to the subject site as contemplated through the Council approved Dundas Connects Master Plan.

Recommended draft Official Plan policy modifications are enclosed in Appendix A and Appendix B to address White Elm's concerns.

On behalf of our client, White Elm, we wish to thank the City for the opportunity to provide Public Input regarding the City-Wide Major Transit Station Areas Draft Official Plan Amendment and Dundas Corridor Implementation policies and we look forward to meeting with City Staff to resolve the enclosed concerns prior to any further policy considerations by City Council.

White Elm reserves the right to provide additional/revised comments based on the City of Mississauga's response to the comments and concerns identified herein as well as any further reports or draft Official Plan policy produced in connection with the City of Mississauga's Official Plan Review exercise.

A blue ink signature of Richard Domes, consisting of a large, stylized 'R' and 'D'.

**Richard Domes**  
**Principal Planner**

A black ink signature of Anthony Sirianni, featuring a large, flowing 'A' and 'S'.

**Anthony Sirianni**  
**Associate Planner**

C.C: White Elm Investments Ltd.  
Michael Gagnon, Gagnon Walker Domes Ltd.  
Bashar Al-Hussaini, City of Mississauga  
Andrew Whittemore, City of Mississauga  
A. Smith, Region of Peel



**APPENDIX A:** City of Mississauga Draft City-Wide Major Transit Station Area Official Plan Policies

Policy/Schedule	Proposed Policy Modification
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)  Building Height Schedule: Permitted building height 'Min. 2 to Max 20'	Schedule 11-G, Building Height Schedule permitted building height 'Min. 2 to <del>Max 20</del> Max 25+'
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)  Land Use Schedule: 'Mixed Use Limited' Designation	Schedule 11-G, Land Use Schedule: 'Mixed Use <del>Limited</del> ' Designation

**APPENDIX B:** City of Mississauga Draft Dundas Corridor Implementation Official Plan Policies

Policy/Schedule	Proposed Policy Modification
Schedule 2: Intensification Areas	Schedule 2 should be modified to include the final delineations of the City's MTSA's, including the Dixie GO MTSA.
Schedule 10: Land Use Designations Redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'	Schedule 10, Land Use Designations: 'Mixed Use <del>Limited</del> ' Designation
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)  Building Height Schedule: Permitted building height 'Min. 2 to Max 20'	Schedule 11-G, Building Height Schedule permitted building height 'Min. 2 to <del>Max 20</del> Max 25+'
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)  Land Use Schedule: 'Mixed Use Limited' Designation	Schedule 11-G, Land Use Schedule: 'Mixed Use <del>Limited</del> ' Designation
5.4.16 Dundas Street Corridor  Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly midrise built form with active storefronts, community facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities.	5.4.16 Dundas Street Corridor  Dundas Street will...have a mix of residential, commercial and employment uses within a predominantly midrise built form <b>with high-rise buildings at key locations</b> with active storefronts... New public <b>and privately owned publicly accessible</b> streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations...





<p>5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multimodal transportation network, and encourage multimodal access as shown conceptually in Figures 5- 16.1 and 5-16.2, where:</p> <ul style="list-style-type: none"> <li>a) the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process;</li> <li>b) smaller development blocks are created with new roads and pedestrian connections; and</li> <li>c) pedestrian and cycling connections to transit facilities will be prioritized.</li> </ul>	<p>5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multimodal transportation network, and encourage multimodal access <del>as shown conceptually in Figures 5-16.1 and 5-16.2,</del> where:</p> <ul style="list-style-type: none"> <li>a) the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process;</li> <li>b) smaller development blocks are created with new roads and pedestrian connections; and</li> <li>c) pedestrian and cycling connections to transit facilities will be prioritized.</li> </ul>
<p>Figures 5-16.1 and 5-16.2</p>	<p>Delete Figures 5-16.1 and 5-16.2</p>
<p>11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:</p> <ul style="list-style-type: none"> <li>a. sensitive land uses, including residential; and</li> <li>a) drive-through facilities.</li> </ul>	<p>11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:</p> <ul style="list-style-type: none"> <li><del>a. sensitive land uses, including residential; and</del></li> <li>a. drive-through facilities.</li> </ul>
<p>11.2.7.3 In some areas, residential uses and other sensitive land uses may be considered without amendment to this Plan where the use:</p> <ul style="list-style-type: none"> <li>a. is appropriate in accordance with the policies of this Plan;</li> <li>b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;</li> <li>c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour;</li> <li>d. does not pose a risk to public health and safety;</li> <li>e. prevents or mitigates negative impacts and minimizes the risk of complaints;</li> <li>f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;</li> <li>g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and</li> <li>h. permits Employment Areas to be developed for their intended purpose.</li> </ul>	<p>11.2.7.3 <del>In some areas, r</del>Residential uses and other sensitive land uses <del>may be considered without amendment to this Plan</del> shall be permitted where the use:</p> <ul style="list-style-type: none"> <li>a. is appropriate in accordance with the policies of this Plan;</li> <li>b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;</li> <li>c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour;</li> <li>d. does not pose a risk to public health and safety;</li> <li>e. prevents or mitigates negative impacts and minimizes the risk of complaints;</li> <li>f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;</li> <li>g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and</li> <li>h. permits Employment Areas to be developed for their intended purpose.</li> </ul>



May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We are the Property Managers, authorized to act on behalf of the owners of the plaza having municipal address **960 and 966 Dundas Street East, Mississauga** (herein the "Property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City's own Dundas Connects Masterplan:

**Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

**Land Use:**

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan 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."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

*Councillor Carolyn Parrish*

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*Correct...*

*Councillor Carolyn Parrish*

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in terms of meeting the minimum density targets, umm...*

*Councillor Carolyn Parrish*

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

*Bashar Al-Hussaini, City Planner and Project Lead*

***If it's approved, correct.***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

**Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

**GOLFOUR PROPERTY SERVICES INC.**

Per: 

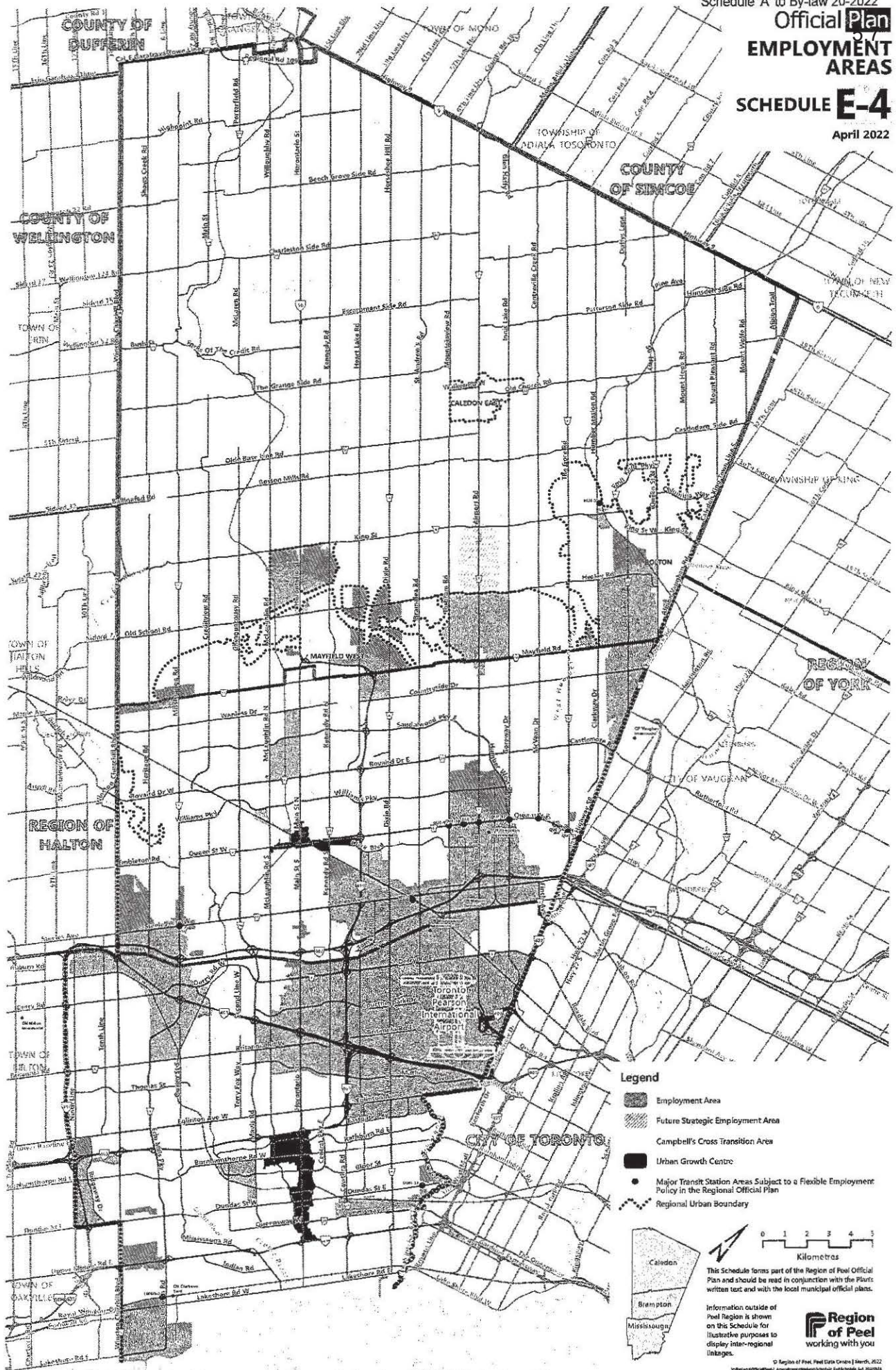
Michael Eveleigh, CPA, CA

c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 - Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 - Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 - Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 - Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 - Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 - Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 - Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 - Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 - Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building - Andrew Whittemore - [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services - Diana Rusnov - [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group - [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group - [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group - [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG - [peter.gross@gowlingwlg.com](mailto:peter.gross@gowlingwlg.com)
19. Brian Parker, Senior Land Planner, Gowling WLG - [brian.parker@gowlingwlg.com](mailto:brian.parker@gowlingwlg.com)
20. John Lohmus, Senior Land Planner, Plan Logic Consulting - [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)

# Official Plan EMPLOYMENT AREAS SCHEDULE E-4

April 2022



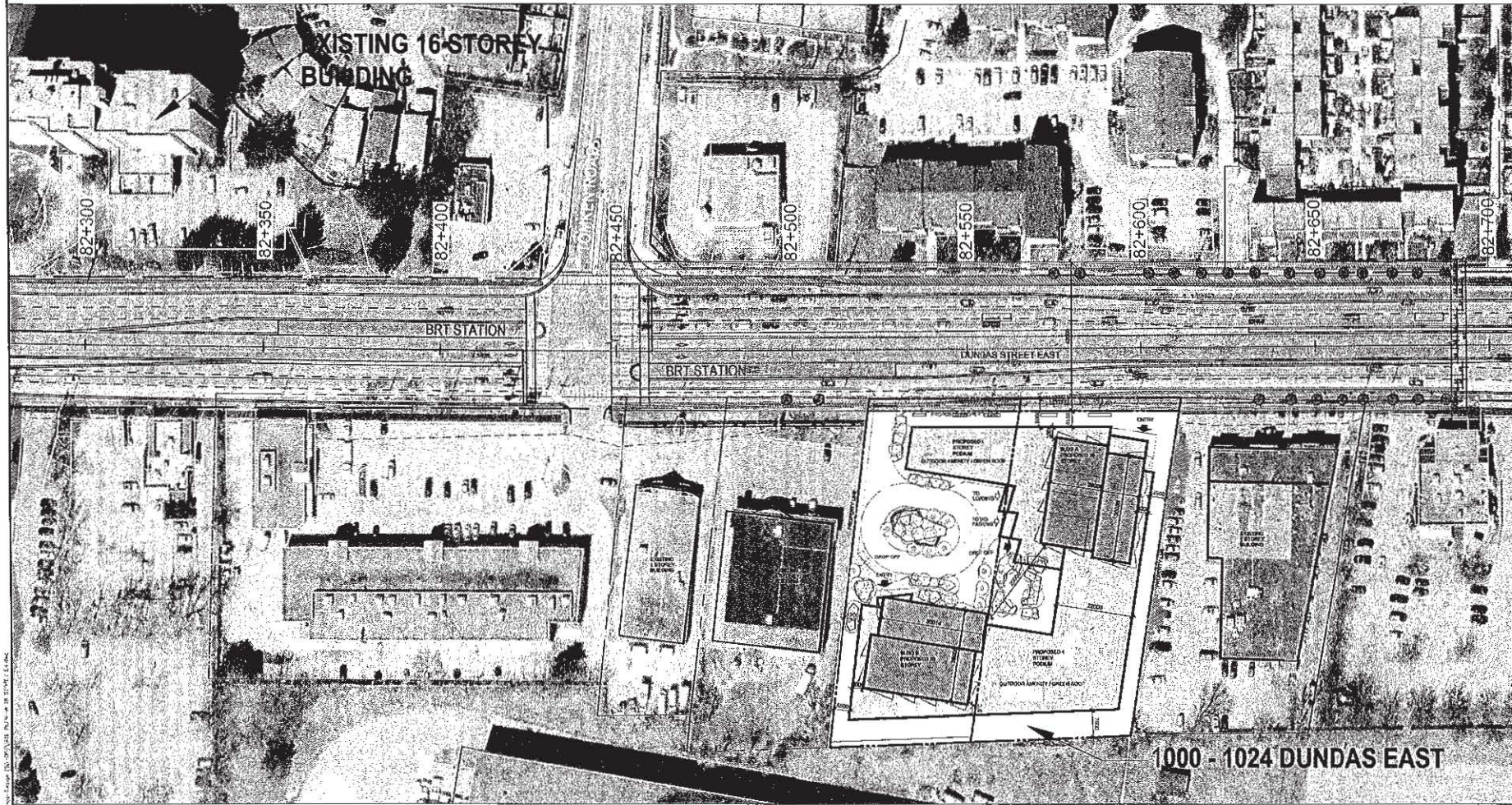
- Legend**
- Employment Area
  - Future Strategic Employment Area
  - Campbell's Cross Transition Area
  - Urban Growth Centre
  - Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
  - Regional Urban Boundary

0 1 2 3 4 5  
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plans written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
working with you



LEGEND			
PROPOSED BRT LANE		PROPOSED SIDEWALK	
PROPOSED BRT STATION		PROPOSED CYCLE TRACK	
EXISTING ROW		PROPOSED MUP	
MISSISSAUGA OP 42m ROW		APPROXIMATE GRADING LIMITS	
		PROPOSED RETAINING WALL	



ISSUES / REVISIONS	
NO. OF THE REVISION	DATE
1	07/20/20
2	07/20/20
3	07/20/20
4	07/20/20
5	07/20/20
6	07/20/20
7	07/20/20
8	07/20/20
9	07/20/20
10	07/20/20
11	07/20/20
12	07/20/20
13	07/20/20
14	07/20/20
15	07/20/20
16	07/20/20
17	07/20/20
18	07/20/20
19	07/20/20
20	07/20/20

**W2MH ARCHITECTS**

1000-1024 DUNDAS  
MISSISSAUGA, ONTARIO

Sheet No. **A-102**  
SITE PLAN

DATE: 07/20/20  
SCALE: 1:400

File: 1000-1024\_DUNDAS\_EAST\_SITE\_PLAN.dwg  
Date: 07/20/20  
User: W2MH\_ARCHITECTS



May 27, 2022

GSAI File: 667-001

Attention: Chair and Members of Planning and Development Committee  
Bashar Al-Hussaini, Planner, City Planning Strategies

**RE: Item 6.7 - Dundas Corridor Policy Implementation Project  
1425 Dundas Street East – Site Redevelopment  
City of Mississauga Official Plan Review  
City of Mississauga, Region of Peel**

---

Glen Schnarr & Associates Inc. (GSAI) have been retained as the Planning Consultants (to CPD Developments) to review policy planning initiatives as well as to advance formal development applications on the site municipally addressed as 1425 Dundas Street East (the “subject site”), located in the City of Mississauga, Region of Peel.

There are several active processes at Municipal level which will directly impact the development feasibility of the subject site. We maintain our position on those matters as outlined in correspondences from September 2021 and April 2022, however we have had the chance to further review the proposed draft amendments to the City of Mississauga Official Plan. Specifically, our comments on Item 6.7 - *Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment* are as follows:

We request that guidance at the municipal level regarding the future land use permissions for the subject site be provided. Since the subject site is situated within in a Provincially defined Special Policy Area (“SPA”) and subject to an ongoing environmental assessment related to Regional regulatory floodplains, staff are not permitted to recommend any amendments to land use designations in the Dixie-Dundas SPA.

This has resulted in the subject site not being considered for employment lands conversion from the City, despite the Region’s recommendation for employment lands conversion. The site is also the only corner at the intersection of Dixie Road and Dundas Street not included in the delineated Dixie-Dundas Community Node.

It is our understanding (per discussions with staff), that the subject site (NE corner of the Dixie and Dundas Street intersection) will be included in the Dixie-Dundas Community Node and removed from the Employment Area designation, at a later date. This will





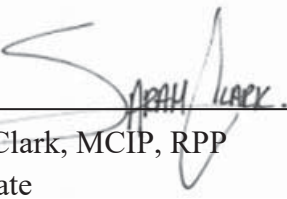
ultimately include new land use planning permissions which will permit for future redevelopment and intensification of the area, pursuant to other City-led initiatives such as Dundas Connects, which suggests a mixed-use designation and a height of 2-20 storeys for the subject site. We therefore seek clarification on the applicability of the draft mixed-use policies to this site in the future (as prescribed under the Official Plan policies for the Dixie-Dundas Community Node).

We understand that the ongoing processes related to flood mitigation may have some impact on the net developable area and have retained a project engineer to review the findings on a site-specific basis, once they are available. We feel that concluding this Flood Mitigation Study warrants prioritization from the review to determine development feasibility. Prioritizing the findings and conclusions of the Flood Mitigation Study will help ensure that this important Community Node evolves as a cohesive community, as development outside of the SPA (on the surrounding three corners) will unfold in the shorter term.

We thank staff for the opportunity to provide input on the Official Plan Review process and look forward to the findings and recommendations of the ongoing Flood Mitigation Study.

**YOURS VERY TRULY,**

**GLEN SCHNARR & ASSOCIATES INC.**



---

Sarah Clark, MCIP, RPP  
Associate

cc. Alexandra Kau, CPD Developments  
David Baffa, Commercial Land Strategies



May 30, 2022

GSAI File: 954-004

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Dundas Corridor Policy Implementation Review  
Golden Retail Group Inc.  
3092 Mavis Road, City of Mississauga**

---

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants to Golden Retail Group Inc. (the 'Owner') of the lands municipally known as 3092 Mavis Road, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are pleased to provide this Comment Letter in relation to the ongoing Dundas Corridor Policy Implementation initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review, the City's Major Transit Station Area ('MTSA') Study and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the Dundas Corridor Policy Implementation initiative will culminate in an Official Plan Amendment ('OPA') that will modify policy permissions for lands along the Dundas Street corridor, including the Subject Lands.

As demonstrated on the **Context Map** on the next page, the Subject Lands are located on the west side of Mavis Road, north of Dundas Street West. Based on the in-effect planning policy framework, the Site is designated 'Mixed Use' (in accordance with Schedule 10, Land Use Designations, Mississauga Official Plan) and is located within Mavis-Erindale Employment Area Character Area (Schedule 9, Character Areas, Mississauga Official Plan). It is also located within an area identified for higher density, compact, mixed-use, transit-supportive development (in accordance with the Dundas Connects Master Plan), within walking distance of the planned and funded Dundas Bus Rapid Transit ('BRT') network and within the Wolfedale Major Transit Station Area (in accordance with the draft Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022),

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsai.ca



I:\954-00\Drawings\2022 05 May\Context Map May 20 22.dwg



# Context Map

3092 MAVIS ROAD,  
 PART OF LOT 21 CONCESSION 1,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL

## LEGEND

- Subject Lands
- Wolfedale MTSA Boundary
- Miway Route 1
- Miway Route 4
- Miway Route 38



Scale: N.T.S.  
 May 20, 2022





When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for compact, mixed use, transit-supportive development to occur. This is strengthened by the Site's location within walking distance of Dundas (a recognized Intensification Corridor), existing street-level transit services operating in the surrounding area and the within walking distance (205 metres) of the Dundas BRT network. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Erindale as a complete, healthy community. We note that the local policy framework, including the Dundas Connects Master Plan, identify the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), released May 16, 2022, and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Wolfedale Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022 and the draft Mississauga Official Plan Amendment, released April 29, 2022, the Wolfedale MTSA is one of many Protected Major Transit Station Areas ('PMTSAs') identified across the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands along the Dundas Street corridor have maximum building height permissions of 3 to 9 storeys. Overall, the draft Amendment directs that the greatest heights are to be directed to specified locations along the Dundas Corridor, in accordance with the City Structure. As a Site within walking distance of a planned Dundas BRT Station, the Subject Lands are an appropriate candidate for higher density, taller development. In our opinion, the permitted building height range should be modified to permit heights of more than 20 storeys given the Site is in proximity to existing and planned transit services and is situated in an area where intensification is to be directed. We believe greater building heights are appropriate and building heights, as currently contemplated, are contrary to Provincial policy direction, in particular Policies 1.1.1.e) and 1.7.1.c) of the Provincial Policy Statement, 2020. Specifically, these policies state:

*'1.1.1. Healthy, liveable and safe communities are sustained by:*

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;'*

*'1.7.1. Long-term economic prosperity should be supported by:*

- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;'*



Furthermore, greater building heights than 9 storeys would facilitate optimal site designs to be accommodated, while upholding the City Structure hierarchy and facilitating contextually appropriate infill development to occur.

The draft Amendment presents a refined City Structure. In particular, certain lands along the Dundas corridor have been removed from Employment Areas and are proposed to be added to the applicable Neighbourhood Character Area. In the case of the Subject Lands, the Site is proposed to be removed from the Dixie-Erindale Employment Area Character Area and instead added to the Erindale Neighbourhood Character Area. We support the removal of the Subject Lands from the Employment Area and its addition to the Erindale Neighbourhood Character Area.

Similarly, the draft Amendment presents refined land use policies. More specifically, the Subject Lands are proposed to be re-designated from 'Mixed Use' to 'Mixed Use Limited'. The draft 'Mixed Use Limited' policies are concerning. More specifically, the draft policies state that sensitive land uses, including residential are not permitted (Policy 11.2.7.1). The draft policies further state that sensitive land uses may be considered without amendment to this Plan if evaluation criteria, including demonstrating land use compatibility, are satisfied (Policy 11.2.7.3). We request that Policy 11.2.7.1 be modified to permit sensitive land uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria of Policy 11.2.7.3 can be achieved. In our opinion, permission for sensitive land uses will enable contextually appropriate infill development to occur and will further implement the development objectives for the Dundas Street corridor as a high-quality, mixed-use corridor with active frontages and high pedestrian activity.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Dundas Corridor Policy Implementation initiatives and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jason Afonso, MCIP, RPP  
Partner

cc. Owner

Councillor Starr



May 27, 2022

GSAI File: 1415-002

*(Via Email to: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca))*

Chairman and Members of Mississauga  
 Planning & Development Committee  
 c/o Megan Piercey, Legislative Coordinator  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**RE: May 30, 2022 PDC Agenda Item 6.7: Dundas Corridor  
 Policy Implementation Project: Draft Official Plan Amendment.**

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to SmartCentres Inc, owners of a 3.2-acre plaza site located at 1225 Dundas Street East. On behalf of our client, we recently made another written submission on the proposed Protected MTSA policies that were received by City Council on May 18, 2022, and wherein it has been proposed that in addition to establishing new protected MTSA boundaries, that maximum height thresholds be established for all properties within protected MTSAs. A copy of the May 18<sup>th</sup> letter is attached.

As indicated on page 3 of the staff report titled "*Dundas Corridor Policy Implementation Project: Draft Official Plan Amendment*", the land use and height recommendations proposed in both this document and the MTSA Study reflect those recommended under the Dundas Connects Master Plan which was initiated in 2016 and approved by Council in 2018, some 4 years ago, notwithstanding the proximity of the Dixie Go Station. Since that time, planned Bus Rapid Transit infrastructure for the Dundas Street Corridor has been made public, which serves to further solidify this area as a major transit corridor.

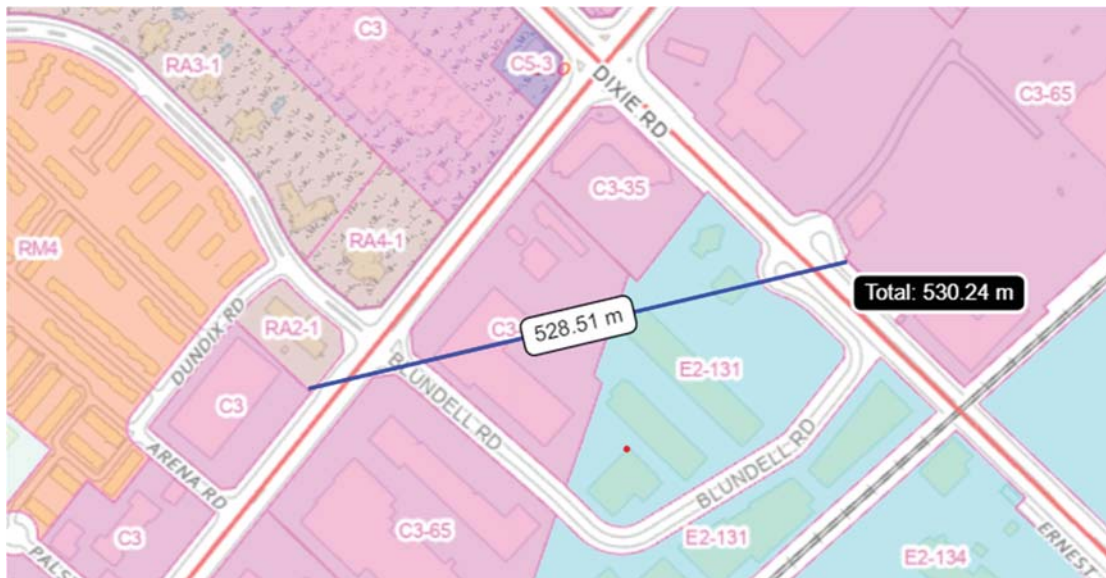
Our client's concerns regarding the report and draft Official Plan are twofold. Firstly, rather than undertaking a current and more fulsome review of heights, particularly along the Dundas Street Corridor in areas outside of designated Downtown Areas or Community Nodes, the report merely seeks to implement the recommendations of a now dated land use study, namely the Dundas Connects Master Plan. In the case of Dundas Street East, the goal of the City is to plan for the revitalization of this corridor, which has historically been known for strip plazas, fast food restaurants, auto dealerships, motels and furniture stores. In order to create transit supportive mixed-use redevelopment to support a future planned BRT line, the City should look to capitalize on opportunities to bring in uses to support this vision by permitting greater heights and densities befitting of a transit corridor. Like the City of Toronto which designated these types of areas as "Avenues" under their Official Plan, the City of Mississauga has similarly chosen to prohibit "tall buildings" within BRT corridors like Dundas Street and Lakeshore Road and only permit these types of uses in the City Centre, other designated downtown areas and Community Nodes with defined boundaries. A "tall building" as defined in Mississauga's Official Plan is a building having a height that does not exceed the width of the right-of-way it fronts upon. Buildings that



are less than the height of the right-of-way are deemed “mid-rise buildings” and are more appropriately located along designated corridors.

With the exception of the historic Erindale community, the designated right-of way width for Dundas Street across Mississauga in the Official Plan is 42 metres. Where midrise mixed-use redevelopment is encouraged under the Dundas Connects Master Plan, height limits inexplicably top out at either 9 storeys or 12 storeys in this stretch of Dundas. In the case of the 1225 Dundas Street East near Dundas/Dixie, the height limit is 9 storeys whereas sites near the Dundas/Hurontario intersection with similar attributes have a limit of 12 storeys. We request at the very least that commonly used midrise guidelines be employed in this instance which would allow for building heights that would be commensurate with the right-of-way width of Dundas Street so that future redevelopment sites across the entire Dundas Street corridor be treated equally.

Secondly, as shown below, the nearest point of the property at 1225 Dundas Street East has a direct distance of approximately 530 m to the nearest point of the Dixie GO Station. Page 5 of the staff report speaks to the need to “Define the Dixie-Dundas Community Node”.



There are many Community Nodes across the City of Mississauga that are either GO Transit Based or Mall-Based. Many of the common attributes we see across these nodes are concentrations of medium and high density uses and larger scale retail facilities. In addition to being within 530 m from a GO Station, the subject lands are within an area of surrounding medium and high density uses and district level commercial uses. Notwithstanding the site’s direct proximity to these higher density sites, the subject lands and the proposed protected MTSA within which they sit are not being recommended by staff for inclusion within the new Dixie-Dundas Community Node. In our opinion, the treatment of this stretch of Dundas Street is not consistent with the criteria used historically to define other existing Community Nodes in Mississauga and is not in conformity with the Provincial Growth Plan which seeks to promote higher densities within 800 metres of major transit facilities.



While both the MTSA height policies and Dundas Corridor Implementation policies are still under review and in draft form, we believe that the subject lands are worthy of a greater scale of intensification than what is being recommended based on the reasons noted above. Now is the time to re-examine and fine tune the good work that staff have completed over a lengthy period of time. We appreciate the opportunity to participate and provide input into this important policy initiative and trust that our position will be given your consideration.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

Jim Levac, MCIP, RPP  
Partner

Copy: Allan Scully/Daniel Orellana, SmartCentres Inc.  
Andrew Whittemore/Jason Bevan, Planning and Building Department





May 30, 2022

GSAI File: 1486-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Dundas Corridor Policy Implementation Review  
Virtue Acquisitions Inc.  
1995 Dundas Street East and 3040 Universal Drive, City of Mississauga**

---

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants to Virtue Acquisitions Inc. (our 'Client') who are the contractual Owner of the lands municipally known as 1995 Dundas Street East and 3040 Universal Drive, in the City of Mississauga (the 'Subject Lands' or 'Site'). Our Client has entered into a binding Purchase and Sale Agreement with the current Owner of the Site (the 'Vendor'). The Vendor has authorized our firm to submit planning commentary. On behalf of our Client, we are pleased to provide this Comment Letter in relation to the ongoing Dundas Corridor Policy Implementation initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review, the City's Major Transit Station Area ('MTSA') Study and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the Dundas Corridor Policy Implementation initiative will culminate in an Official Plan Amendment ('OPA') that will modify policy permissions for lands along the Dundas Street corridor, including the Subject Lands.

As demonstrated on the **Context Map** on the next page, the Subject Lands are located on the north side of Dundas Street East, west of Universal Drive. Based on the in-effect planning policy framework, the Site is designated 'Mixed Use' (in accordance with Schedule 10, Land Use Designations, Mississauga Official Plan) and is located within Dixie Employment Area Character Area (Schedule 9, Character Areas, Mississauga Official Plan). It is also located within an area identified for higher density, compact, mixed-use, transit-supportive development (in accordance with the Dundas Connects Master Plan), is in front of and within walking distance of the planned and funded Dundas Bus Rapid Transit ('BRT') network and within the Wharton Major Transit Station Area (in accordance with the draft Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022),

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsai.ca






P:\1486-001\4. Drawings\2022 05 May\Context Plan May 27 22.dwg



**CONTEXT MAP**

1995 DUNDAS STREET EAST & 3040 UNIVERSAL DRIVE,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

-  Subject Lands
-  Wharton MTSA Boundary
-  MiWay Route 1 (Dundas)



Scale: N.T.S.  
 May 27, 2022





When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for compact, mixed use, transit-supportive development to occur. This is strengthened by the Site's location along Dundas (a recognized Intensification Corridor) and within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Dixie as a complete, healthy community. We note that the local policy framework, including the Dundas Connects Master Plan, identify the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), released May 16, 2022, and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Wharton Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022 and the draft Mississauga Official Plan Amendment, released April 29, 2022, the Wharton MTSA is one of many Protected Major Transit Station Areas ('PMTSAs') identified across the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands along the Dundas Street corridor have maximum building height permissions of 3 to 12 storeys. Overall, the draft Amendment directs that the greatest heights are to be directed to specified locations along the Dundas Corridor, in accordance with the City Structure. As a Site within walking distance of a planned Dundas BRT Station, the Subject Lands are an appropriate candidate for higher density, mixed-use, taller development. In our opinion, the permitted building height range is appropriate given the Site is in proximity to existing and planned transit services and is situated in an area where intensification is to be directed. Furthermore, the proposed building height permissions will enable optimal site designs to be accommodated, while upholding the City Structure hierarchy and facilitating contextually appropriate infill development to occur.

The draft Amendment presents a refined City Structure. In particular, certain lands along the Dundas corridor have been removed from Employment Areas and are proposed to be added to the applicable Neighbourhood Character Area. In the case of the Subject Lands, the Site is proposed to be removed from the Dixie Employment Area Character Area and instead added to the Applewood Neighbourhood Character Area. We support the removal of the Subject Lands from the Employment Area and its addition to the Applewood Neighbourhood Character Area.

Similarly, the draft Amendment presents refined land use policies. More specifically, the Subject Lands are proposed to be re-designated from 'Mixed Use' to 'Mixed Use Limited'. The draft 'Mixed Use Limited' policies are concerning. More specifically, the draft policies state that sensitive land uses, including residential are not permitted (Policy 11.2.7.1). The draft policies further state that sensitive land uses may be considered without amendment to this Plan if evaluation criteria, including demonstrating land use compatibility, are satisfied (Policy 11.2.7.3). We request that Policy 11.2.7.1 be



modified to permit sensitive land uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria outlined in Policy 11.2.7.3 can be achieved. In our opinion, permission for sensitive land uses will enable contextually appropriate infill development to occur and will further implement the development objectives for the Dundas Street corridor as a high-quality, mixed-use corridor with active frontages and high pedestrian activity.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Dundas Corridor Policy Implementation initiatives and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,  
**GLEN SCHNARR & ASSOCIATES INC.**

  
Stephanie Matveeva, MCIP, RPP  
Associate

cc. Owner  
Councillor Fonseca



---

*Commercial & Residential Land Developers*

May 27, 2022

Bashar Al-Hussaini  
City Planner Bashar  
905-615-3200 ext. #5177  
300 City Centre Drive, 6th floor,  
Mississauga ON L5B 3C1

Planning and Development Committee  
300 City Centre Drive, 2nd floor,  
Mississauga ON L5B 3C1

Via Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca); [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca);  
[Bashar.Al-Hussaini@mississauga.ca](mailto:Bashar.Al-Hussaini@mississauga.ca)

Re: 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East, 2273 Dundas Street West

We are writing on behalf of ESDEB Construction and N. Turk Investments Limited the owners of approximately 4.96 hectares (12.28 acres) of land representing a total of 330.87 metres of frontage collectively on Dundas Street; located within the Dundas Corridor Policy Area; with the municipal addresses of 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East and 2273 Dundas Street West (the properties). Attachments 1 through 4 are surveys of the respective properties and Attachment 5 is an air photo illustrating the location of each property as it relates to each of the Dundas Corridor focus areas.

After careful review and Participation when possible since 2018 of the Dundas Connects Master Plan, we are writing to ask that the subject properties be amended during the Official Plan Dundas Corridor Policy Implementation to Mixed Use (Residential/Commercial) with no height limit.

From Attachment 5, you can see 734 Dundas Street East which has 56.06 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and within the CAWTHRA Focus Area, with the official plan land use designation of Mixed Use: general commercial and existing height of 2 to 12 Storeys. The property is ideally suited for development for commercial and residential purposes, while maintaining its employment use.

1770 Dundas Street East which has 45.52 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and in between the DIXIE FOCUS AREA on the south side and one lot west of the Hydro Corridor that abuts the ETOBICOKE CREEK FOCUS AREA. It is currently designated Mixed Use, Retail, Service, Commercial with a height limit of 4 stories. This property




---

### *Commercial & Residential Land Developers*

located within the Dixie Employment Area Character Node. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use. We are writing to request that it be included in the Etobicoke Creek Focus Area and the use be changed to Mixed Use Residential Commercial with a minimum 2 Story height.

2110 Dundas Street East is located immediately within the Regional Urban Area as shown on Attachment 6, and within the ETOBICOKE CREEK. It is currently General Commercial with the existing use of Retail. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

2273 Dundas Street West, which has 188.76 meters of frontage on the North side of Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and one lot west from the ERIN MILLS FOCUS AREA. Since it is designated by the region as a 'PMTSA', changing the use of this property to Mixed Use (Residential/Commercial) with unlimited height restrictions will help the municipality and the Region achieve its Growth vision for 2041. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

We have also reviewed the 2041 Peel Region Draft Growth Scenario and Land Budget Report. While this Report does not make any specific recommendations with respect to the Dundas Corridor Focus Areas, it does identify portions of Dundas Street in Mississauga as Primary Major Transit Station Areas (PMTSA). Where these areas are identified all 4 of the properties are located within the boundaries of these limits as shown in Attachment 6. The regional Growth Scenario states "*Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites [such as the properties];* ...place to support *The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station-Areas for future transit-oriented development. ..transit supportive built forms and higher density-built forms, require additional land use considerations and infrastructure investment to meet...the Major Transit Station Areas policy requirements.*" Our client is agreeing with the Region whereby additional land use considerations should be made to support higher forms of density along the corridor area.

Due to the planned urban structure of centres and corridors that provide a focus for intensification, mixed use development and live/work opportunities these properties located on a regional corridor, and is ideally suited for intensification, Transit supportive and pedestrian oriented new, complete communities

These properties provide a logical extension to the urban area in Mississauga through the opportunity to be designated as Mixed Used (residential/commercial) with a minimum height of 2. Through the creation of live/work communities this will reduce the traffic congestion as well as the impact on the environment and help the region and province achieve its Growth Objectives though housing.



---

### *Commercial & Residential Land Developers*

The inclusion of the property within the urban boundary will not negatively impact any environmentally sensitive lands including those near the Etobicoke Creek Area.

Our objective is to protect the existing Job creation to match labour force growth that requires the identification and protection of employment lands while creating more housing by redesignating the properties Mixed Use (Residential/Commercial)

We would like to identify several properties along the Dundas Corridor area which proved a successful official plan amendment for Mixed Use, providing Mississauga residents with exceptional live/work communities.

92 PARK ST E, 42 STOREYS, MIXED USE  
19 ANN ST, 22 STOREYS MIXED USE  
255 DUNDAS ST W 14 STOREYS, MIXED USE

We would like to provide Housing diversity and affordable housing to offer regional/municipal residents housing choices and for attracting a more diverse and skilled labour force with in the live/work area. It is proposed that the properties include a range of unit sizes, which will include rental housing, seniors housing, the missing middle and affordable family sized units. The location is appropriate for such a range of uses, and the property would be able to enhance the housing diversity in the Region and Municipality while maintaining existing the labour force and employment lands. On behalf of the landowners, we would ask that you consider this submission as part of your review of the Dundas Corridor Policy Implementation Draft Municipal Official Plan Amendment Implementation Policy. We look forward to being involved in this process. If necessary, please contact the undersigned at any time to discuss matters related to the inclusion of this property within the municipal urban area.

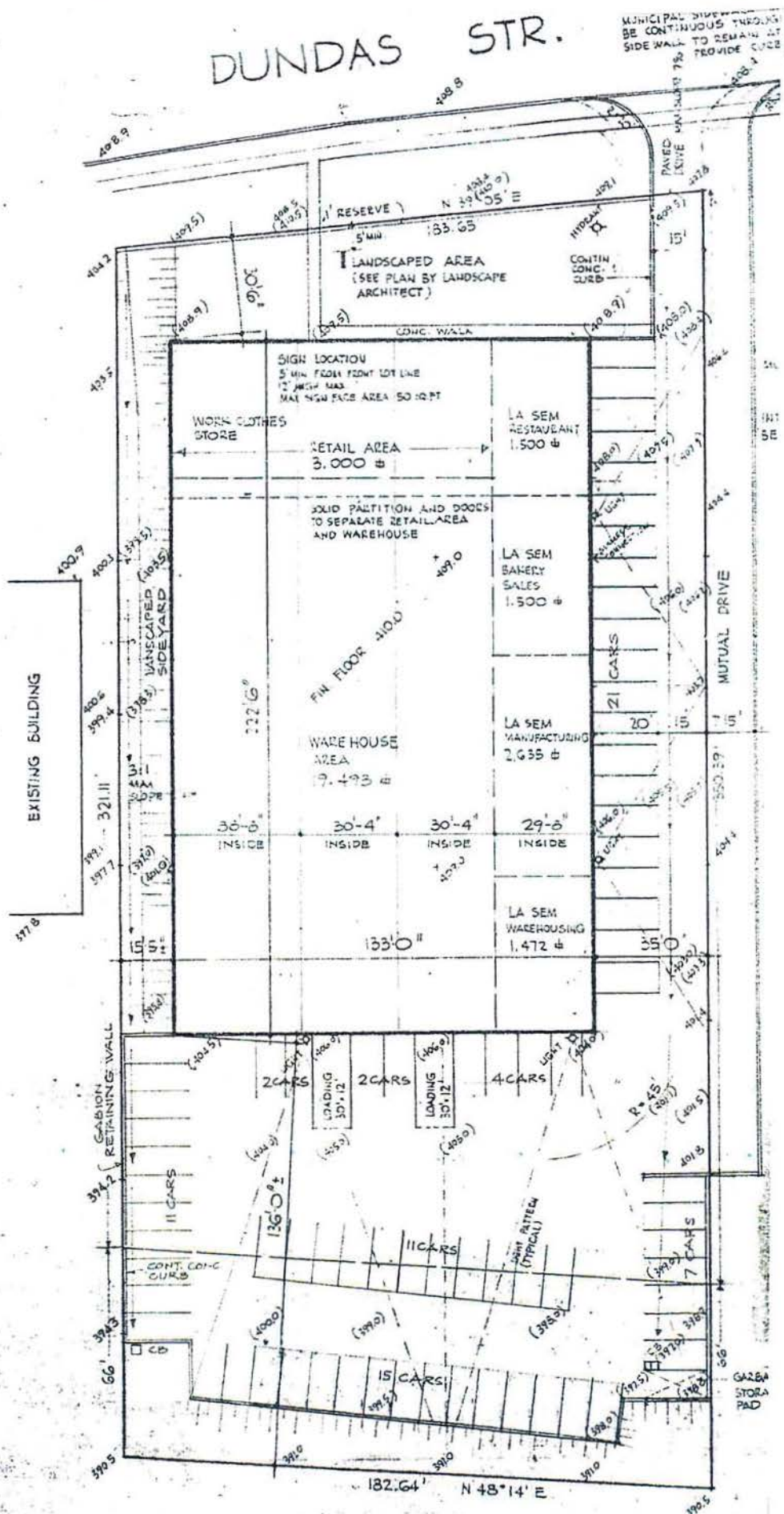
Yours truly,

**Larendale Group Inc**

*c.c. Mr. Jonah Turk, Mr. Robert Turk, Mr. Larry Turk, Mr. Jonah S. Turk; ESDEB CONSTRUCTION and N. Turk Investments.*

# 734 DUNDAS ST EAST, MISSISSAUGA

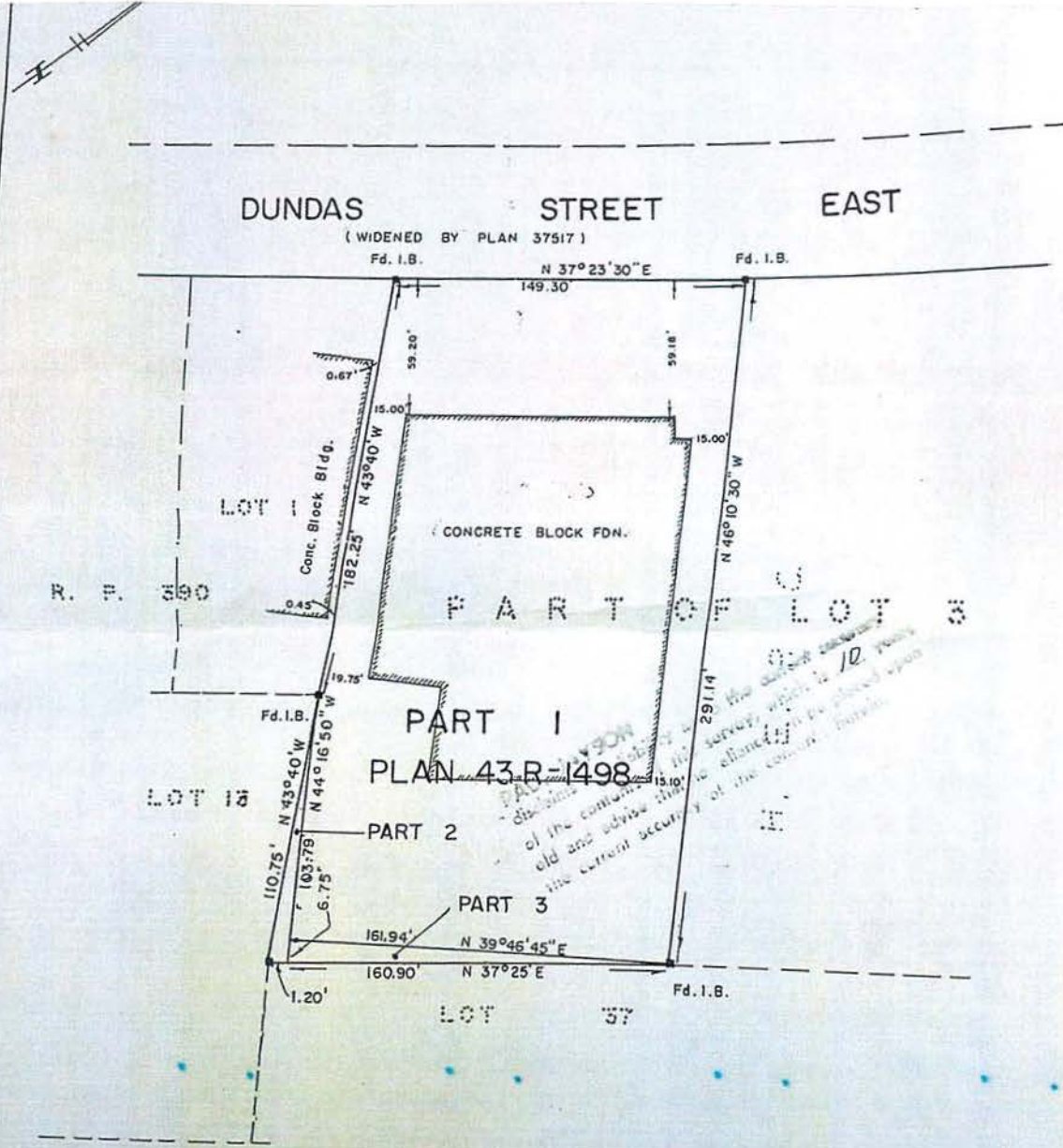
5.7





PLAN SHOWING  
 PART OF LOT 3, CONCESSION I, S.D.S.  
 TOWN OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL  
 Scale: 1" = 50'

**1770 DUNDAS ST EAST, MISSISSAUGA**



inton - U  
 Ten  
 is Health  
 ck  
 e wals

PAUL JAYSON  
 -disclaims liability for the correctness  
 of the contents of this survey when it is  
 old and advise that the plan is based upon  
 the current accuracy of the control points.

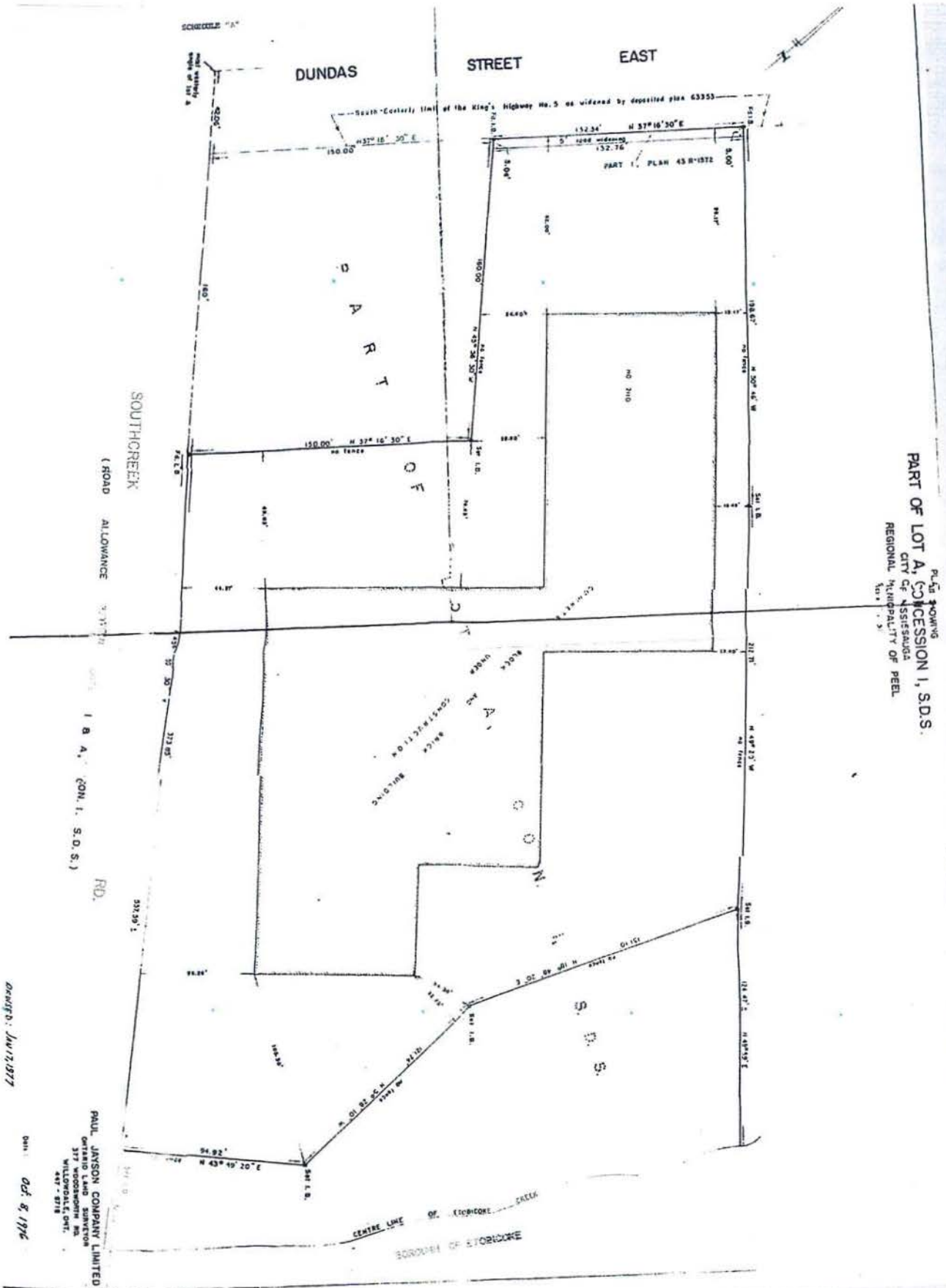
PAUL JAYSON COMPANY LIMITED  
 ONTARIO LAND SURVEYOR  
 377 WOODSWORTH RD.  
 WILLOWDALE, ONT.  
 447-8718

Date June 7, 1976

*Paul Jayson*  
 PAUL JAYSON, O.L.S.

# 2110 DUNDAS ST, EAST MISSISSAUGA

5.7



PL-52 SHOWING  
PART OF LOT A, CONCESSION 1, S.D.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEBLES

PAUL JAYSON COMPANY LIMITED  
ONTARIO LAND SURVEYORS  
21 WILLOWDALE CRES.  
WILLOWDALE, ONT.  
M2R 1G5

DRAWN BY: JAV/12/1977

DATE: Oct. 8, 1976

---

**2273 DUNDAS ST WEST, MISSISSAUGA**

# 5.7. PLANNING CONDITIONS, OPPORTUNITIES, AND CONSTRAINTS

oad, Franze Drive, Constitution Boulevard, l.

Lands designated institutional generally include post-secondary education facilities, and buildings associated with these uses. Within this designation is only present on the Toronto Mississauga lands.

Lands designated Utility permit a number of utility-related uses that are permitted under the Act (with the exception of Greenlands and Greenbelt), including but not limited to natural gas lines, telecommunication facilities, and

community infrastructure. This designation is generally not present within the study area, with the most significant exceptions being lands fronting onto the north side of Dundas Street between Hurontario Street and Jaguar Valley Drive, and the hydro corridor that crosses Dundas Street between Treadwells Drive and Wharton Way.

- Public Open Space** - Lands that feature this designation permit a number of open space uses, including city parks and trails, public golf courses, private parks, urban agriculture, conservation uses, nursery gardens, recreational facilities, stormwater retention and quality ponds, City parks and trails, public golf courses, public

cemeteries, and accessory uses. Public Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands between Cawthra Road and Haines Road, Clayhill Road and Parkerhill Road, and Glengarry Road and Mavis Road.

- Private Open Space** - Lands with this designation permit a more limited list of open space uses, including private cemeteries, conservation uses, private golf courses, private parks, urban agriculture, and accessory uses. As with Public Open Spaces, Private Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands



Figure 2.6 Part of Mississauga Official Plan Schedule 10: Land Use Designations (2016 Consolidation)

<ul style="list-style-type: none"> <li>Low Density I</li> <li>Low Density II</li> <li>Medium Density</li> <li>High Density</li> <li>Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Motor Vehicle Commercial</li> <li>Office</li> <li>Business Employment</li> <li>Institutional</li> <li>Public Open Space</li> <li>Private Open Space</li> </ul>	<ul style="list-style-type: none"> <li>Greenlands</li> <li>Parkway Belt West</li> <li>Utility</li> <li>Focus Area Boundary</li> <li>Natural Hazard</li> <li>Official Plan Character Area</li> </ul>
---	---	---

# Official Plan MAJOR TRANSIT STATION AREAS SCHEDULE Y7

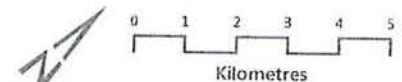
**DRAFT**  
(New Schedule to be Added)

September 2021



### Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius



This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **2505 Dixie Road, Mississauga** (herein the “property”) which fronts onto the east side of Dixie Road and is located directly to the south-east of the Blundell Road intersection. Our property is further surrounded by Dixie Go (Metrolinx) lands to the north, east and south sides.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City’s own Dundas Connects Masterplan:

**Employment Zone:**

The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” as proposed in City Staff’s draft official plan amendments must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”*

**Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in their draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I’m looking at Cooksville isn’t because I’m the Councillor there it’s because I’m a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

*Councillor Carolyn Parrish*

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*Correct...*

*Councillor Carolyn Parrish*

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in terms of meeting the minimum density targets, umm...*

*Councillor Carolyn Parrish*

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

*Bashar Al-Hussaini, City Planner and Project Lead*

***If it's approved, correct.***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- **Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building height for our property as proposed on draft map Protected Major Transit Station Area Schedule 11: Protected Major Transit Station Area.**
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit Station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the Dixie Go Station and in close proximity to the upcoming Dixie Dundas Bus Rapid Transit Station.

#### **Ahmed Group's Nearby Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

**MISSISSAUGA MUSLIM COMMUNITY CENTER**

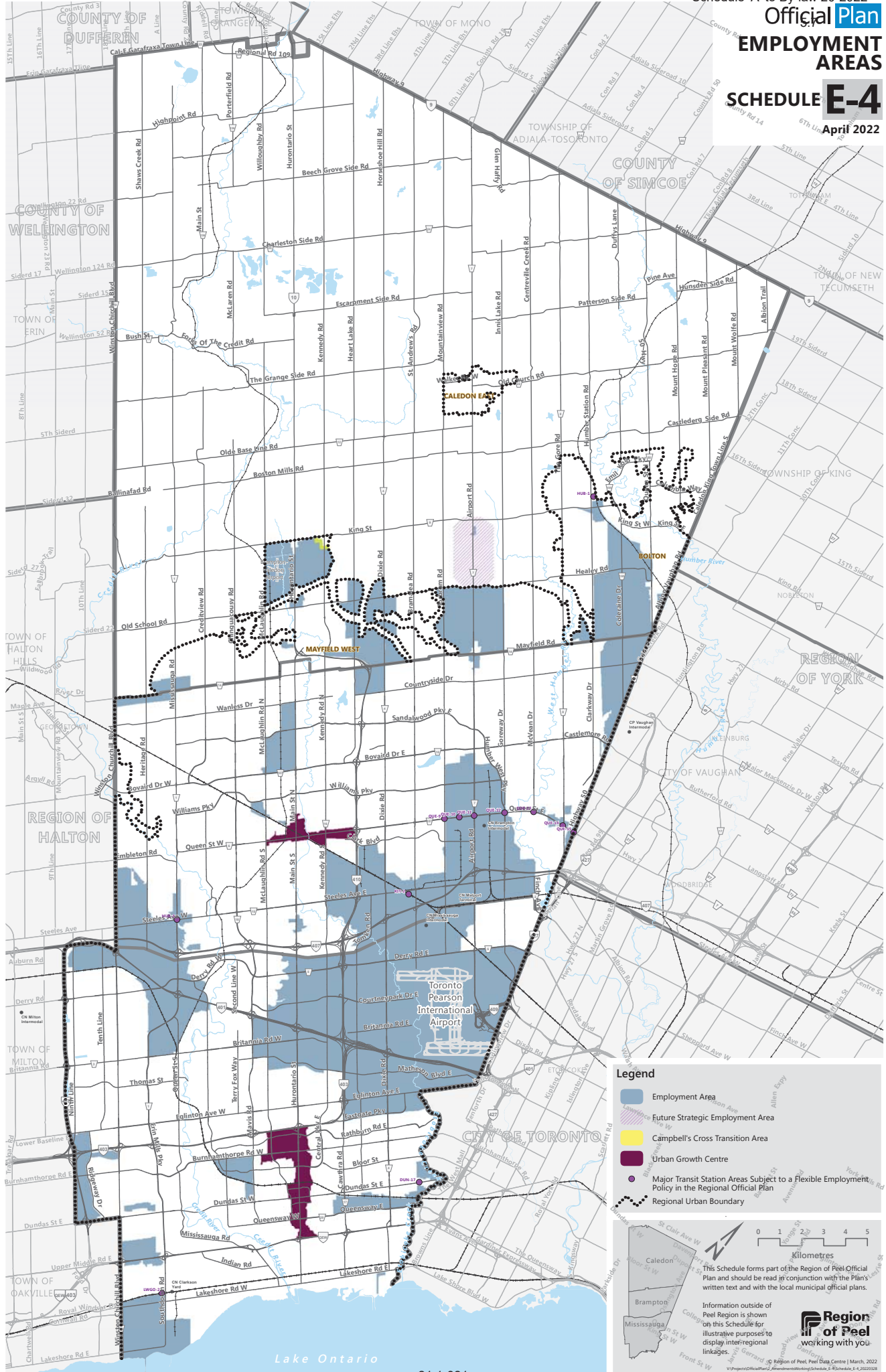
Per: 

Mr. Kamran Rashid, President

c.c.:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group – [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlg.com](mailto:peter.gross@gowlingwlg.com)
19. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlg.com](mailto:brian.parker@gowlingwlg.com)
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)





**Legend**

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

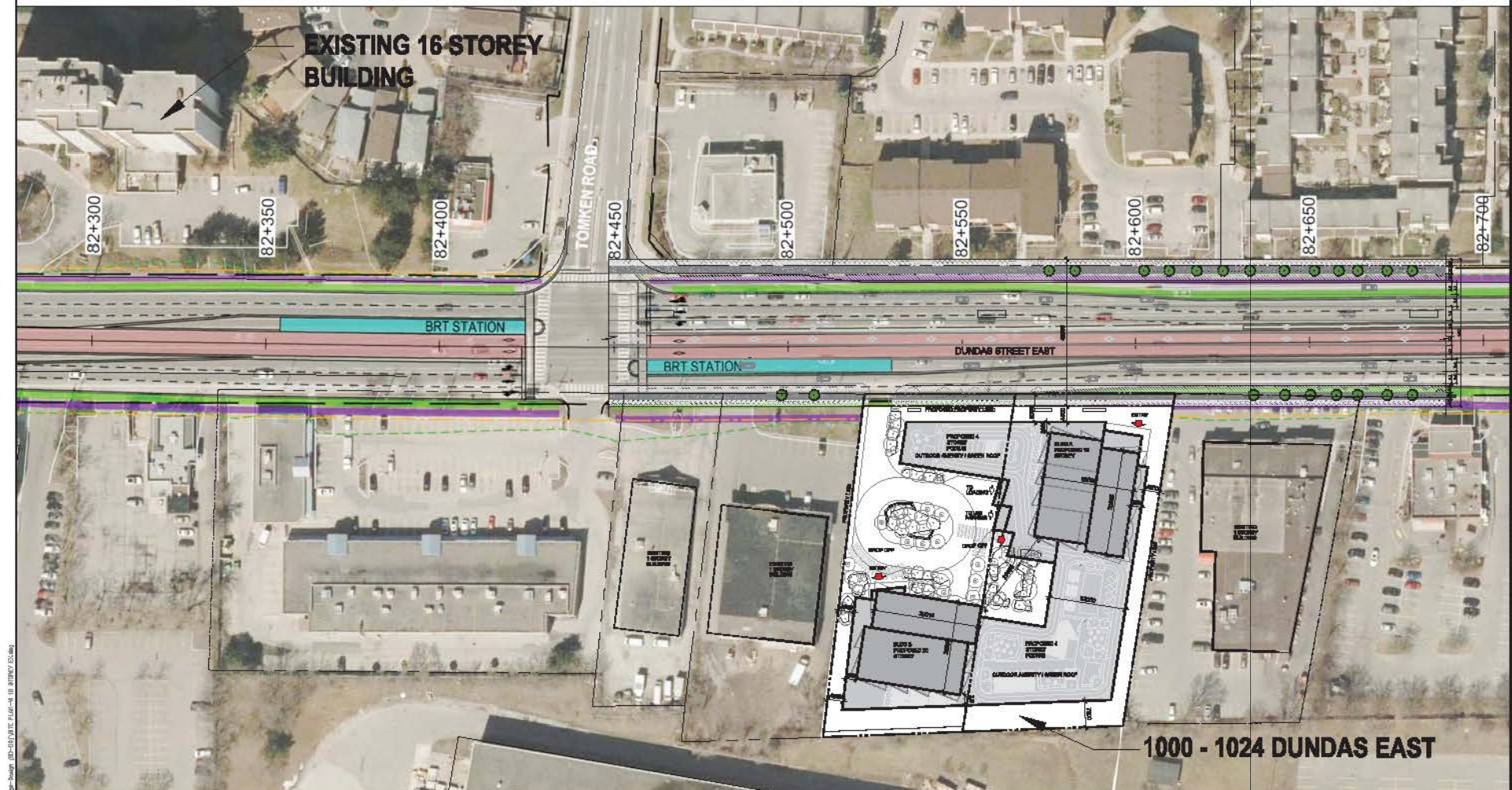
0 1 2 3 4 5  
 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel (Eas. Centre) (March, 2022)  
 W:\Projects\OfficialPlan\Amendments\2022\Schedule E-4\Schedule E-4-20220218



**EXISTING 16 STOREY BUILDING**

BRT STATION

BRT STATION

DUNDAS STREET EAST

**1000 - 1024 DUNDAS EAST**

**LEGEND**

PROPOSED BRT LANE		PROPOSED SIDEWALK	
PROPOSED BRT STATION		PROPOSED CYCLE TRACK	
EXISTING ROW		PROPOSED MUP	
MISSISSAUGA OP 42m ROW		APPROXIMATE GRADING LIMITS	
		PROPOSED RETAINING WALL	



NO. OF SHEETS	DATE	BY	CHKD.
1			
NO. OF SHEETS	DATE	BY	CHKD.
1			
<b>WZMH ARCHITECTS</b>			
1000-1024 DUNDAS			
MISSISSAUGA, ONTARIO			
Scale: 1:400			
Plot: 07395.000			
A-102			

Plot Title: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Project Name: 1000-1024 DUNDAS EAST - SITE PLAN  
 Date: 2023-05-05  
 Scale: 1:400  
 Plot: 07395.000  
 A-102

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN**

We own **1030 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022 and the City's own Dundas Connects Masterplan:

**Employment Zone:**

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28<sup>th</sup>, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

*"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

**Land Use:**

On May 9<sup>th</sup>, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30<sup>th</sup>, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan 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."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

#### **Height, Density, and our Right of Appeal:**

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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

- On May 9<sup>th</sup>, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

*Councillor Carolyn Parrish*

*Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

*Councillor Carolyn Parrish*

*So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*Correct...*

*Councillor Carolyn Parrish*

*So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?*

*Bashar Al-Hussaini, City Planner and Project Lead*

*So in terms of meeting the minimum density targets, umm...*

*Councillor Carolyn Parrish*

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

*Bashar Al-Hussaini, City Planner and Project Lead*

***If it's approved, correct.***

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

**Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:**

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

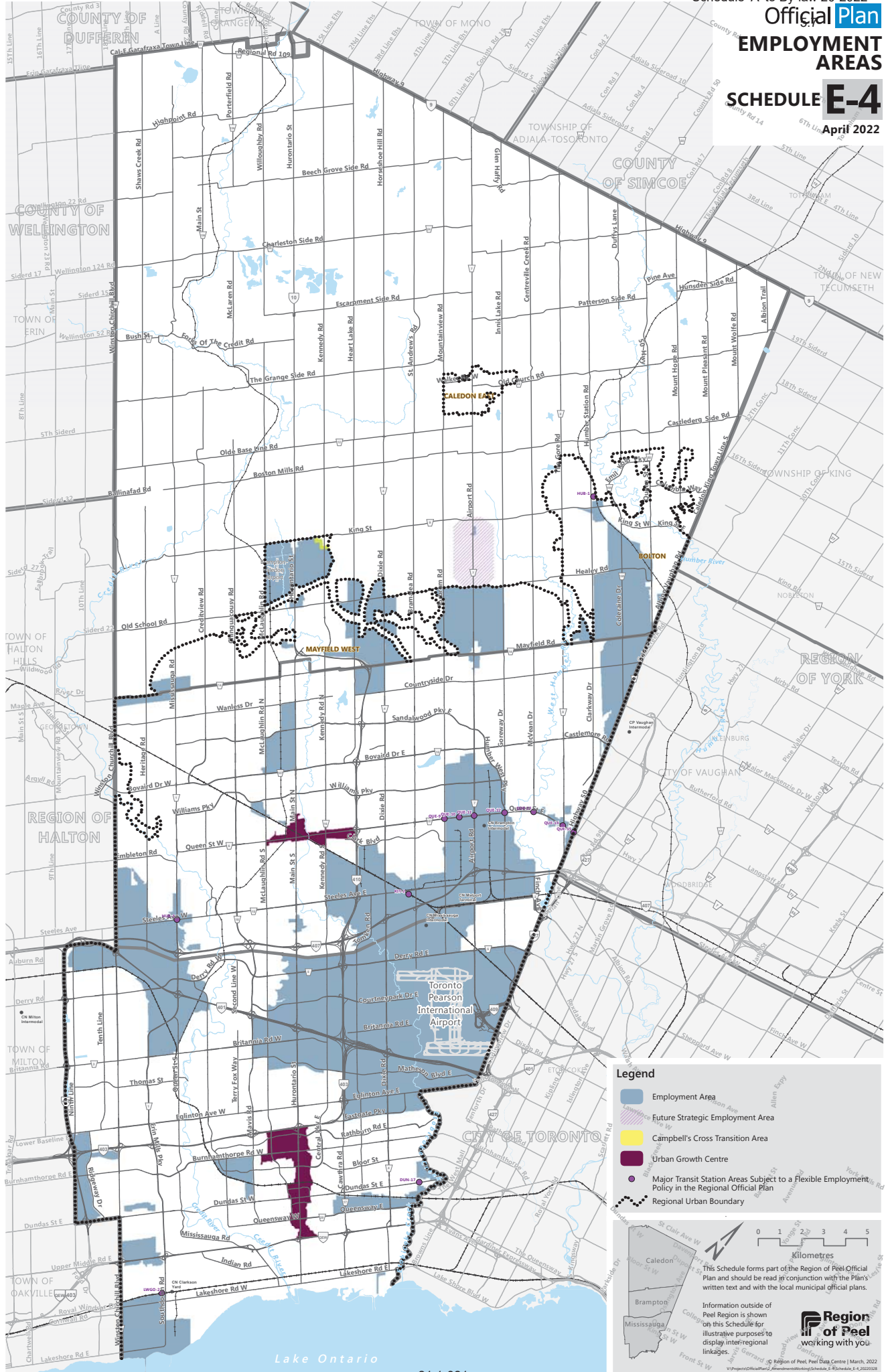
**TAVORA HOLDING CO. LTD.**

Per: \_\_\_\_\_

Mr. Paulo Tavora, President

c.c:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)
4. Ward 3 – Councillor Chris Fonseca - [chris.fonseca@mississauga.ca](mailto:chris.fonseca@mississauga.ca)
5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
7. Ward 6 – Councillor Ron Starr - [ron.starr@mississauga.ca](mailto:ron.starr@mississauga.ca)
8. Ward 7 – Councillor Dipika Damerla - [dipika.damerla@mississauga.ca](mailto:dipika.damerla@mississauga.ca)
9. Ward 8 – Councillor Matt Mahoney - [matt.mahoney@mississauga.ca](mailto:matt.mahoney@mississauga.ca)
10. Ward 9 – Councillor Pat Saito - [pat.saito@mississauga.ca](mailto:pat.saito@mississauga.ca)
11. Ward 10 – Councillor Sue McFadden - [sue.mcfadden@mississauga.ca](mailto:sue.mcfadden@mississauga.ca)
12. Ward 11 – Councillor George Carlson - [george.carlson@mississauga.ca](mailto:george.carlson@mississauga.ca)
13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group – [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlq.com](mailto:peter.gross@gowlingwlq.com)
19. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlq.com](mailto:brian.parker@gowlingwlq.com)
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto:johnlohmus@outlook.com)



**Legend**

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

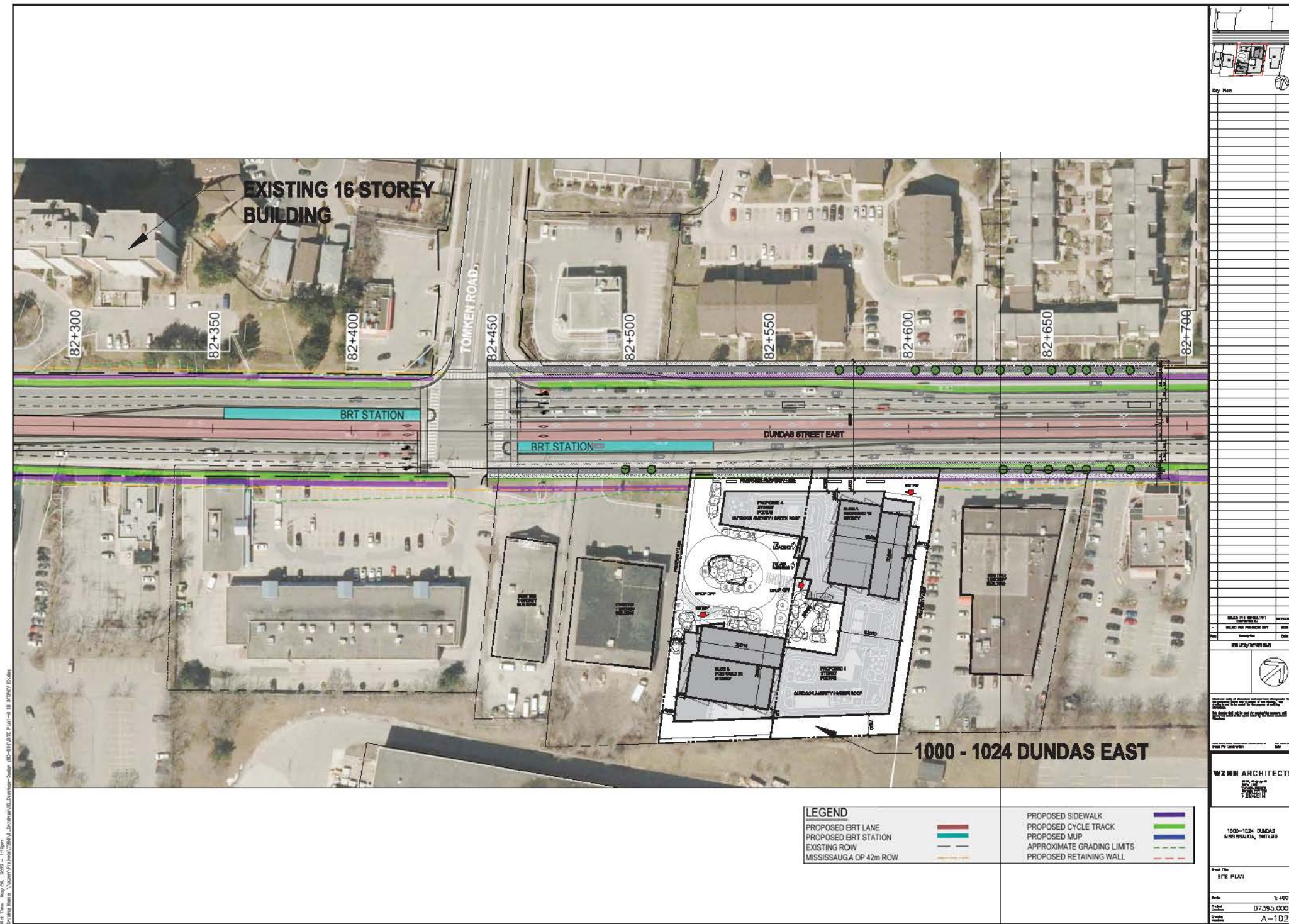
0 1 2 3 4 5  
 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

**Region of Peel**  
 working with you

© Region of Peel (Eas. Centre) (March, 2022)  
 W:\Projects\OfficialPlan\_Review\working\working\Schedule\_E-4\_20220218



**EXISTING 16 STOREY BUILDING**

82+300

82+350

82+400

82+450

82+500

82+550

82+600

82+650

82+700

TOMKEN ROAD

DUNDAS STREET EAST

BRT STATION

BRT STATION

**1000 - 1024 DUNDAS EAST**

**LEGEND**

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

REVISION	DATE	BY	CHKD

WZMH ARCHITECTS  
 200 King Street West  
 Toronto, Ontario M5X 1C5  
 Tel: 416-593-8888  
 Fax: 416-593-8889  
 www.wzmh.com

1000-1024 DUNDAS  
 MISSISSAUGA, ONTARIO

Scale: 1:400  
 Plot: 07395.000  
 A-102

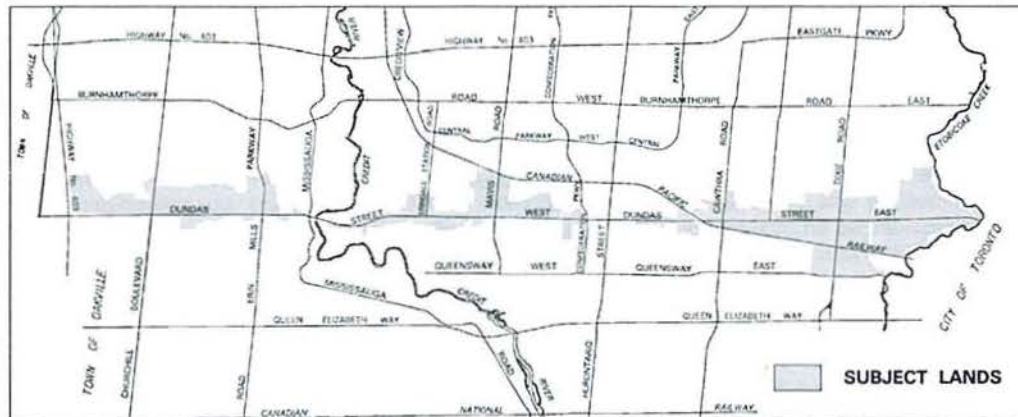
Plot Title: 1000 - 1024 DUNDAS EAST - SITE PLAN  
 Project Name: 1000 - 1024 DUNDAS EAST  
 Drawing No: 07395.000  
 Date: 2023-05-11  
 Scale: 1:400  
 Plot: A-102



## In Person and Virtual Public Meeting

### Dundas Corridor Policy Implementation Project Draft Official Plan Amendment (Wards 1-4 & 6-8) File: CD.04-DUN

#### Location of the Proposal



#### City's Proposal:

To consider changes to the Mississauga Official Plan to implement the recommendations of the Dundas Connects Master Plan. The purpose of this Amendment is to revise official plan policies to include, among other matters, a new vision for Dundas Street and urban design, road and pedestrian connections and other land use and building height policies that provide for transit-supportive development.

**Meeting Date:** Tuesday, July 5, 2022

**Time:** 6:00 p.m.

**Meeting Place:** Mississauga Civic Centre  
Council Chamber,  
300 City Centre Drive

#### Details:

This meeting will be held in person and online. Advance registration is required to make a verbal submission at the meeting virtually. Advance registration is preferred to make a verbal submission at the meeting in person. The proceedings will be streamed live online for the public to view at the following link: <http://www.mississauga.ca/portal/cityhall/council-and-committee-videos>. If you wish to phone in to listen to the meeting only, please call 905-615-3200, ext. 4915 for instructions.

Options for participating in the meetings are outlined below.

#### Purpose of Meeting:

- For City staff to present a recommendations report on the additional changes to the Official Plan Amendment and built form standards from the May 9th, 2022 Public Meeting
- For people to ask questions and share their views
- Planning and Development Committee will make a decision on the proposed changes at this meeting

The report will be available on-line one week prior to the meeting at:

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

For detailed information contact:

- City Planner Bashar Al-Hussaini at 905-615-3200 ext. #5177 or [bashar.al-hussaini@mississauga.ca](mailto:bashar.al-hussaini@mississauga.ca)

If you would like to share your views and/or you wish to be notified of further meetings or be added to the mailing list, please contact the Planning and Building Department by 12:00 p.m. on the day of the meeting:

- by mail to 300 City Centre Drive, 6<sup>th</sup> floor, Mississauga ON L5B 3C1
- by email to [application.info@mississauga.ca](mailto:application.info@mississauga.ca)
- please include your name, your address, and application number or address of the property you are providing comments on

#### Written Comments:

In order to be received by Committee at the public meeting, written comments must be received no later than 48 hours prior to the meeting. Submissions are accepted by email at [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) or by mailing the Planning and Development Committee, 300 City Centre Drive, 2<sup>nd</sup> Floor, Mississauga, ON L5B 3C1. Please include your name, your address, and application number or address of the property you are providing comments on. Written comments received before, during or after a public meeting but before a by-law is passed receive the same consideration as verbal comments made during a public meeting.

#### How to participate in a public meeting if you wish to make verbal submissions:

##### Participate Virtually

Advance registration is required to participate and/or make comment in the virtual public meeting. Please email [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) no later than Friday at 4:00 p.m. prior to the meeting date. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey at 905-615-3200 ext. 4915 no later than Friday at 4:00 p.m. prior to the meeting date. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

##### Participate In Person

To attend in person, advance registration is required as limited seating may be available. Please email [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) no later than Friday at 4:00 p.m. prior to the meeting date.

If you are a landlord, please post a copy of this notice where your tenants can see it. We want to make sure they have a chance to take part.

#### Background Studies:

*Please note that during the Covid-19 shutdown of City facilities, planning documents and background material are only available at: <https://yoursay.mississauga.ca/dundas-corridor-policy-implementation>.*

Once City Hall reopens this information will also be available for inspection through the Planning and Building Department by appointment. Contact the city planner noted above for more information.

#### Personal Information:

Individuals should be aware that any personal information in their verbal or written communication will become part of the public record, unless the individual expressly requests the City to remove the personal information. Questions about the collection of this information may be directed to [application.info@mississauga.ca](mailto:application.info@mississauga.ca) or in writing to the Planning and Building Department at 300 City Centre Drive, Mississauga ON L5B 3C1.

#### Information about Appeals:

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City before the by-law is passed, the person or public body is not entitled to appeal the decision of City Council to the Ontario Land Tribunal, or be added as a party to an appeal of the decision to the Tribunal.

The proposed Official Plan amendment will require approval by the City of Mississauga and the Region of Peel. The decision of Mississauga City Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

**Date of Notice:** June 9, 2022