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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

OFFICIAL PLAN  
AMENDMENT & ZONING  
BY-LAW AMENDMENT  
APPLICATIONS

PREPARED FOR

Stephen-Mitchell Realty Limited, Whitehorn  
Investments Limited & Lynrob Investments  
Limited

1225 Dundas Street East  
City of Mississauga  
Regional Municipality of Peel

August 2024  
GSAI File # 1415-002  
City File #OZ/OPA 22-30 W3



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Planning Justification Report  
Stephen-Mitchell Realty Limited, Whitehorn Investments Limited & Lynrob Investments Limited  
Official Plan Amendment & Zoning By-law Amendment  
1225 Dundas Street East  
City of Mississauga

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Stephen-Mitchell Realty Limited, Whitehorn Investments Limited and Lynrob Investments Limited. (collectively, the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 1225 Dundas Street East, in Applewood, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the north side of Dundas Street East, west of Queen Frederica Drive and is legally described as:

PT LT 7, CON 1 NDS, City of Mississauga

The Site is currently occupied by a local retail plaza comprised of a multi-tenant commercial structure and surface parking areas.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-density, compact, mixed-use development that integrates with the surrounding community. The proposed Amendments have been prepared to implement more contextually appropriate development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

As further described in **Section 2**, this Report has been prepared in support of the current, revised proposal. As such, this Report supersedes the previous Planning Justification Report, dated July 2022. This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact, transit-supportive development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

For clarity, numerous reports and studies have been undertaken to identify policy changes for the Applewood and surrounding community over the past ten years. This includes but is not limited to the Dundas Connects Master Plan, the Dundas Corridor Implementation Initiative, the City of Mississauga City-Wide Major Transit Station Area Study and the Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive, mixed-use and pedestrian-oriented development occurring in proximity to existing and planned transit services. These initiatives also envision the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the MOP and By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

## 1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Applewood Neighbourhood Character Area and are designated 'Mixed Use' by the in-effect MOP. The in-effect Applewood Neighbourhood Character Area and Mixed Use policies reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to amend the existing City Structure to include the Subject Lands within the Dixie-Dundas Community Node, to introduce a Special Site Policy in the Dixie-Dundas Community Node Character Area in order to allow for modified development standards to be enacted and to re-designate the Site to 'Residential High Density'. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2024).

## 1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently zones it as 'General Commercial (C3)'. The current zoning reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to the 'Residential Apartment (RA4)' category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit townhouse dwellings;
- To permit the desired range of accessory, non-residential uses;
- To permit a site-specific density;
- To permit site-specific building envelope standards; and,
- To permit a site-specific bicycle parking standard.

A summary of the in-effect and requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Region of Peel Official Plan (2022) and the Mississauga Official Plan (2024).

## 2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment processes.

To commence the submission process for the Application, a formal Development Application Review Committee ('DARC') meeting was held on March 23, 2022 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this, a Submission Checklist was provided which identified a series of supporting materials that are required for a 'complete' submission. These supporting materials were prepared and provided under separate cover in support of an initial submission of this Application in July 2022.

For clarity, the public engagement process followed to date has included a Councillor-led Community Meeting on July 11, 2022 and an initial Public Meeting on January 30, 2023.

Additionally, following the initial submission of the Application, a Mississauga Urban Design Advisory Panel ('MUDAP') presentation was made on September 20, 2022. Feedback from this presentation, combined with feedback received from the Community Meeting, Public Meeting, collaborative discussions with City Staff and Councillor Fonseca has been considered and has informed the current proposal.

In the time since the initial submission in July 2022, the applicable policy and regulatory framework for the Subject Lands has evolved. As such, the vision and design of the proposed development has also evolved. The current proposal, as further described in **Section 4.1** of this Report, best reflects current policy objectives and post-pandemic market trends. The current proposal has also been informed by collaborative discussions with City Staff that have occurred. In support of the current proposed development, a series of supporting studies have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

### 3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding context.

#### 3.1/ SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of Dundas Street East, south of Dundix Road.

The Site has an area of approximately 1.29 hectares (3.19 acres). It also has a frontage of approximately 116.8 metres along Dundas Street East, a frontage of approximately 91.4 metres along Arena Road and a frontage of 132.1 metres along Dundix Road.

The Site is generally flat. It is currently improved with a local retail plaza comprised of a low-rise, multi-tenant commercial structure and surface parking areas. Access is provided via a driveway off of Dundas Street East, a driveway off of Arena Road and drive aisles internal to the Site. There are existing public sidewalks along Dundas Street East, Arena Road and Dundix Road.

#### 3.2 / AREA CONTEXT

The Subject Lands are located within the Applewood community of the City. As demonstrated in **Figure 1**, the surrounding uses are as follows:

**NORTH**

Low-rise residential built forms are immediately north. A segment of the Applewood Neighbourhood continues to the north. This segment is predominantly comprised of low-rise residential dwellings of varying built forms, a park and a segment of Little Etobicoke Creek.

**SOUTH**

Dundas Street East is immediately south. Further south is an established Employment Area comprised of various low-rise commercial structures and surface parking areas.

**EAST**

A mid-rise (5-storey) apartment building is immediately east. Further east is Queen Federica Drive, tall apartment structures fronting along Queen Federica Drive, including a 15-storey apartment structure at 3025 Queen Federica Drive and a retail plaza comprised of four (4) low-rise, detached commercial structures with accessory drive-through facilities, a low-rise, multi-tenant commercial structure and surface parking areas.

**WEST**

Arena Road is immediately west. Further west is a further segment of the Applewood community comprised of low-rise residential built forms and a local retail plaza comprised of three (3) low-rise, detached commercial structures, a low-rise multi-tenant commercial structure and surface parking areas.

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FIGURE **1** **AERIAL CONTEXT PLAN**  
CITY OF MISSISSAUGA

LEGEND  
 Subject Lands

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



SCALE NTS  
 JUNE 12, 2024

### 3.3 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including Applewood Heights Park, Applewood Trail, and Hawkins Glen. The Site is also located within a 500 metre radius of extensive retail areas along the Dundas Street and Dixie Road corridors. These retail areas include a diversity of uses which support the day-to-day needs of residents.

### 3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services. A summary of these services is provided below.

#### *LOCAL PUBLIC TRANSIT*

The Subject Lands are serviced by an existing bus route (Route 1) operated by Mississauga Transit (‘MiWay’). Route 1 (Dundas) has an existing bus stop directly in front of the Subject Lands. Route 1 has a service frequency of approximately 12 minutes and operates between Kipling Station and Laird Road.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands are directly in front of the planned Dundas Bus Rapid Transit (‘BRT’) network which will provide connectivity across Mississauga and beyond.

#### *REGIONAL TRANSIT*

The Dixie GO Station, located approximately 540 metres southeast of the Subject Lands, is on Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday. We note that Route 21 does not currently operate during the off peak periods, Monday to Friday or on weekends and holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This is further enhanced by the local public transit networks that facilitate residents to easily transfer to a variety of areas and destination as well as the Hazel McCallion Light Rail Transit (‘LRT’) network, located approximately 3.2 kilometres west of the Site, which will provide frequent service and provide connectivity between Port Credit GO Station and Downtown Brampton.

#### *ROAD NETWORK*

Dundas Street East is classified as an ‘Arterial Road’ with an ultimate Right-of-Way (‘ROW’) width of 42 metres by the in-effect Mississauga Official Plan, while Arena Road and Dundix Road are classified as ‘Local Roads’ with no ultimate ROW width specified.

The Subject Lands are surrounded by and have frontage on Dundas Street East, Arena Road and Dundix Road. The current approximate widths of Dundas Street East, Arena Road and Dundix Road are 36.3 metres, 17.7 metres and 20.2 metres, respectively,

Additionally, Dundas Street East is identified as an ‘Intensification Corridor’ and ‘Higher Order Transit Corridor’ by the in-effect MOP. These classifications recognize that Dundas Street East is to incorporate upcoming transit connections, including the planned Dundas BRT network.



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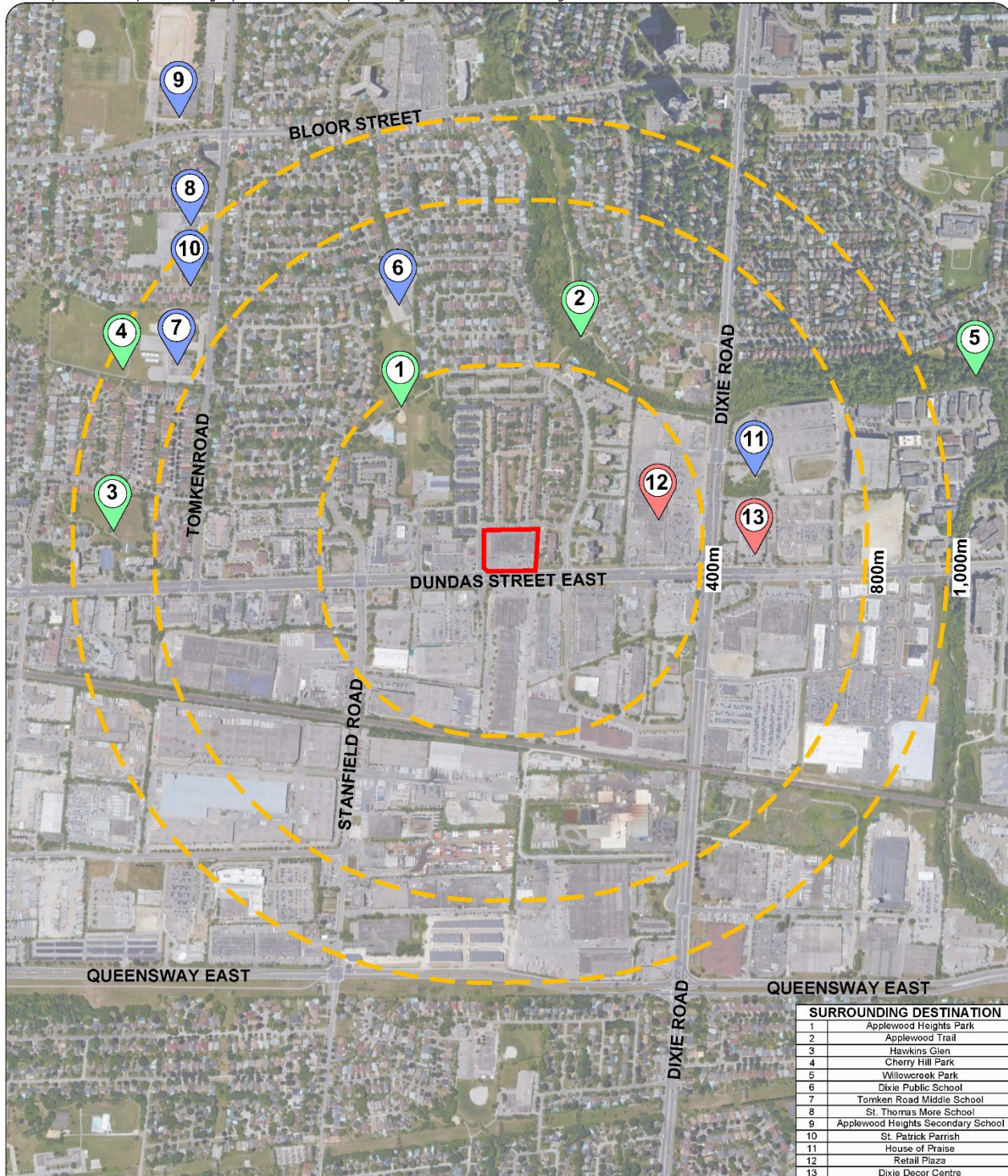


FIGURE 2 **SURROUNDING DESTINATIONS**

CITY OF MISSISSAUGA

LEGEND

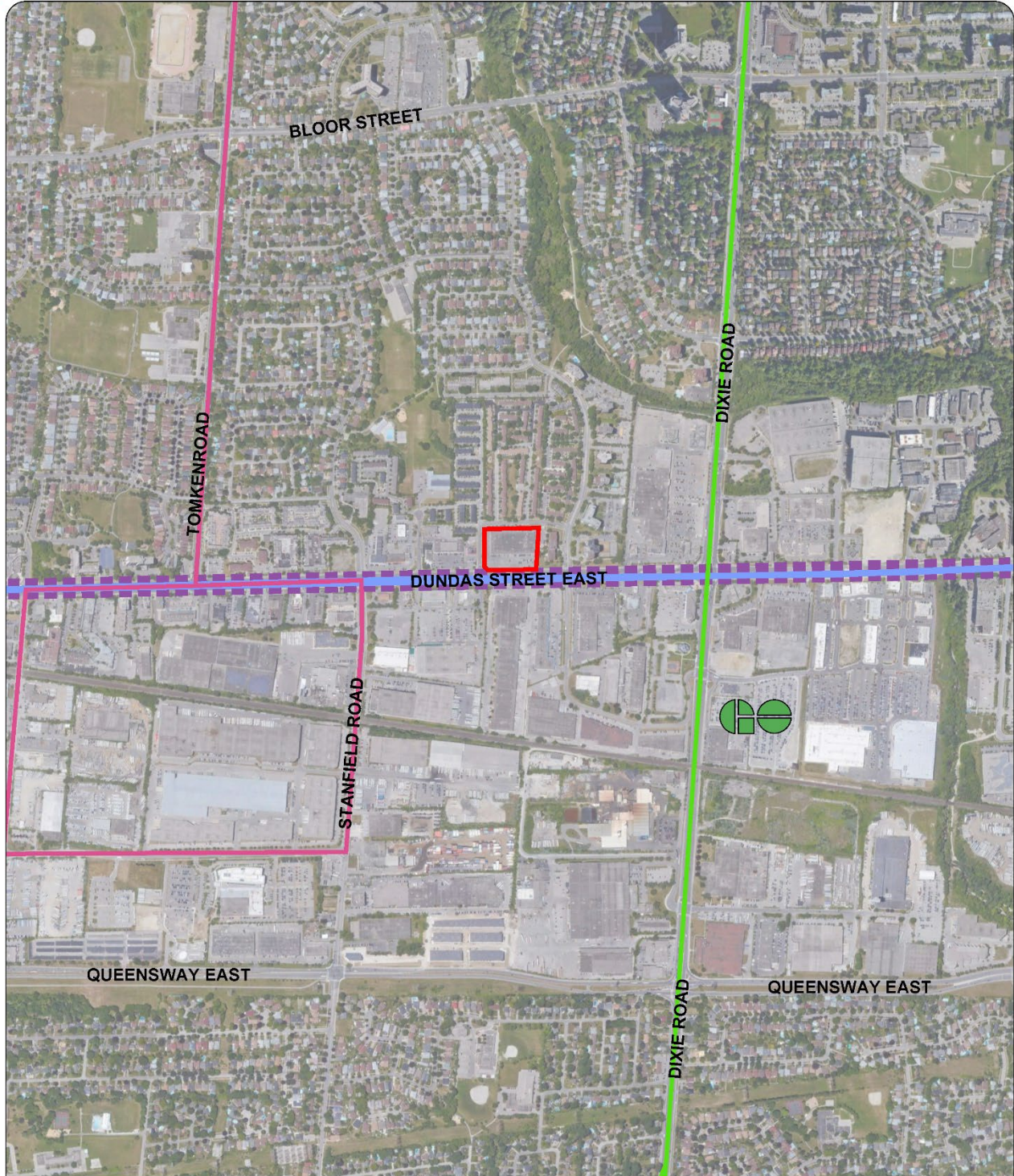
-  Subject Lands
-  Parks & Open Spaces
-  Buffer Limits (400m, 800m, 1,000m)
-  Institutional Uses
-  Commercial Uses

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



SCALE NTS  
 JUNE 12, 2024

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**FIGURE 3** **TRANSIT CONTEXT PLAN**

**CITY OF MISSISSAUGA**

**LEGEND**

- Subject Lands
- Miway Route 5
- Planned Dundas BRT
- Miway Route 1
- Miway Route 51
- B Dixie GO Station

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



SCALE NTS  
JUNE 12, 2024

### 3.5 / SURROUNDING DEVELOPMENTS

The area surrounding the Subject Lands has several active development applications that are supporting reinvestment and revitalization of the Applewood community and its surrounding context, **Table 1** below summarizes active development applications in the surrounding area.

**Table 1** \ Surrounding Developments

ADDRESS	APPLICANT OR OWNER	CITY FILE NO.	NO. OF UNITS	DENSITY	HEIGHT	NOTES
805 Dundas Street East	KJC Properties Inc.	OZ 23/1 W3	419	3.0 FSI	12 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application was recently approved. The development will introduce a 12-storey, mixed-use structure fronting along Dundas Street East and 3 blocks of 3-storey townhouse dwellings. The mixed-use and townhouse structures are organized around a central landscaped courtyard and private driveway
1000, 1024 Dundas Street East	Ahmed Group of Companies	OZ/OPA 22-18 W1	543	4.7	20, 16 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development would facilitate a compact, mixed-use development comprised of two (2) apartment towers of varying height rising above a shared podium. The podium is to include at-grade, non-residential units. Purpose-built rental dwelling units are also to be provided. As of the date of this Report, this development is currently before the Ontario Land Tribunal ('OLT'). Furthermore, an OLT Decision is not yet available

## 4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

### 4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth and the evolving physical landscape of Applewood.

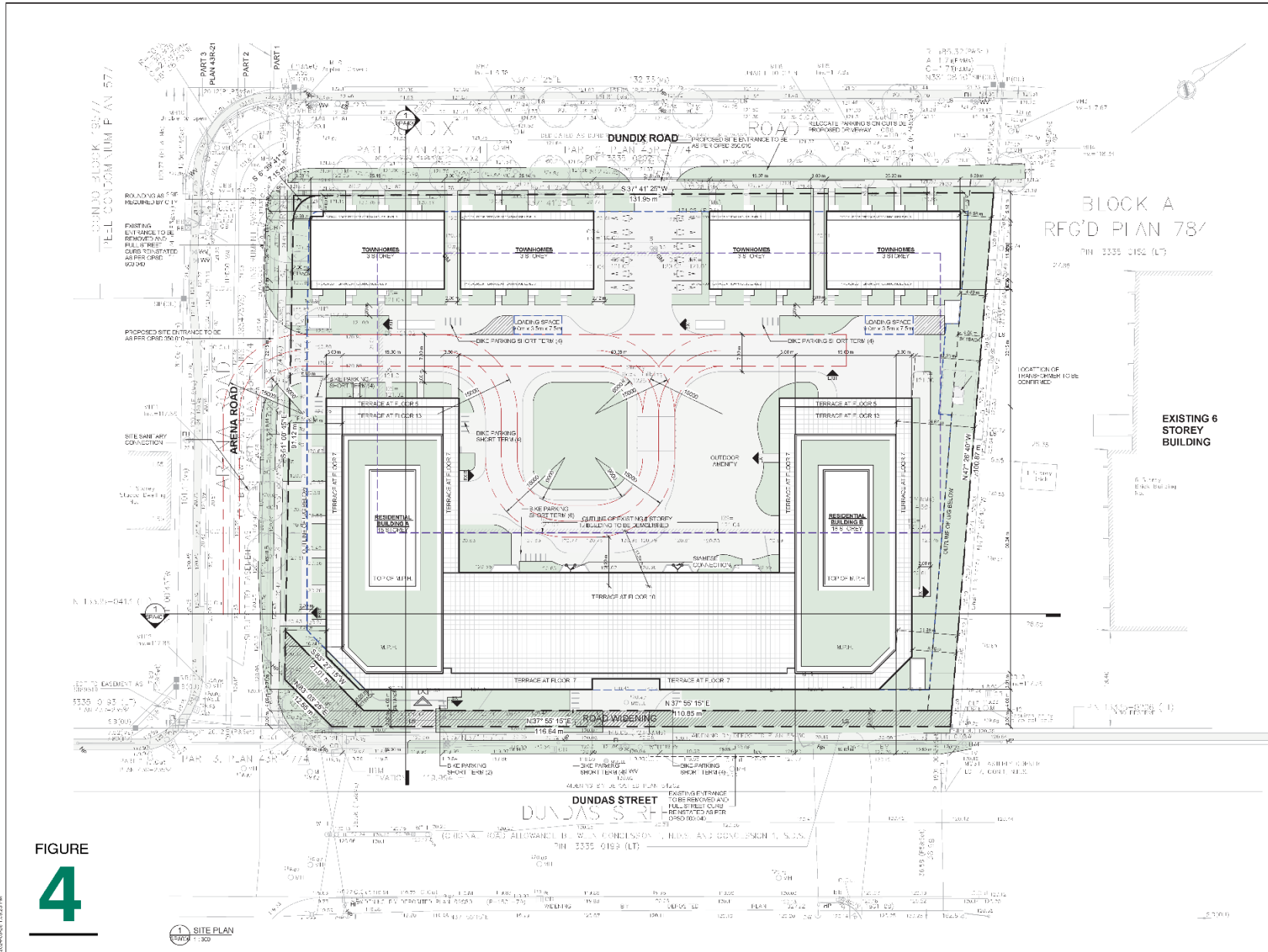
The proposed development contemplates five (5) structures (Buildings 'A', 'B', 'C', 'D' and 'E') of varying height, organized around a central landscaped courtyard and public realm enhancements (see **Figure 4**). Overall, the proposed development is to have a total gross floor area ('GFA') of approximately 47,546.6 square metres (511,787 square feet), resulting in a density of 3.82 Floor Space Index ('FSI'). Of this, approximately 46,796.1 square metres (503,709 square feet) is residential GFA, while 626.0 square metres (6,738 square feet) is non-residential GFA.



*Proposed rendering of the development, looking northeast across the Subject Lands (image provided by Turner Fleischer Architects)*

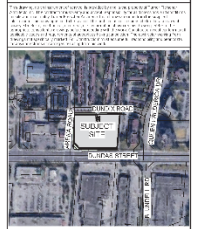
Building 'A' is positioned in the southern quadrant of the Site, fronting onto and addressing the Dundas Street East corridor. It is an 18-storey terraced structure with two (2) point tower components connected by a shared 9-storey podium. Overall, the proposed structure features a terraced built form which is achieved through the provision of stepbacks along the Dundas Street East frontage as well as along the eastern, western and rear facades.

A mixture and range of grade-related, non-residential uses are to be provided and positioned to frame the Dundas Street East street edge. These units have been strategically positioned to enable the unit(s) to open onto and address the public realm, while also providing direct pedestrian connections. Furthermore, the shared podium structure that connects the two (2) point tower components is to feature a generous, 8.7 metre grade-related pedestrian walkway, with the podium structure rising above on the second level. This central pedestrian walkway, combined with direct pedestrian connections to



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

DATE	DESCRIPTION
2024-08-20	ISSUED FOR PERMIT
2024-08-15	REVISED
2024-08-10	ISSUED FOR PERMIT
2024-08-05	ISSUED FOR PERMIT

**PROPOSED RESIDENTIAL MIXED-USE DEVELOPMENT**  
1125 Dundas Street East, Mississauga, ON

**SITE PLAN / ROOF PLAN**

DATE	DESCRIPTION
2024-08-20	ISSUED FOR PERMIT
2024-08-15	REVISED
2024-08-10	ISSUED FOR PERMIT
2024-08-05	ISSUED FOR PERMIT

PROJECT: SPA006

the non-residential uses and direct pedestrian connections to grade-related residential units along the Arena Road frontage will enable safe, comfortable and accessible connections to the public sidewalk. A visible residential lobby, indoor amenity areas, shared servicing areas and residential dwelling units are also to be provided. A rooftop outdoor amenity area is to be provided above the 9<sup>th</sup> level. A series of generous outdoor terraces are also to be provided, enabling residential units to have additional private amenity areas.

Buildings 'B', 'C', 'D' and 'E' are positioned in the northern quadrant of the Site. Each structure is to accommodate a range of 3-storey, back-to-back townhouse units. More specifically, Buildings 'B', 'C' and 'E' are to provide eight (8), 3-storey back-to-back townhouse dwellings, while Building 'D' is to provide six (6), 3-storey back-to-back townhouse dwellings. Furthermore, each dwelling is to have a highly visible front entry off of the public realm, which provides visual consistency with the townhouse dwellings which surround the Site to the north and west. Additionally, a 3.0 metre separation is provided between the structures, which accommodates a 2.0 metre pedestrian connection.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central, landscaped outdoor courtyard, an at-grade outdoor amenity area that is visually connected to the adjacent indoor amenity area, landscaped open spaces, outdoor private terraces, rooftop terraces and a rooftop outdoor amenity area. Landscaping and streetscaping enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided. A network of pedestrian pathways and public sidewalks is also to be provided in order to facilitate safe,

comfortable and convenient access across the Site and beyond.

A total of 642 residential dwelling units of varying size and configurations are to be provided. A mixture of one-bedroom, two-bedroom, three-bedroom and four-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

331 shared parking spaces are to be provided via a combination of a surface parking area and a 1-level below-grade parking structure. Secure bicycle parking spaces are also to be provided at-grade and within the parking structure. Integrated, shared loading spaces are to be provided within Building 'A', while two (2) at-grade loading spaces are also contemplated south of Buildings 'C' and 'E'. Collectively, the loading spaces are to be accessible from the private road network to be provided. The private road network is to be extended from Arena Road and Dundix Road.

A pedestrian drop-off area, access to the shared loading spaces and access to the below-grade parking structure are to extend from the private road network.

The proposed development has been designed to integrate with the surrounding Applewood community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the evolving policy framework and the development vision established by the Dundas Connects Master Plan. Overall, the proposed development has, to the greatest extent possible, been designed and planned to provide an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** on the next page.

**Table 2 / Summary of Proposed Development Statistics**

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Net Development Area	1.24 hectares (3.07 acres)
Proposed Gross Floor Area ('GFA')	47,422.1 square metres (510,447 square feet)
<i>Building 'A'</i>	43,624.9 square metres (469,575 square feet)
<i>Building 'B'</i>	1,012.8 square metres (10,901.7 square feet)
<i>Building 'C'</i>	1,012.8 square metres (10,901.7 square feet)
<i>Building 'D'</i>	757.2 square metres (8,150.4 square feet)
<i>Building 'E'</i>	1,012.8 square metres (10,901.7 square feet)
Proposed Density	3.82 FSI
Proposed Building Heights	
<i>Building 'A'</i>	18 storeys
<i>Building 'B'</i>	3 storeys
<i>Building 'C'</i>	3 storeys
<i>Building 'D'</i>	3 storeys
<i>Building 'E'</i>	3 storeys

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Proposed Dwelling Units	642
<i>No. of One-Bedroom Units</i>	397
<i>No. of Two-Bedroom Units</i>	188
<i>No. of Three-Bedroom+ Units</i>	17
<i>No. of Townhomes</i>	40
Proposed Parking Spaces	331 shared spaces
Proposed Loading Spaces	4
Proposed Bicycle Parking Spaces	424 shared spaces
Proposed Amenity Area	3,596.6 square metres (38,713 square feet)
<i>Indoor Amenity Area</i>	1,381.9 square metres (14,875 square feet)
<i>Outdoor Amenity Area</i>	2,214.7 square metres (23,838 square feet)
Proposed Landscaped Area	5,149.7 square metres (55,431 square feet)

## 5 / POLICY CONTEXT

### 4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each has been prepared and is provided under separate cover. Supporting studies include the following:

- An Arborist Report, prepared by MacNaughton Herman Britton Clarkson Planning Limited;
- A Functional Servicing and Stormwater Management Report, prepared by Stantec;
- A Housing Report, prepared by GSAI and provided as **Appendix III** of this Report;
- A Noise Impact Study, prepared by Thornton Tomasetti;
- A Pedestrian-Level Wind Report, prepared by Cermak Peterka Petersen Wind Engineering Consultants;
- A Phase One Environmental Site Assessment, prepared by GEI Consultants;
- A Streetscape Feasibility Study, prepared by Stantec;
- A Sun/Shadow Study, prepared by Turner Fleischer Architects Inc.;
- A Transportation Impact Study, prepared by CGH Transportation; and,
- An Urban Design Study, prepared by GSAI, MHBC and Turner Fleischer Architects Inc..

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.



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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing higher density development on lands that are currently underutilized given the current use as a low-rise commercial retail plaza and surface parking areas;
- by locating a mixture of residential and employment-related uses, including but not limited to a broad range of retail and service-oriented non-residential units, within the City of Mississauga, on a site designated for redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing more than 640 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by local policies for Applewood and the Dundas Street corridor as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and public landscaped open spaces;

- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings, permeable surfaces and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

### **1.1.3 Settlement Areas**

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

*'1.1.3.1. Settlement areas shall be the focus of growth and development.'*

*'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'*

*'1.1.3.4. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'*

*'1.1.3.6. New development taking place in designated growth areas should occur adjacent to the existing built-up areas and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'*

The Subject Lands are located within a Settlement Area and a growth area as defined by Regional and local policy. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will also provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposal can be accommodated by municipal infrastructure networks.

### 1.5 Public Spaces, Recreation, Parks, Trails & Open Space

*'1.5.1. Healthy, active communities should be promoted by:*

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

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop terraces, private terraces, a rooftop outdoor amenity area, an outdoor courtyard feature, landscaped open spaces and sidewalk zones along the Site's frontages.

Overall, the above-noted elements have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Landscape Plan, the landscaped areas and amenity areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. A rooftop outdoor amenity area will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's frontages. This will enable direct pedestrian connections to non-residential units and grade-related residential units along the Site's Arena Road frontage from the public sidewalk, street

furniture and other public realm enhancements to be provided. These aspects will also facilitate connections to the sidewalk zones and multi-use trails planned to be provided along the Dundas Street corridor. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors and community members.

### 1.6.6. Sewage, Water & Stormwater

*'1.6.6.1. Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 
  - 1. municipal sewage services and municipal water services.'**

*'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'*

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

*'1.6.6.7. Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated in the accompanying FS-SWM Report and the accompanying Low Impact Development ('LID') Features Letter, the proposed development has incorporated a range of site-specific sustainable development strategies, including the provision of additional plantings and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the future detailed design stage.

### *1.6.7. Transportation Systems*

*'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'*

*'1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'*

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the planned Dundas BRT network is directly in front of the Subject Lands, MiWay operates a number of existing bus routes in the surrounding area and the Site is within a comfortable walking distance (approximately 530 metres) of the Dixie GO Station. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Dundas Street corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal supports the above-noted transportation policy objectives by facilitating a high-density, mixed-use development that will support current and future transit ridership, the provision of development at a transit-supportive density, the provision of various local employment opportunities, the use of active transportation networks, including bike lanes planned along Dundas Street and enable residents and visitors alike to walk to destinations.

### 1.7. Long-Term Economic Prosperity

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

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs, will enable a right-sizing of non-residential area to ensure vibrancy and minimize vacancy rates and will contribute to the creation of Applewood as a complete, community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will also facilitate housing choice and high-

quality built forms that are compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

### 1.8. Energy Conservation, Air Quality & Climate Change

*'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where it exists or is to be development, or designing these to facilitate the establishment of transit in the future;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are well-served by existing transit services, planned transit services and active transportation networks. Furthermore, the proposal will facilitate compact, mixed-use development, at an appropriate location along the Dundas corridor, at a transit-supportive density. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and achievement of energy conservation objectives. As demonstrated in the accompanying LID Features Letter, the proposal contemplates a variety of contextually appropriate sustainable design features in efforts to maximize conservation efforts. As further described in the accompanying Transportation Impact Study ('TIS'), the proposed development will also support reduced congestion and promote alternative transportation modes to be utilized.

#### *4.0 / Implementation & Interpretation*

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

*'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.*

*Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

*In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'*

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, high-density, compact, mixed-use, transit-supportive development that is permitted by Provincial policy, the Region of Peel Official Plan and evolving local policy.

## 5.2 / A PLACE TO GROW, 2020

### *SUMMARY / CONFORMITY STATEMENT*

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

### *Section 2 / Where and How to Grow*

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

*'2.21.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:*
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*

- iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'*

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Applewood as a complete community.

*'2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*

- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mix of residential, retail / service and employment-related uses, located in proximity to transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community. Overall, the proposed development has been planned and designed to provide for a mixture of non-residential uses that makes efficient use of grade-related units, effectively responds to post-pandemic market trends and enables the right-sizing of non-residential areas to minimize vacancy rates and promote a high-quality, high pedestrian traffic streetscape environment.



Additionally, the proposal will provide for more than 640 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style and townhouse-style dwelling units will further support the range and mix of housing options available in the Applewood community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community of choice.

Finally, the proposed development contemplates high-quality, compact built forms that foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Dundas Street East, Arena Road and Dundix Road. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces. This will be further enhanced by the provision of a centrally located, landscaped outdoor courtyard feature, an at-grade outdoor amenity area and pedestrian connections between the townhouse blocks.

#### **2.2.4. Transit Corridors & Station Areas**

A Place to Grow identifies a series of strategic growth areas, including Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, A Place to Grow defines an MTSA as follows:

*'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'*

As demonstrated in **Figure 5** on the next page, the Subject Lands are identified as being located within the Dixie GO MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

**'2.2.4.1.** *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.'*

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

- c) *150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.'*

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**FIGURE 5 MAJOR TRANSIT STATION AREA**

**DIXIE GO MTSA**

**LEGEND**

- Subject Lands
- MTSA Boundary

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



SCALE NTS  
JUNE 12, 2024

*'2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

*'2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'*

In accordance with Schedule 5 of A Place to Grow, Dundas Street is identified as a priority transit corridor. Furthermore, the planned Dundas BRT network and the surrounding bus routes operated by MiWay are considered to be frequent transit services as defined by A Place to Grow. Schedule 5 also identifies the Milton GO Transit Line as an 'Existing Higher Order Transit' corridor. We highlight that the Subject Lands are located within the Dixie GO MTSA which is centred upon the Dixie GO Station. Given the above-noted locational characteristics, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate transit-supportive density.

Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Dixie GO MTSA minimum density target of 150 residents and jobs combined per hectare. Given the Site is located along a planned Dundas BRT network, the proposal also supports achievement of the higher minimum density target of 160 residents and jobs combined per hectare for lands that are served by light rail transit or bus rapid transit (Policy 2.2.4.3.b).

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence immediately adjacent to the planned Dundas BRT network, its location within walking distance of the Dixie GO Station and its location within a delineated and approved MTSA.

Overall, the proposed development supports the Provincial policy objectives for development in MTSA's by providing for compact, high-density, transit-supportive development that includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

### *2.2.5. Employment*

*'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'*

*'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'*

### 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities, will facilitate appropriately sized and efficiently designed non-residential units to be provided, will enable a right-sizing of non-residential uses on site to minimize vacancy and provide vibrancy and will facilitate the ability for existing retail and service use tenants to remain should this suit the tenant's business needs and desires. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Applewood as a complete community.

#### *SUMMARY / CONFORMITY STATEMENT*

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential and employment-related uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

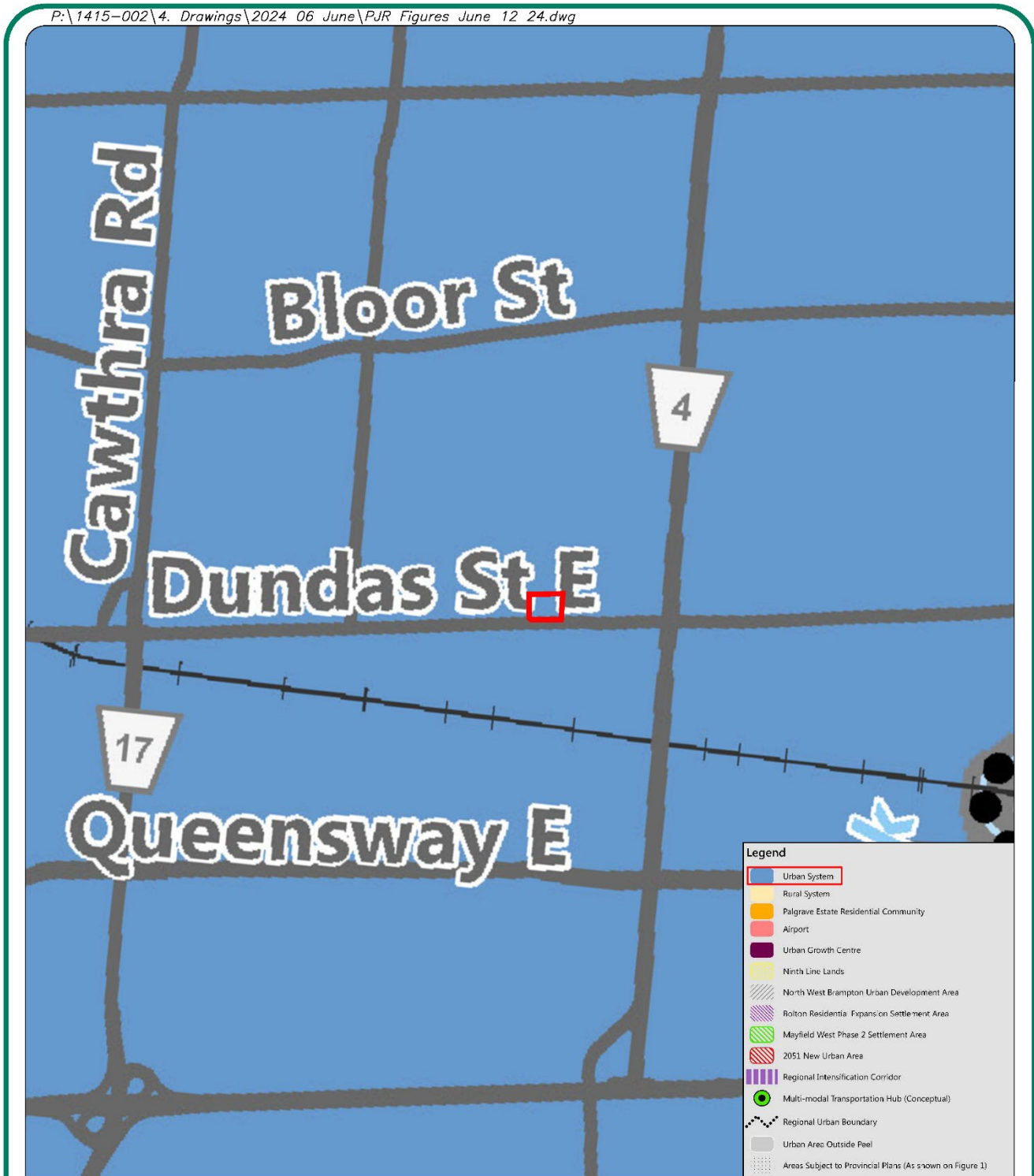
The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see Figure 6).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within a Strategic Growth Area (Schedule E-2), within a Major Transit Station Area (Schedule E-5) and along a Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the Regional Council approved Region of Peel Official Plan, as amended by Bills 150 and 162, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.

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**FIGURE 6 REGIONAL OF PEEL OFFICIAL PLAN**

**SCHEDULE 'E1' - REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

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



SCALE NTS  
JUNE 12, 2024

#### **5.4 Growth Management**

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As a Site within the Region's Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.'*
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'*
- '5.4.18.1 To achieve efficient and compact built forms.'*
- '5.4.18.2 To optimize the use of existing infrastructure and services.'*
- '5.4.18.4 To intensify development on underutilized lands.'*
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'*
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'*
- '5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*
- '5.4.18.10. Facilitate and promote intensification.'*
- '5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area, within a Strategic Growth Area, within a Major Transit Station Area and along a Bus Rapid Transit ("BRT") Corridor.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, mixed-use, transit-supportive development in close proximity to transit services. This will contribute to the creation of Applewood as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

### 5.6 The Urban System

As demonstrated in **Figure 6**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'
- '5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'

It is the policy of Regional Council to:

- '5.6.10 Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'
- '5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'
- '5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture of dwelling units, including a selection of larger, family-sized units, will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

### 5.6.17. Strategic Growth Areas

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout this Report, the Subject Lands are located within the Dixie GO Major Transit Station Area (MTSA) and as such, are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

*'5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*

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

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

It is the policy of Regional Council to:

*'5.6.17.7. Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.'*

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

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

### 5.6.19. Major Transit Station Areas

In accordance with Schedule E-5 and as demonstrated in **Figure 5**, the Subject Lands are located within the Dixie GO MTSA – which is a Primary MTSA. As such, the following apply.

It is Regional objectives to:

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

*'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.'*

It is the policy of Regional Council to:

*'5.6.19.7. Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan.'*



*'5.6.19.8. Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed in Table 5. ....'*

In accordance with Schedule E-5 of the ROP, the Subject Lands are located within the Dixie GO MTSA which is a Primary MTSA. As such, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted objectives and policies for Major Transit Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate transit-supportive density. This includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

Furthermore, the proposed development will assist in the achievement of the Dixie GO MTSA minimum density target of 160 people and jobs combined per hectare, as specified by the City of Mississauga Major Transit Station Area Study.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence immediately adjacent to the planned Dundas BRT network, its location in proximity to the Dixie GO Station and its location within an MTSA.

### **5.10 Transportation System in Peel**

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along the BRT Corridor – which is a Rapid Transit Corridor. As such, the following apply.

*'5.10.13. Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'*

*'5.10.16. Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*

*'5.10.34.5. To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.'*

*'5.10.34.40. Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.'*

As stated above, the Subject Lands are located along Dundas Street East – a recognized ‘BRT Corridor’ and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Applewood community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

#### *SUMMARY / CONFORMITY STATEMENT*

The Peel Regional Official Plan (‘ROP’) guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Applewood community as outlined by the Growth Management and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

## 5.4 / MISSISSAUGA OFFICIAL PLAN, 2024

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (March 2024) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Neighbourhoods and Community Nodes. The Subject Lands are currently located within the Neighbourhood component of the City Structure and within the Applewood Neighbourhood Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Dundas Street – an identified Intensification Corridor. As further described in this Section of the Report, it is our opinion that the Subject Lands should be removed from the Neighbourhoods component of the City Structure and instead added into the Dixie-Dundas Community Node component.

We note that the City of Mississauga is presently completing an Official Plan Review exercise that will culminate in a City-initiated Official Plan Amendment ('OPAs') to introduce a modified MOP, referred to the 2051 MOP. The 2051 MOP will ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Regional Municipal Comprehensive Review that culminated in Regional Council adoption of the 2022 Region of Peel Official Plan and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives such as the Dundas Corridor Policy Implementation and more.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Amendments serve to better implement Provincial, Regional and evolving local policy.

### *5 / Direct Growth*

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located along an Intensification Corridor and as such, are located within an Intensification Area. Furthermore, inclusion of the Subject Lands within the Dixie-Dundas Community Node would reinforce its location within an Intensification Area. As such, the following policies apply.

*'5.1.4. Most of Mississauga's future growth will be directed to Intensification Areas.'*

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

**As a Site located along an identified Intensification Corridor, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-**

supportive development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the creation of Applewood as a complete community where residents are able to live, work, play and shop within the community or even the same building.

### *5.3.3. Community Nodes*

As demonstrated on Schedule 1, the City is comprised of various Community Nodes, each with its own identity. Although the Subject Lands are not currently located within the Dixie-Dundas Community Node limits, it is our opinion that the Subject Lands ought to be. Inclusion of the Subject Lands within the Dixie-Dundas Community Node is appropriate for the following reasons:

- it would enable a natural and logical extension of growth to occur;
- it would recognize the Site's advantageous locational attributes including being immediately in front of the Dundas BRT network and within walking distance of not only the Dixie GO Station but also existing street-level transit services;
- to further implement the Regional policy objective of recognizing the Site as being located within a Strategic Growth Area;
- it will formally implement the Site's recognized development potential in contrast to the balance of the Dixie-Dundas Community Node lands;
- it will enable a better interrelationship with and consistency with the Dixie GO MTSA delineation; and,
- it would enable recognition of the Site's appropriate location to enable compact, transit-supportive development to occur.

As a Site to be included within the Dixie-Dundas Community Node via the requested OPA, the following policies apply.

*'5.3.3.3. Community Nodes are Intensification Areas.'*

*'5.3.3.4. Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.'*

*'5.3.3.9. Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes.'*

*'5.3.3.11. Development in Community Nodes will be in a form and density that compliments the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.'*

*'5.3.3.12. Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities.'*

*'5.3.3.13. Community Nodes will be developed to support and encourage active transportation as a mode of transportation.'*

As stated throughout this Report, the Subject Lands have recognized development potential and are an appropriate location for growth to occur. Given this, the proposal has been planned and designed to facilitate a compact, refined, mixed-use development that provides for a range and mixture of residential and

non-residential uses to meet the needs of residents and community members, while also supporting achievement of the Community Node-wide minimum density target.

Furthermore, the built forms contemplated will provide for a high-quality, refined architectural design that facilitates development that is complimentary to and compatible with the established and evolving character of the surrounding community. In particular, the provision of ground-oriented built forms along the northern property line will enable a seamless and harmonious transition to the surrounding community in terms of land use, built form, density and scale.

Finally, the Subject Lands are located along the Dundas Street corridor which is a rapid transit corridor. Development of the Site as contemplated and as stated throughout this Report will support transit-supportive development to occur on a Site that is appropriately situated along a transit corridor and within proximity to existing and planned transit services and active transportation networks.

#### 5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors and Schedule 2, Intensification Areas, Dundas Street is identified as an Intensification Corridor. The following policies apply.

*'5.4.2 Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community*

*Nodes and Corporate Centres will take precedence.'*

*'5.4.3 Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.'*

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

*"5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.'*

*'5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies ....'*

*'5.4.11 Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas.'*

In accordance with Schedule 2, Intensification Areas, the Subject Lands are located along the Dundas Street Intensification Corridor.

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along the Dundas Street Intensification Corridor and at an appropriate, transit-supportive density. Furthermore, the proposed development has been planned and designed to frame the street such

that Building A situated along Dundas opens onto and addresses the public realm. The proposal also contemplates a pedestrian-oriented built form through the provision of a terraced built form and townhouse built forms along the rear property line. Overall, the proposed structures conform to the 2-storey minimum building height requirement.

The Site's appropriate location for higher density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Dundas Connects Master Plan, the Dundas Corridor Implementation initiative, the City of Mississauga Major Transit Station Area Study and the Official Plan Review initiative. As further described in Sections 5.5 and 5.6 of this Report, the above-noted initiatives collectively identify the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, taller mid-rise development to occur.

For the reasons outlined above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

### 5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following apply.

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

*'5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'*

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

*'5.5.7 A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'*

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

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

The proposal supports the above-noted policy objectives by introducing a range and mixture of residential and non-residential uses in order to meet the daily needs of residents and community members. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

The proposed development will support the above-noted policy objectives and will support the creation of the surrounding context as a complete, walkable community. As described throughout this Report, there is inconsistent policy direction in relation to the Site. More specifically, the Site is recognized as having development potential given its locational attributes, yet the form of development is limited by the in-effect policy framework. We note that the recently completed City initiatives as further discussed in Section 5.6 of this Report will modify these policy inconsistencies and enable appropriate development, such as that proposed, to occur.

The proposed development and corresponding Amendments are appropriate and, in our opinion, serve to further implement the envisioned policy directions of the MOP, as amended by Official Plan Amendment 141, to direct growth to appropriate locations and to facilitate compact, mixed-use development in close proximity to existing and planned higher order transit services where development can and should be concentrated. The proposed development and corresponding Amendments will facilitate development with heights (up to 18 storeys) that are appropriate for the location, while still respecting the City Structure hierarchy given Community Nodes are intended to accommodate increased densities and heights when compared to Neighbourhood lands.

## *7/ Complete Communities*

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

*'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'*

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

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

*'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'*

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

## *7.7. Distinct Identities*

In terms of community character, the following apply.

*'7.7.1.2. Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'*

*'7.7.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*

*7.7.1.4. The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods.'*

*'7.7.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'*

The Subject Lands are surrounded by an established Neighbourhood area. The proposed development has been planned and designed to provide for high-quality, refined built forms that integrates with and is complimentary to the established and evolving character of this surrounding community. Specifically, the proposal provides for a development pattern, development form, massing and scale that is appropriate, desirable and maintains compatibility with the surrounding community.

### *9/ Build a Desirable Urban Form*

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

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

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

*'9.1.11. A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*

*'9.1.13. Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

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

The proposed development has been planned and designed to further implement the above-noted City urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a higher density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the surrounding community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

### *9.2.1. Intensification Areas*

In terms of urban form considerations within Intensification Areas, the following policies apply.

*'9.2.1.1. Development will create distinctive places and locales.'*



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

*'9.2.1.6. Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.'*

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates consolidated access points and shared parking and servicing areas in efforts to provide an optimal site design.

*'9.2.1.9. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.'*

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

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

*'9.2.1.19. The public realm and the development interface with the public realm will be held to the highest design standards.'*

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

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

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

*'9.2.1.24. Development will face the street.'*

*'9.2.1.25. Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'*

*'9.2.1.26. For non-residential uses, at grade windows will be required facing major streets and must be transparent.'*

*'9.2.1.27. Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.'*

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

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

*'9.2.1.30. Development will provide open space... appropriate to the size, location and type of the development.'*

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

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

*'9.2.1.33. Open spaces will be designed to promote social interaction.'*

The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of five (5) structures, including a building that is of an appropriate scale in relation to the Dundas Street right-of-way width as well as low-rise, ground-oriented built forms that provide an appropriate relationship and interface to Dundix Road – a local street. Overall, each structure is appropriately situated on the Subject Lands to enable development forms that appropriately and desirably frame the street and are pedestrian-scaled. As demonstrated on the accompanying Conceptual Site Plan, the structure nearest Dundas Street is to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm.

A series of landscape and public realm enhancements are to be provided. This includes a large, central landscaped courtyard, landscaped open spaces, a rooftop outdoor amenity area, private outdoor terraces and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and will facilitate opportunities for social interaction

and enjoyment of the outdoors. Based on the above, it is our opinion that the proposal complies with the City's urban form policy objectives.

### **9.3. Public Realm**

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

*'9.3.1.4. Development will be designed to:*

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

*'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'*

*'9.3.5.5. Private open space and / or amenity areas will be required for all development.'*

*'9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'*

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

*'9.4.1.3. Development will support transit and active transportation by:*

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*
- f) providing pedestrian safety and comfort; and*
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a range and mixture of high-quality, compact, refined, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of built forms that frame the street edge, provide direct pedestrian connections to the public realm, provide cyclist amenities including secure bicycle parking spaces and facilitates pedestrian-scaled development. Furthermore, the development has been planned and organized around landscaped open spaces and amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

## *11 / Land Use Designations*

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated on **Figure 7**, the Subject Lands are designated 'Mixed Use'. In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

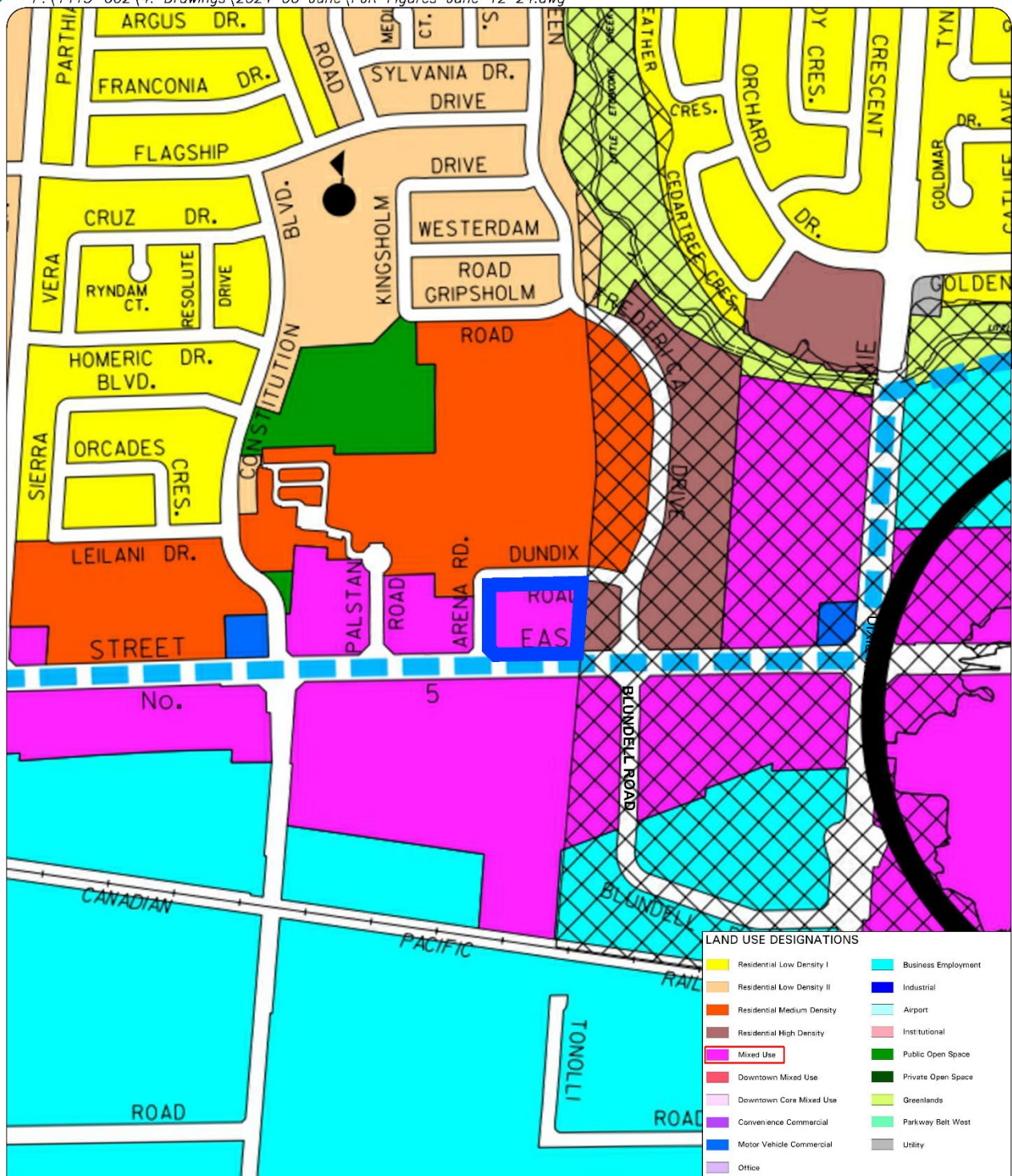
### *11.2.5. Residential*

*'11.2.5.6. Lands designated Residential High Density will permit the following uses:*

- a) apartment dwelling*
- b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars and drive-through facilities.'*

As described throughout this Report, the proposal will facilitate the introduction of grade-related non-residential uses, the introduction of new apartment-style and the introduction of new townhouse-style dwellings, in a location where development ought to be directed. Based on the above-noted policy, townhouse built forms are permitted by the in-effect Residential Medium Density policies. Therefore, the range of uses proposed are permitted. The proposal also represents an appropriate form and advances the City's development objectives. For the reasons outlined above, it is our opinion that the proposed development conforms to the in-effect Residential High Density policy objectives.

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**FIGURE 7**

**MISSISSAUGA OFFICIAL PLAN  
SCHEDULE '10' - LAND USE DESIGNATIONS**

**LEGEND**  
[Blue Box] Subject Lands

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

SCALE NTS  
JUNE 12, 2024

P:\1415-002\4. Drawings\2024 06 June\PJR Figures June 12 24.dwg

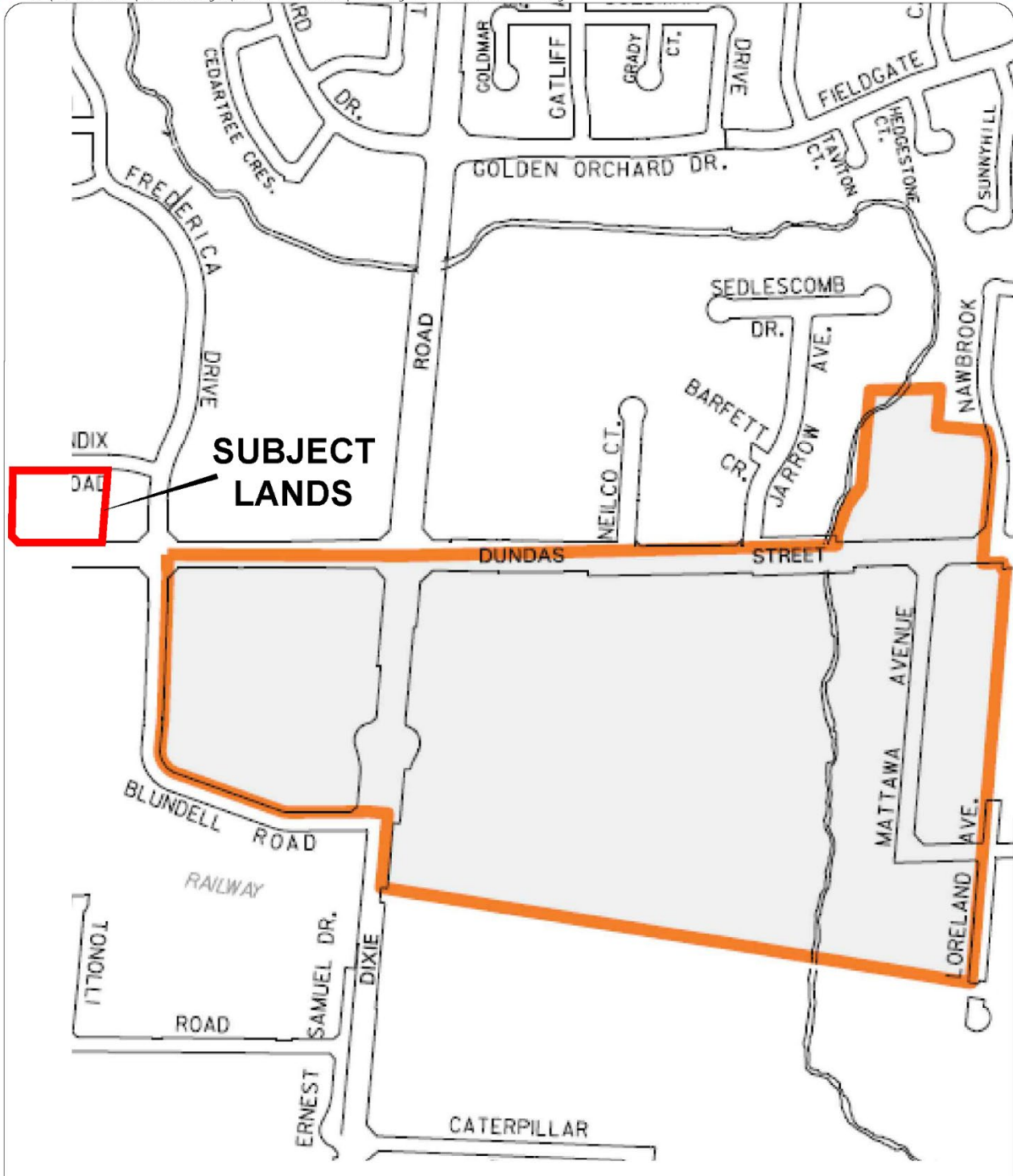


FIGURE  
**8**

**MISSISSAUGA OFFICIAL PLAN**

SCHEDULE '14-3' - DIXIE-DUNDAS COMMUNITY NODE

LEGEND

- Subject Lands
- Dixie-Dundas Community Node Boundary

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



SCALE NTS  
JUNE 12, 2024

#### *14 / Community Nodes*

Chapter 14 of the MOP establishes the policy framework for how growth and development within Community Nodes is to occur. More specifically, the MOP establishes policies based on nine (9) Community Nodes, each with their own character. As demonstrated in **Figure 8** on the previous page and as further discussed in **Section 5.6** of this Report, the Subject Lands are currently located adjacent to and outside of the Dixie-Dundas Community Node. The in-effect limits of the Dixie-Dundas Community Node are established by Mississauga Official Plan Amendment 141.

As stated throughout this Report, it is our opinion that modification of the Dixie-Dundas Community Node boundary to include the Subject Lands is appropriate, is desirable and will facilitate development in an appropriate location that will further implement Provincial, Regional and local policy objectives, while also enabling compact, transit-supportive, mixed-use development where this form of development ought to occur.

Furthermore, we highlight that the policy framework for the Dixie-Dundas Community Node (Section 14.3), as modified by the Regional Council approval of Mississauga Official Plan Amendment 141, is inconsistent with evolving Provincial, Regional and local policy objectives. Therefore, a new Special Site policy is requested to be added to the Dixie-Dundas Community Node Character Area to enable site-specific development standards for the Subject Lands to be enacted. A copy of the implementing Official Plan Amendment which includes the requested modification to Schedule 1 to include the Subject Lands within the Dixie-Dundas Community Node limit and to introduce a new Special Site policy, amongst other matters, has been prepared and is provided in **Appendix I** of this Report.

#### *SUMMARY / CONFORMITY STATEMENT*

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to the creation of a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in built forms that are consistent and compatible with the envisioned evolution of the Dundas Street corridor. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Dixie-Dundas Community Node Character Area of the Mississauga Official Plan.

## 5.5 / DUNDAS CONNECTS MASTER PLAN, 2018

The Dundas Connects Master Plan ('Dundas Connects') was adopted by City Council in May 2018. Dundas Connects, while not currently an operative part of the MOP, is intended to provide policy objectives in an effort to guide new development occurring along the Dundas Street corridor and further implement the land use, urban design and transportation policies of the MOP. More specifically, Dundas Connects provides detailed design and policy directions to facilitate the re-urbanization of Dundas through the implementation of compact, mixed-use, pedestrian-oriented and transit-supportive built forms. We highlight that in the time since the adoption of Dundas Connects, Provincial and local priorities have evolved and transitioned toward the encouragement of higher density, transit-oriented development and new housing units in proximity to existing and planned transit networks.

In efforts to facilitate redevelopment in appropriate locations and at appropriate densities, Dundas Connects identifies a series of policy directions, organized by seven (7) Focus Areas. As demonstrated in **Figure 9** on the next page, the Subject Lands are located adjacent to the Dixie Focus Area. As such, the following policy directions apply and have informed the proposed development:

- Compact, mixed-use, pedestrian-oriented and transit-supportive development is to be concentrated along the Dundas Street corridor;
- Uses that promote active frontages (such as restaurants and retail stores) are to be provided at-grade;
  - Grade-related non-residential uses are to open onto and address the public realm;

- Continuous street wall conditions are encouraged;
- Terraced built forms are encouraged in order to provide for appropriate transitions to the surrounding context;
- The Subject Lands are identified as an appropriate and desirable location for higher density, mid-rise development to occur;
- Wide sidewalk zones, particularly along Dundas Street, are encouraged;
- 4.5 metre floor-to-floor heights on the ground level are encouraged to facilitate retail and commercial tenant needs;
- Landscape and public realm enhancements are encouraged; and,
- Below-grade parking is encouraged.

Based on the above, the Subject Lands are identified as an appropriate and desirable location for compact, mixed-use, high density, pedestrian-oriented and transit-supportive development to occur. Overall, the proposed development has been planned and designed to implement the development vision presented in the Dundas Connects Master Plan for the area surrounding the Dixie Focus Area. As such, the proposal and corresponding Amendments represent an opportunity for the policy directions highlighted above to be implemented in a contextually appropriate manner. Furthermore, we highlight that lands within the Dixie Focus Area have height permissions up to 25 storeys. Given the Site's locational characteristics, the requested building heights are appropriate, will enable sufficient residential and employment-related densities to support transit services and will maintain an appropriate and desirable transition to the surrounding area.

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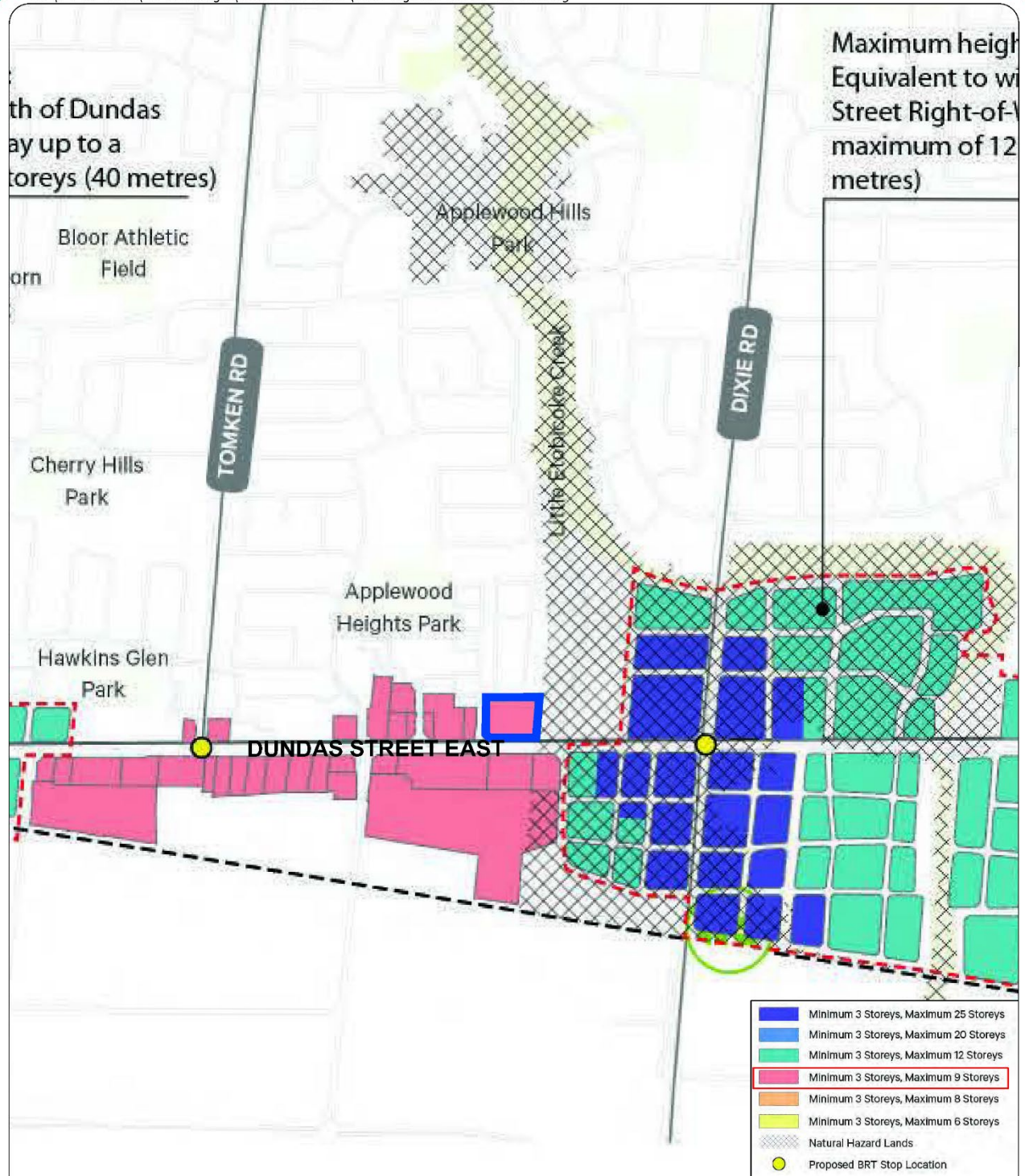


FIGURE  
**9**

**DUNDAS CONNECTS MASTER PLAN**

FIGURE 5-31, BUILT FORM CONCEPT PLAN

LEGEND

[Blue Box] Subject Lands

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



SCALE NTS  
JUNE 12, 2024



In our opinion, redevelopment of the Subject Lands as contemplated is appropriate, desirable and ought to be realized. It will facilitate a compact, mixed-use, pedestrian-oriented and transit-supportive development to be provided in an appropriate location to take advantage of the Site's locational attributes which includes being surrounded by and directly in front of the planned Dundas BRT network, being in proximity to various bus routes and the Dixie GO Station as well as being within walking distance of services and facilities to meet daily needs.

- 

## 5.6 / DUNDAS CORRIDOR IMPLEMENTATION INITIATIVE, 2022

As stated throughout this Report, the City of Mississauga completed the Dundas Corridor Policy Implementation Initiative ('Initiative'). The Initiative culminated in City-initiated Official Plan Amendments ('OPAs'), including but not limited to OPA 141, that modified the policy permissions for lands along the Dundas Street corridor, including the Subject Lands. We note that these OPAs were informed by City-initiated Major Transit Station Area ('MTSA') OPAs. When considered collectively, the Dundas Corridor OPAs and MTSA OPAs further implement the land use, transportation and urban design policy directions provided by the Dundas Connects Master Plan ('Dundas Connects') and the MOP.

We note that the Dundas Corridor Implementation Initiative and the City of Mississauga Major Transit Station Area, combined with the Downtown Fairview, Cookville and Hospital Policy Review initiative culminated in a series of four (4) City-initiated OPAs that modified policy permissions for lands across the Dundas Street corridor, the Hurontario Street corridor

and other transit-based locations across the City. Collectively, these City-initiated OPAs, including OPA 141, were adopted by City Council on August 10, 2022. Following City Council adoption, a selection of the OPAs were provided to the Region of Peel for approval. In March 2024, OPA 141 and others were approved, as modified, by Regional Council. As such, the policy directions provided by OPA 141 is in force and effect and modifies the policy permissions for certain lands along the Dundas Street corridor, including the Subject Lands.

In accordance with the approved and in-effect policy permissions provided by OPA 141, the Subject Lands are identified as being located within the Dixie GO Major Transit Station Area, as being located adjacent to and outside of the modified Dixie-Dundas Community Node and as introducing a policy vision for the Dixie-Dundas Community Node. This vision is as follows:

### 14.3.2

#### *Vision*

*The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community. The natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding parks and open space system and enhancing the existing trail network.*

*Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.:*

## 5.7 / ZONING

In our opinion, the proposed development complies with the above-noted Vision for the Dixie-Dundas Community Node given the proposal contemplates a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development. Furthermore, the proposal will facilitate an appropriate and desirable mixture of non-residential and residential uses on the same lot, contributing to the creation of the area as a vibrant, complete community.

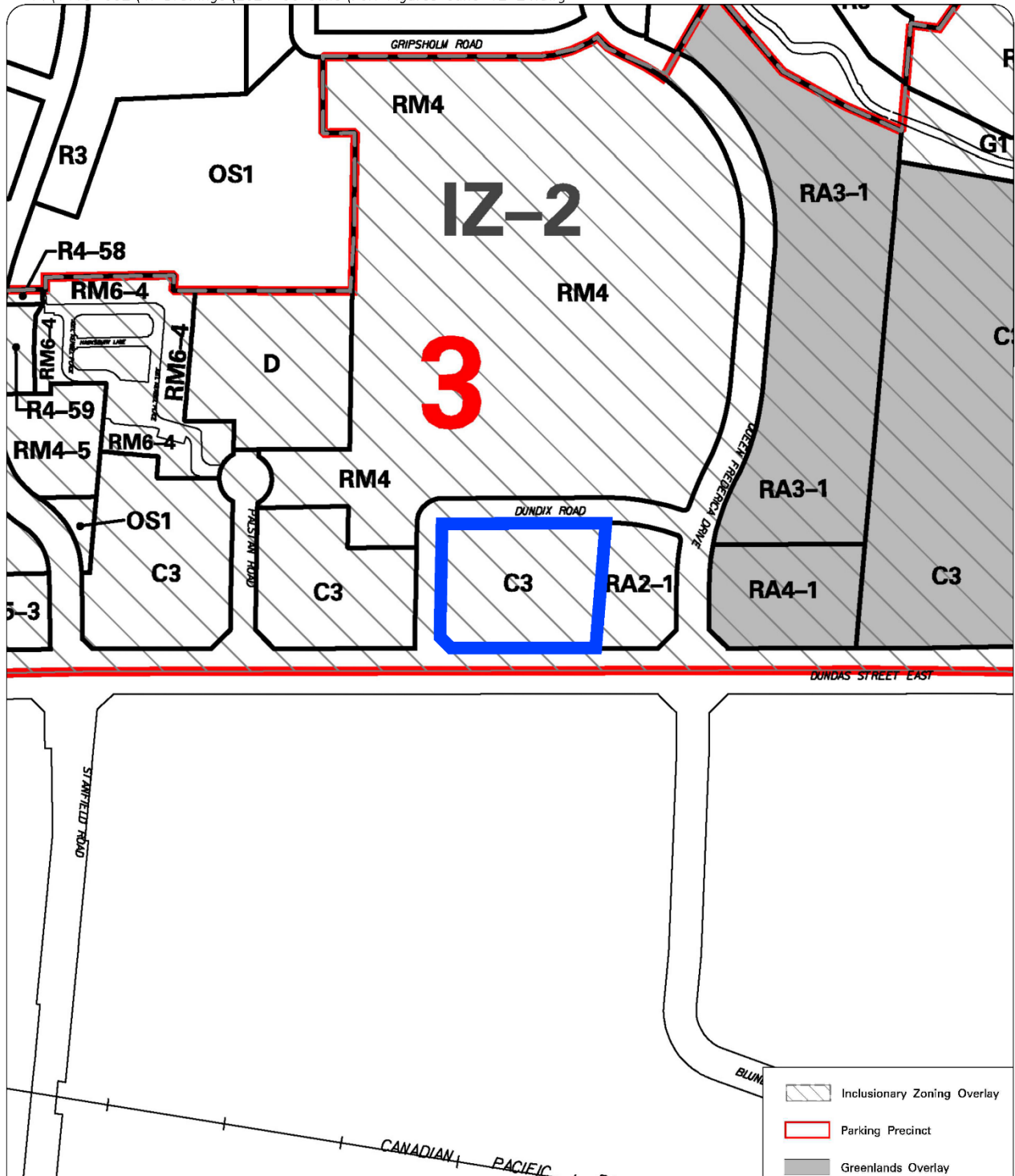
The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'General Commercial (C3)' (see **Figure 10** on the next page). The current zoning permits current conditions, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA4)' with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RA4 Zone:

- To permit townhouse dwellings;
- To permit the desired range of accessory, non-residential uses;
- To permit a site-specific density;
- To permit site-specific building envelope standards; and,
- To permit a site-specific bicycle parking standard.

**Table 3** on page 50 summarizes the proposed site-specific exceptions to the RA4 Zone and the rationale for these exceptions.

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**FIGURE 10** MISSISSAUGA ZONING BY-LAW  
ZONING BY-LAW 0225-2007 - MAP 20

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



SCALE NTS  
JUNE 12, 2024

**LEGEND**  
[Blue Box] Subject Lands

*Table 3 / Summary of Requested RA4 Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Use Permissions</i>	<p>To implement the desired range of complimentary, non-residential uses that are appropriate for a mixed-use development. This requested permission will also implement permission for townhouse residential uses and built forms, which further implements the permitted uses established by the in-effect Mississauga Official Plan for 'Residential High Density' lands</p>
<i>Modified Building Envelope</i>	<p>To implement the desired built forms, while maintaining appropriate compatibility and transition to the surrounding community</p>
<i>Modified Bicycle Parking Standard</i>	<p>In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared bicycle parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared bicycle parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested standard also further implements the recent Provincial policy direction established by Bill 185, is also capable of accommodating the proposed demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design</p>

## 6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Region of Peel Official Plan;
6. The proposal conforms to the policy directions of the in-effect Mississauga Official Plan;
7. The proposal can be adequately serviced by existing municipal services;
8. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
9. The proposal is in keeping with the character and planned context of the surrounding area, it provides an opportunity for intensification within the City's Built-Up Area, within a Major Transit Station Area and along a Corridor where intensification is to be directed. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Dundas Connects Master Plan, the Dundas Corridor Implementation Policy initiative and Mississauga Official Plan Amendment 141.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP  
Partner



Stephanie Matveeva, MCIP, RPP  
Associate

*APPENDIX I / Draft Official Plan Amendment*

*APPENDIX II / Draft Zoning By-law Table*

*APPENDIX III / Housing Report*