



96 PLANNING & URBAN DESIGN RATIONALE

2570 AND 2590 ARGYLE ROAD

CITY OF MISSISSAUGA

PREPARED FOR:

574199 ONTARIO INC.





Job Number - 1996

Toronto

3 Church Street, Suite 200 M5E 1M2

T 416.947.9744 F 416.947.0781 Hamilton

1 Main Street East, Suite 200 L8N 1E7

T 905.549.3005

www.bousfields.ca

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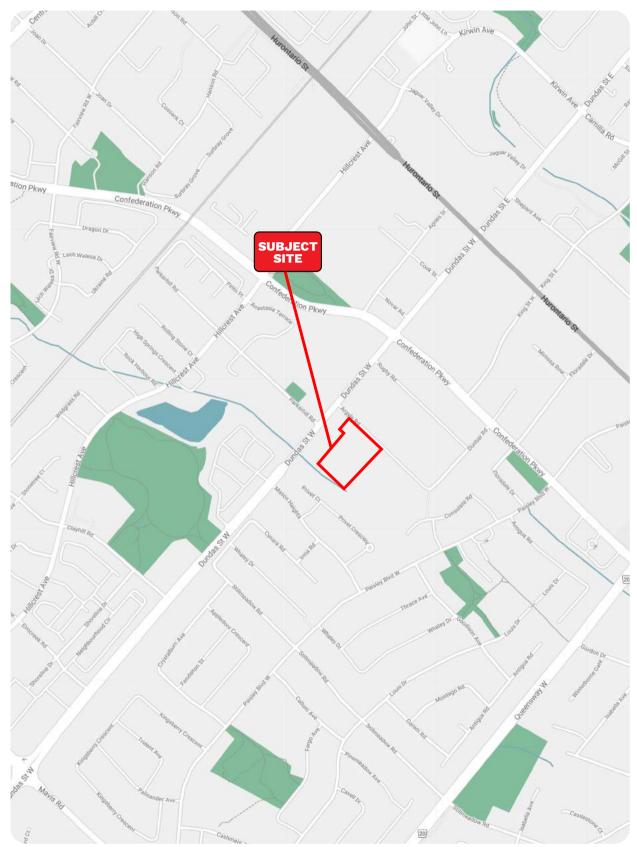


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by 574199 Ontario Inc. to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007 with respect to a 2.15 hectare property located on the west side of Argyle Road, just south of Dundas Street West, municipally known as 2570 and 2590 Argyle Road (the "subject site") (see **Figure 1**, Location Map).

The subject site is currently developed with two 12-storey rental apartment buildings constructed in the 1960s. The existing layout of the site represents a classic "tower in the park" typology. The majority of the remainder of the site is used for surface parking and driveways. The proposed amendments will allow for intensification of the site with an additional 15-storey apartment building. The existing 12-storey buildings on the subject site will be retained.

The proposal will contribute to the supply of purpose-built rental housing in the City by providing an additional 250 new rental units, while maintaining all of the existing rental housing stock. The proposed gross floor area of both the existing and proposed buildings on the subject site will be approximately 39,828 metres, resulting in a density of 1.85 FSI.

This report concludes that the proposal is in keeping with the planning framework established in the Provincial Policy Statement (the "PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which support residential intensification in built-up areas. In particular, the proposed development provides new housing within walking distance of two rapid transit routes that are currently in development (the Dundas BRT and the Hurontario LRT) and within approximately 900 metres of the

Cooksville GO Station, and is supportive of the overall vision for regeneration and intensification outlined in the Dundas Connects Master Plan.

From a land use perspective, the proposal will contribute to the achievement of numerous provincial and municipal policy objectives that promote intensification and a range of housing choices within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including transit. The proposal will contribute to the revitalization of an existing apartment site, and expand the range of housing options in the area.

From a built form and urban design perspective, the proposed development is an appropriate and compatible design response to the existing "tower in the park" apartment site and its surroundings. The site is an ideal location for infill apartment development given its large site size, separation from nearby low-rise residential uses. and proximity to nearby transit and amenities. The proposed building has been designed to fit harmoniously within the existing and planned context. The new building provides an appropriate transition and separation to the existing buildings on the site and to low-rise residential uses in the surrounding area. The development will substantially improve the internal organization of the site, with improved circulation and landscaping to encourage pedestrian activity and provide on-site amenities.

It is our opinion that the proposed height and density being sought through the requested amendments to the City of Mississauga Official Plan and Zoning By-law are appropriate and desirable and would fit harmoniously with the surrounding context.

For all of the foregoing reasons, we recommend approval of the applications.

SITE &
SURROUNDINGS

2.1 Subject Site

The subject site is located at 2570-2590 Argyle Road, on the west side of Argyle Road, approximately 65 metres south of Dundas Street West. It is a large site, generally rectangular in shape, with a small bump-out along the north lot line. The site has 142.56 metres of frontage along Argyle Road, a depth of approximately 174 metres, and an area of 21,553 square metres. See **Figure 2**, Aerial Photograph.

The subject site is developed with two twin 12-storey slab-style rental apartment buildings constructed in the 1960s. The southern building

(2570 Argyle Road) and northern building (2590 Argyle Road) are both oriented east-west, and face each other across a central vehicular driveway. The design and layout of the buildings is based upon the modernist "tower in the park" architectural style, which used substantial separation distances and setbacks to mitigate built form impacts. As such, the setbacks and separation distances are substantial. The existing buildings are set back approximately 23 metres from Argyle Road, and the separation distance between the two towers is approximately 46 metres.



Figure 2 - Aerial Photo



Looking southwest to 2570 Argyle Road



Looking northwest to 2590 Argyle Road



Pick-up/Drop-off at front entrances



Parking area to the rear/west of Subject Site



Looking south towards Mary Fix Creek from Dundas Street West



Swing set west of 2570 Argyle Road

The 2570 Argyle Road building contains 126 dwelling units, and 2590 Argyle Road contains 127 dwelling units, for a total of 253 dwelling units on the site. A range of unit sizes are provided, including 119 one-bedroom units (47%) and 134 two-bedroom units (53%). The are no existing three-bedroom units. Combined, the existing buildings have an estimated gross floor area of 21,190 square metres.

The remainder of the site has a significant amount of surface parking, located in four separate areas, which collectively occupy a large percentage of the site. There are two linear parking areas located along the north and south property lines, a parking area and two pick-up/drop-off areas between the two buildings, and a large rear surface parking area. The site gains vehicular access from Argyle Road via three separate driveway entrances located on the northern, southern, and central portions of the lot. A total of 322 parking spaces are currently provided on site, including 34 spaces designated for visitors.

Mary Fix Creek runs within the rear portion of the site, and is subject to an easement with a width of 5.18 metres at the north lot line, widening to 15.23 metres at the south lot line. On October 7, 2019, a site visit with the Credit Valley Conservation Authority took place to stake the flood line and to determine existing conditions of natural features and hazards, which have been incorporated into the site design.

There is a small landscaped area located in the northeast corner of the site along Argyle Road with a diagonal pedestrian pathway, and lawns and streetscaping along the remainder of the frontage. There are narrow landscaped buffers along the rear and side property lines.

In terms of amenities, there is a swing set located at the northwest corner of the southern building. The existing buildings do not contain any notable indoor amenity spaces.

Garbage is currently stored within each building, with external collection from a loading space located on the north side of the 2570 Argyle building and a loading space located on the south side of the 2590 Argyle building.

2.2 Surroundings

The subject site is located approximately 280 metres west of Confederation Parkway, which forms the western boundary of Downtown Cooksville. The Downtown Cooksville area is poised to receive significant new transit investment. The subject site is located approximately 650 metres from the intersection of Hurontario Street and Dundas Street West. The Dundas stop on the new Hurontario LRT line will be constructed at this intersection, with expected completion in fall 2024.

The Dundas BRT line, which is currently in planning stages, is planned to run along the Dundas Street corridor and will interchange with the LRT at this intersection, with an additional planned stop at the corner of Hurontario Street and Confederation Parkway. The site is also approximately 900 metres southwest of the Cooksville GO Station, which is identified as a Mobility Hub in the Metrolinx 2041 Regional Transportation Plan.



Hurontario Street and Dundas Street West intersection looking northeast



115 Hillcrest Avenue beside Cooksville GO Parking Structure

The subject site forms part of a cluster of midand high-rise apartment and office buildings located along the Dundas Street corridor west of Confederation Parkway, with heights that currently from 7 to 13 storeys. In the wider area of Downtown Cooksville, heights range up to 22 storeys.

Directly south of the subject site are two 13-storey condominium apartment buildings on an "L"-shaped site (Willow Walk Estate, 2542 and 2556 Argyle Road). The buildings are oriented perpendicularly to one another, with one building oriented east-west on the front portion of the site (2542 Argyle Road) and the other building oriented north-south near the rear of the site (2556 Argyle Road). The remainder of the property is comprised of surface parking and driveways, open green space, and outdoor amenities. On the southern portion of the property, there is a tennis court, playground and open field area, with a circular walking path. An outdoor swimming pool is located to the rear of 2542 Argyle Road.

Further south along Argyle Road are three single detached houses at 2512, 2522 and 2532 Argyle Road, which are the subject of an official plan amendment and rezoning application to permit the redevelopment of the combined site for 101 stacked back-to-back townhouses. In a Corporate Report dated January 31, 2020, City Planning recommended approval of the application, however, City Council refused the application on March 4, 2020. Accordingly, the application has now been appealed to the Local Planning Appeal Tribunal (LPAT).

Further south is a low-rise residential area, which includes detached dwellings fronting on the south side of Dunbar Road, as well as detached dwellings that back onto the properties at 2512-2532 Argyle Road and 2542-2556 Argyle Road and front onto Consulate Road, a cul-de-sac that is accessed from Paisley Boulevard West to the south.





Amenity Area for Willow Walk Estates



2542 Argyle Road looking south



Outdoor Swimming Pool (covered) at 2542 Argyle Road

Directly **west** of the subject site are additional lands associated with Mary Fix Creek which runs southward from Dundas Street West in an open heavily treed channel, ranging in width from 9.8 metres to 21.8 metres. The creek continues south of the subject site under the properties at 2512–2532 Argyle Road and 2542–2556 Argyle Road and the lots fronting on Consulate Road in a below-grade pipe, re-emerging south of Paisley Boulevard West.

To the west of the creek are eight detached houses fronting onto Privet Crescent and Privet Court, which back onto the Mary Fix Creek (2571 to 2599 Privet Court). The lots have typical frontages of 15.2 metres (50 feet), with depths of approximately 35.1 metres to 36.6 metres, and are developed with a mix of 1-1/2 storey and 2-storey houses. The rear yard setbacks range from approximately 9.6 metres to 13.3 metres.

The houses on Privet Crescent and Privet Court form part of a larger low-rise residential neighbourhood to the west and south, comprised predominantly of detached houses, which is accessed via Mason Heights and Paisley Boulevard, with no vehicular or pedestrian connections to the Argyle Road neighbourhood to the east.



2512 Argyle Road



2532 Argyle Road



2522 Argyle Road



Privet Drive looking northeast

Directly north of the subject site are three existing commercial properties fronting on the south side of Dundas Street which back onto the subject site, including a single-storey auto service centre (K.C. Auto, 220 Dundas Street West), a four-storey office building with a variety of office and health-related tenants (250 Dundas Street West) and a single-storey automobile sales centre and service centre (Auto8000, 260 Dundas Street West).

Further north, on the north side of Dundas Street, is a single-storey strip mall with a variety of commercial uses located at the northwest corner of Dundas Street and Parkerhill Road (255 Dundas Street West). The Tatry and Arbour Mills Residential Complex, a non-profit housing complex operated by Pathway Non-Profit Community Developments Inc., is located on the east side of Parkerhill Road (3015 and 3023





260 Dundas Street West looking south from Dundas Street West



250 Dundas Street West looking southwest



Looking southwest on Dundas Street West

Parkerhill Road). This site is comprised of a 13-storey apartment building with commercial uses at grade along the Dundas frontage and a 7-storey apartment building located at the rear.

Further north is a small park (Parkerhill Park) and a low-rise residential area. Further east along the north side of Dundas Street West is a 13-storey residential building along the Dundas Street frontage with a 10-storey residential building in the rear (169 and 177 Dundas Street West). Further east, at the northeast corner of Dundas Street West and Confederation Parkway, is a 10-storey office building (165 Dundas Street West).

Directly **east** of the subject site are five single detached houses (2561 to 2591 Argyle Road) and a two-storey automobile service establishment (Danny & Sons Auto Sales Ltd., 2599 Argyle Road), fronting on the east side of Argyle Road. The detached houses are located on deep lots (approximately 73.6 metres), with variable frontages (raging from 13.7 metres and 32.7 metres). The lots are currently developed primarily with small post-war bungalows.



255 Dundas Street West



3015 and 3023 Parkerhill Road



225 Dundas Street West looking northwest



Looking northeast on Argyle Road



202 Dundas Street West



188 and 196 Dundas Street West

At the southeast corner of Argyle Road and Dundas Street West are three properties, including a used car sales establishment (Capital Auto, 202 Dundas Street West) and two detached dwellings (188 and 196 Dundas Street West).

Further east are single detached houses fronting onto Rugby Road and an 8-storey apartment building that forms part of a two-building cooperative housing complex operated by Peel Region (Yarl Co-Operative, 2584 Rugby Road). The second building in this complex is 11 storeys in height and fronts onto Dundas Street West (The Castlebrooke, 2590 Rugby Road).



2584 Rugby Road



2490 and 2484 Rugby Road

2.3 Transportation Network

Argyle Road is a local road, with an existing right of way width of approximately 20 metres. Argyle Road runs southward from Dundas Street West to Dunbar Road, which runs eastward and connects to Confederation Parkway. Argyle Road is a two-way street with on-street parking on both sides.

The subject site is located approximately 65 metres south of Dundas Street West, which is a major east-west residential and commercial thoroughfare that runs from Kingston Road in Toronto through Mississauga to Highway 6 in Waterdown. Dundas Street West is identified as an Intensification Corridor and is an Arterial Road with a planned right-of-way width of 35 metres. Dundas Street at Argyle Road has a five-lane road surface, including a central turning lane, with a soft landscaped boulevard and sidewalks on both sides of the street.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by City Council, which is intended to guide future urban growth and intensification along the Dundas Street Corridor. The Dundas Connects Master Plan will support major improvements to transportation, land use and the public realm along the Dundas Street Corridor. Highlights of some of the recommendations in the Master Plan include, among other things, implementing Bus Rapid Transit (BRT) along Dundas Street. Planning for the BRT is currently underway, with current analysis underway to widen the right-of-way width along Dundas Street West.

The subject site is located approximately 650 metres from the intersection of Dundas Street West and Hurontario Street, which will be the interchange of the planned Dundas BRT and the under-construction Hurontario LRT. Once complete, the Hurontario LRT will run north-south in a dedicated lane from the Port Credit GO Station on the Lakeshore West line to the Brampton Gateway Terminal, with connections to the Zum Transitway, and with additional intermodal connections to the Cooksville GO Station on the Milton line and the City Centre Station on the Mississauga Transitway. The Hurontario LRT project is expected to be completed in 2024.

Currently, the subject site is serviced by a number of MiWay public transit bus routes.

Along Dundas Street West, the MiWay Route #1 (Dundas) bus provides local service along Dundas Street from Islington Station in Toronto to Vega Boulevard in Mississauga, with eastbound and westbound stops at Argyle Road. It operates all day with a frequency of 10 to 15 minutes during weekdays. The MiWay Route #101 (Dundas Express) provides express service along Dundas Street from Islington Station in Toronto to Vega Boulevard in Mississauga, with eastbound and westbound stops at Confederation Parkway. It operates all day with a frequency of 10 to 15 minutes during weekdays. See **Figure 3**.

Along Confederation Parkway, the MiWay Route # 28 (Confederation) bus provides local service from the Trillium Health Centre to the City Centre Transit Terminal. It operates all day with a frequency of 15 minutes during weekdays.

Along Hurontario Street, MiWay Route # 19 (Hurontario) and MiWay Route #103 (Hurontario Express) provide local and express service, respectively, between the Port Credit GO Station and the Brampton Gateway Terminal. Both services operate all day with a frequency of 10 to 15 minutes during weekdays.

Additionally, the Cooksville GO Station is located approximately 900 metres northeast of the subject site. The Cooksville GO Station is on GO Transit's Milton Line regional commuter rail service, which operates between Milton and Union Station during peak periods on weekdays. Demolition of the original Cooksville GO station building and portions of the parking lot began in 2018 in preparation for the construction of new station structures. The new station will include a multi-level parking structure, improved pedestrian access, and a connection to the planned Hurontario LRT. Construction is expected to be completed by the end of 2020.

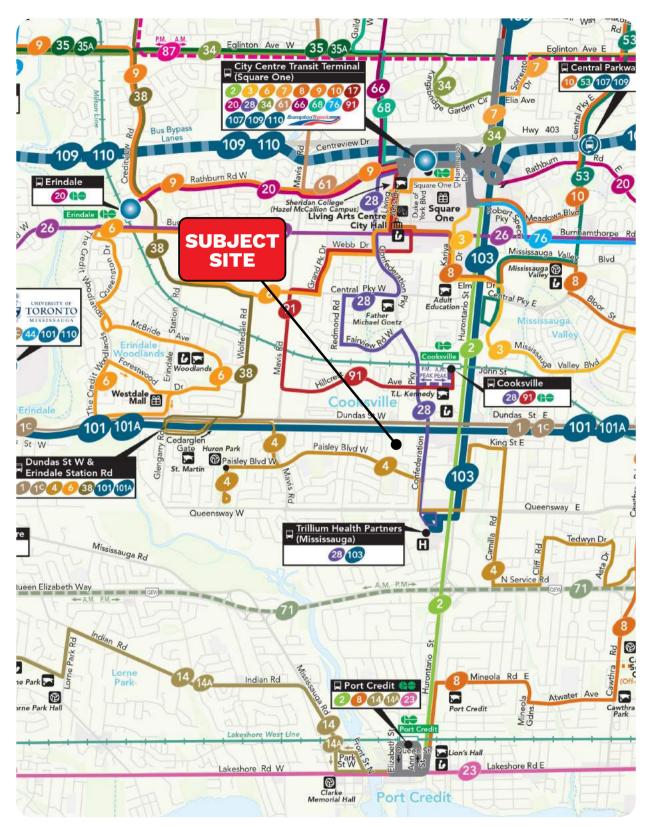


Figure 3 - MiWay Map

PROPOSAL

3.1 Description of the Proposal

The proposal envisions an infill apartment development on an existing "tower in the park" apartment site with associated improvements to parking and vehicular circulation. The proposal involves contextually appropriate intensification on an underutilized portion of the subject site currently occupied by surface parking. The end goal is to develop a project that enhances the amenity of the subject site and provides new rental housing in proximity to higher order transit and the Dundas Street intensification corridor.

The proposed development is a 15-storey elongated 'C-shaped' apartment building incorporating a 4-level above-grade parking structure (40.43 metres to the main roof, 46.43 metres to the top of the mechanical penthouse), oriented perpendicular to the two existing 12-storey apartment buildings on eastern portion of the subject site. The building will be terraced at the rear, providing an appropriate transition to the low-rise neighbourhood to the west of Mary Fix Creek. See Figure 4 — Site Plan and Figure 5a-5d — Elevations.

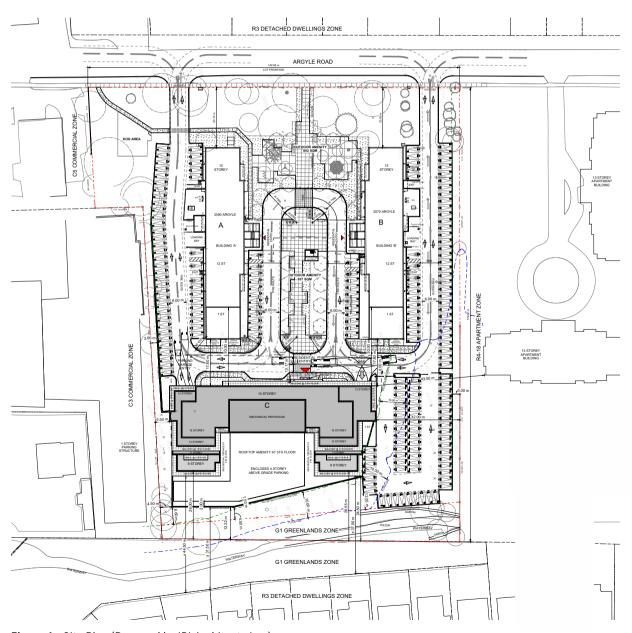


Figure 4 - Site Plan (Prepared by IBI Architects Inc.)

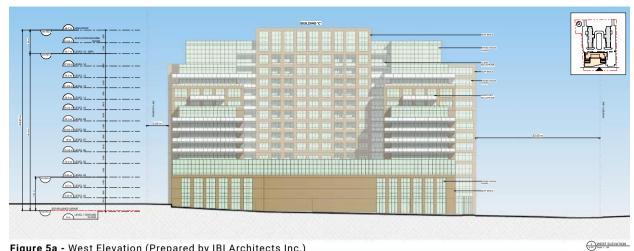


Figure 5a - West Elevation (Prepared by IBI Architects Inc.)

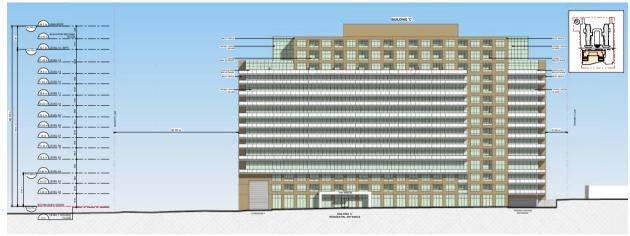


Figure 5b - East Elevation (Prepared by IBI Architects Inc.)

The building has been set back a minimum of 10 metres from the limit of the floodplain, which was staked with the Credit Valley Conservation Authority in October 2019.

The central driveway will be eliminated, reducing the number of curb cuts, and the current central parking area will be reconfigured to provide additional space for landscaping along the street frontage and between the two existing apartment buildings. New indoor and outdoor amenities will be provided, which will be available for the use of both new and existing residents.

At grade, the building will contain amenity space and a residential lobby facing eastward to enhance and activate the centre of the site. A loading space will be integrated within the southern edge of the building, accessed through an overhead door facing eat. The remainder of the ground level will consist of parking. Access to the parking garage will be located in the northeast corner of the building through a garage door integrated into the east facade. The 2nd to 4th floors will contain dwelling units along the eastern face of the building and wrapping around the north and south corners, behind which will be above-grade parking occupying the remainder of each floor.

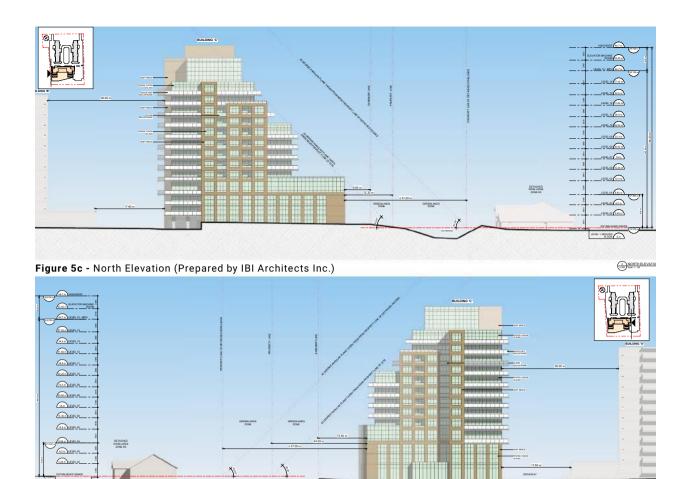


Figure 5d - South Elevation (Prepared by IBI Architects Inc.)

Above the 4th floor, the remaining floors are roughly 'C-shaped' and contain residential units and amenity space. The residential units will be set back a minimum of 26 metres from the west property line. The 5th floor will contain additional indoor amenity space with access to a large, west-facing outdoor rooftop amenity area. The building steps back at the 10th, 12th, and 13th storeys, resulting in attractive terracing towards the rear of the site. Units include a mix of projecting balconies and inset balconies in order to provide variety in the façade.

The new building will provide a total of 485 square metres of indoor amenity space and a total of 2,352 square metres of outdoor amenity space. This represents a total of 2,837 square metres of amenity space for the new and existing units, of which approximately 0.96 square metre per unit is located indoors.

A total of 256 new residential units are proposed, with a total of 101 one-bedroom units (40.4 percent), 123 two-bedroom units (49.2 percent) and 26 three-bedroom units (10.4 percent).

Site Access, Circulation, Loading, and Parking

The subject site will continue to gain access from Argyle Road via the existing driveways at the north and south ends of the site. The central access driveway will be removed and replaced with landscaping. The existing parking lots to the north and south of the existing buildings will be retained. The central parking area will be reduced in size and reconfigured as a central landscaped roundabout, improving site safety and circulation. New surface parking will be located adjacent to the existing buildings on the north and south sides of the new roundabout. Surface parking spaces on the southwest portion of the site will remain. More details can be found in the Urban Transportation Considerations report prepared by BA Group and filed with this application.

Vehicular access to the parking spaces in the new building will be located in the northeast corner of the building. A total of 604 parking spaces will be provided on the site overall, based on a proposed minimum rate of 1.0 spaces per unit for residents and 0.2 spaces per unit for visitors. This consists of 184 surface parking spaces and 420 spaces underground and within the new parking structure.

With respect to loading, waste from the existing buildings will continue to be picked up at two existing loading spaces located on the north and south sides of 2590 Argyle and 2570 Argyle, respectively. The new building will provide one internal loading space (3.5m x 9.0m) for garbage pick-up, and one smaller loading space at the northeast corner of the building for resident moving and unloading.

The proposed development will also include bicycle parking at a rate of 0.7 spaces per new unit for residents (176 spaces) and 0.08 spaces per unit for new and existing units for visitors (40 spaces).

3.2 Key Statistics

Site Area	21,533.82 squ	21,533.82 square metres		
Gross Floor Area: Existing Building A and B (2570 and 2590 Argyle Road) Proposed Building C TOTAL Gross Floor Area	21,189.60 square metres 18,638.23 square metres 39,827.83 square metres			
Floor Space Index: Existing FSI: Proposed FSI:	0.98 1.85			
Building Height: Existing Building A (2570 Argyle Road) Existing Building B (2590 Argyle Road) Proposed Building C	12 storeys 12 storeys 15 storeys (40.43 m, 46.43 m including MPH)			
Residential Units	Existing	Proposed	TOTAL	
Bachelor Units	0	0	0	
One-Bedroom Units	119 (47%)	101 (40.4%)	220 (43.7%)	
Two-Bedroom Units	134 (53%)	123 (49.2%)	257 (51.1%)	
Three-Bedroom Units	0 (0%)	26 (10.4%)	26 (5.2%)	
Total Dwelling Units	253	250	503	
Amenity Areas Proposed Indoor Proposed Outdoor (at grade) Proposed Outdoor (roof top) TOTAL Amenity Areas	485.2 m ² 867.17 m ² 1,484.96 m ² 2,837.33 m² ((5.6 m² per new aı	nd existing unit)	
Car Parking Spaces Resident Visitor TOTAL Parking Spaces	503 spaces (1.0 spaces per unit) 101 spaces (0.2 spaces per unit) 604 spaces			
Bicycle Parking Spaces Resident Short Term Resident Long Term Total Bicycle Parking Spaces	40 (all units) 176 (new unita 216	s only)		

3.3 Required Approvals

An amendment to the City of Mississauga Official Plan is required in order to increase the permitted density and building height.

An amendment to Zoning By-law No. 0225-2007, as amended, is necessary in order increase the permitted density and to revise other development regulations as necessary to permit the proposed development.

POLICY & REGULATORY CONTEXT

4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, particularly in proximity to transit infrastructure.

4.2 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification. redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns; and promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate which facilitate development standards, intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to 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: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 3.0 of the PPS provides that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage. In this regard, the Mary Fix Creek runs along the westerly limit of the subject site, and a portion of the site is located within the floodplain. Policy 3.1.1 provides that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards."

Policy 3.1.2 provides that development and site alteration shall not be permitted within the following areas:

- areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and
- a floodway, regardless of whether the area of inundation contains high points of land not subject to flooding.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.3 Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;
- protecting and enhancing natural heritage, hydrologic, and landform systems, features, and

The Growth Plan policies emphasize the importance of integrating land use infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives that support the development of complete communities and promote transit-supportive development adjacent to existing and planned higher order transit. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

The subject site falls within the definition of a "strategic growth area" pursuant to the Growth Plan, as it is located within 650 metres of a stop along the Hurontario LRT line, which is currently under construction, and within 280 metres of the planned stop at Confederation Parkway on the planned Dundas BRT line. "Strategic growth areas" are defined as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

In this regard, the subject site falls within the definition of a "major transit station area". The Growth Plan defines a "major transit station area" ("MTSA") as the area including and around any existing or planned higher order transit station or stop within a settlement area. MTSA's generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. "Higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixedtraffic transit". Higher order transit includes heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way. Both the Hurontario LRT and the Dundas BRT fit the definition of higher order transit.

While the City is required to delineate the boundaries of MTSA's through its 2019 Growth Plan conformity exercise, it is our opinion that the site falls within an area that would be appropriate for inclusion within the MTSA boundaries. The Region of Peel is currently undertaking a municipal comprehensive review of its Official Plan, which will include the delineation of MTSA's around stations/stops on the Hurontario LRT and the Dundas BRT. Preliminary boundaries released in April 2020 include the subject site within the MTSA associated with the planned Confederation Parkway BRT station (see Section 4.3 below).

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form. In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000, respectively, by 2041.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes a number of policies applying to MTSA's. In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning be prioritized for MTSA's on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 shows Hurontario Street as a "priority transit corridor".

Policy 2.2.4(2) requires municipalities to delineate the boundaries of MTSA's on priority transit corridors or subway lines "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis). Policy 2.2.4(3)(a) goes on to require that MTSA's served by light rail transit or bus rapid transit be planned for a minimum density target of 160 residents and jobs combined per hectare.

Policy 2.2.4(5), added by the 2019 Growth Plan, allows municipalities to delineate the boundaries of MTSA's and identify minimum density targets for MTSA's in advance of the next municipal comprehensive review, provided it is done in

accordance with subsections 16(15) or (16) of the Planning Act. Policy 2.2.4(6) states that, within MTSA's on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(9) provides that, within all MTSA's, development will be supported, appropriate, by:

- planning for a diverse mix of uses to support existing and planned transit service levels;
- providing alternative development standards, such as reduced parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transitsupportive densities.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities.

It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to natural heritage, Policy 4.2.2(6) provides that municipalities will continue to protect natural heritage features and areas within settlement areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law, conform with the 2019 Growth Plan and, in particular, the policies encouraging growth and intensification within major transit station areas and the achievement of complete communities featuring a range and mix of housing options.

4.4 Region of Peel Official Plan

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996 and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. The most recent consolidation of the Regional Official Plan is dated December 2018.

Regional Structure

The subject site forms part of the Mississauga Urban System as shown on Schedule D (Regional Structure) and is identified as part of the "Built-Up Area" as identified on Schedule D4 (the Growth Plan Policy Areas in Peel).

Section 5.1.2 outlines the goal of Peel Region with respect to its urban structure, which is:

"... to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities. These communities will be served and connected by a multimodal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources and the characteristics of existing communities in Peel."

Section 5.3.1 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;
- 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;
- achieve an urban structure, form and densities which are pedestrian-friendly and transitsupportive;
- recognize the integrity and physical characteristics of existing communities in Peel; and
- provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2 of the Regional Official Plan sets out general policies for the Urban System. Policy 5.3.2.2 states that urban development and redevelopment will be directed to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the Regional Official Plan and the area municipal official plans.

Policy 5.3.2.6 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

- support the Urban System objectives of the Regional Official Plan;
- support pedestrian-friendly and transit-supportive urban development;
- provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

Growth Management

The Regional Official Plan sets out policies for growth management. Section 5.5.1 identifies the general objectives for growth management that seek to, among other matters:

 optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and MTSA's;

- establish intensification and greenfield density taraets:
- manage growth based on the growth forecasts and intensification targets;
- support planning for complete communities that are compact, well designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, 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 to meet daily needs;
- optimize the use of existing and planned infrastructure and services.

To achieve these objectives, Policy 5.5.2.1 seeks to facilitate the development of complete communities that are compact, well-designed and transit-oriented; include a diverse mix of land uses and accommodate people at all stages of life; and have an appropriate mix of housing, a good range of jobs, high quality public open space, and easy access to retail and services. Similarly, Policy 5.5.2.2 seeks to direct a significant portion of new growth to the built-up areas of the community through intensification.

Section 5.5.3 addresses the Region's intensification goals and states that forms intensification include redevelopment, development of underutilized lots within previously developed areas, infill development, and the expansion or conversion of existing buildings. A number of general objectives for achieving the intensification policies of the Regional Official Plan are set out in Section 5.5.3.1. Among other matters, these objectives seek to:

- · achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;
- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments;
- optimize all intensification opportunities across the Region; and
- achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, intensification corridors, nodes and MTSA's, and any other appropriate areas within the built-up area.

The intensification policies require that, by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the builtup area (Policy 5.5.3.2.4). Additionally, Policy 5.5.3.2.5 requires that, by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually be located within the built-up area. To the year 2031, the Regional Official Plan requires that the minimum amount of residential development occurring within the built-up area of Mississauga is 52,000 dwelling units.

Housing

The Housing policies of the Regional Official Plan are set out in Section 5.8. The general objectives for housing seek to:

- provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents;
- foster the availability of housing for all income groups, including those with special needs;
- foster efficient and environmentally-sensitive use of land and buildings in the provision of housing;
- achieve annual minimum new housing targets for the Region by tenure.

Policy 5.8.2.2 encourages area municipalities to establish policies in their official plans that, while taking into account the characteristics of existing communities, support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure and cost-effective development standards for new residential development, redevelopment and intensification.

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low- and moderate-income households. Policy 5.8.2.5 provides that the Region will support the initiatives of the area municipalities in the construction and retention of rental housing. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g. the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

According to Policy 5.8.2.14, Regional Council is to review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown below, based on most recent Census of Canada results and other relevant sources:

Annual Minimum New Housing Unit Targets in Peel:

Social Housing: 17%Affordable Rental: 3%

Market Rental and Affordable Ownership: 35%

• Market Ownership: 45%.

Transportation

The Transportation policies are set out in section 5.9. of the Regional Official Plan. The general objectives for transportation seek to, among other matters:

- develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;
- support the integration of transportation planning, transportation investment and land use planning;
- support the provision of improved transportation mobility and choice to all residents, employees and visitors;
- promote and encourage the increased use of public transit and other sustainable modes of transportation; and
- maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.

Policy 5.9.2.3 provides that Regional Council will work with the Province and area municipalities to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process. Policy 5.9.2.5 reinforces the need to optimize the use of existing and new Regional transportation

infrastructure to support growth in an efficient, compact form and to encourage the area municipalities to do the same for infrastructure under their jurisdiction.

Section 5.9.5 outlines the importance of a successful Inter- and Intra-Regional Transit Network by stating that an increased use of transit contributes to the increased sustainability of the transportation system and helps to maximize the use of existing transportation infrastructure. The objectives of inter- and intra-regional transit are to:

- support and encourage a higher use of public transit and an increase in transit modal share within the region; and
- 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, GO stations and mobility hubs.

Policy 5.9.5.2.10 encourages the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes. Policy 5.9.5.2.11 also supports the area municipalities, in co-operation with the Region and, having regard for the Provincial Guidelines for Transit Supportive Land Use, to plan for intra-regional transit connections and to integrate transit plans into secondary plans.

2041 Regional Official Plan Review and Municipal Comprehensive Review

A review of the Regional Official Plan is currently underway, which was initiated on November 21, 2013. A staff report dated June 25, 2020 provided technical analysis, draft policies and policies directions update.

Major Transit Station Areas (MTSA's) are one of the focus areas of the Official Plan Review. The review will identify and prioritize major station areas in the Region, delineate MTSA boundaries, establish minimum and/or alternative densities, and develop Regional Official Plan policies. The Phase 1A Preliminary MTSA Review dated April 2020 includes the subject site within the preliminary boundaries of the MTSA surrounding the Dundas BRT stop at Confederation Parkway (MTSA #43) and is in proximity to the MTSA associated with the Hurontario LRT stop at Dundas Street (MTSA #80).

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law conform with the Region of Peel Official Plan and, in particular, the policies encouraging growth and intensification within proximity to transit and other infrastructure and the provision of a range and mix of housing options.

4.5 City of Mississauga Official Plan

The City of Mississauga Official Plan ("Mississauga Official Plan") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The Mississauga Official Plan was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, except for appeals applying to specific lands. None of the policies applicable to the subject proposal are under appeal.

Growth Management Policies

Chapter 5 ("Direct Growth") sets out the broad growth management framework and describes the Urban System that will be used as the framework for determining where population and employment growth will be directed and encouraged and, conversely, those areas of the City that are expected to remain relatively stable. Section 5.1 of the Mississauga Official Plan states that:

"Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated through redevelopment and intensification within developed areas [...]

"Encouraging mixed use compact, development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of dayto-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health." (Our emphasis.)

Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- c. minimize environmental and social impacts;
- d. meet long term needs;
- e. build strong, liveable, universally accessible communities; and
- f. promote economic prosperity.

Policy 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas, while Policy 5.1.6 encourages "compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities".

Section 5.3 sets out the City Structure, which is intended to organize the City into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods and Employment Areas, as well as Special Purpose Areas. The subject site is located within the Neighbourhoods element of the City Structure as shown on Schedule 1 (Urban System), and Dundas Street is identified as an Intensification Corridor. The site is approximately 280 metres west of the western boundary of the Downtown, which includes Downtown Cooksville (see Figure 6).

Section 5.3.5 sets out the general polices for Neighbourhoods. The Official Plan states that Neighbourhoods are characterized as physically stable areas with a character that is to be protected and are not appropriate for significant intensification. The Mississauga Official Plan notes that the policies for Neighbourhoods are not intended to imply that these areas will remain

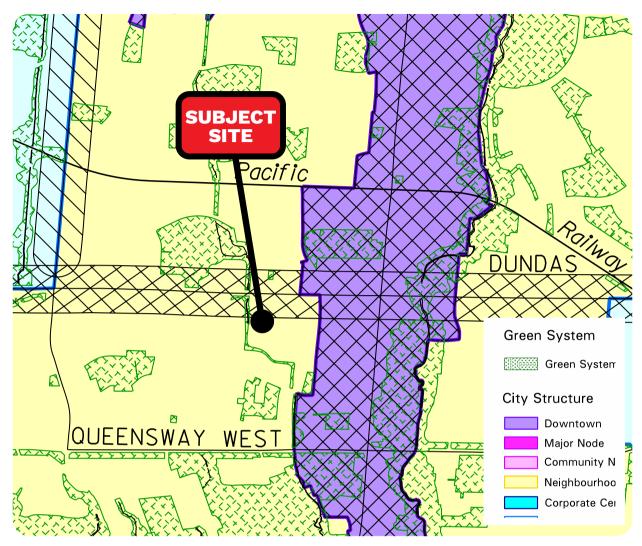


Figure 6 - City of Mississauga Official Plan - Schedule 1 - Urban System

static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the Neighbourhood's existing and planned character.

To that end, Policy 5.3.5.3 states that, where higher density uses are proposed within Neighbourhoods, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

Policy 5.3.5.5 provides that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is

consistent with the policies of this Plan. Further, Policy 5.3.5.6 states that new development in Neighbourhoods will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. In this regard, Policy 1.1.4(r) of the Official Plan states that "compatible" 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".

On Schedule 2 (Intensification Areas), the site is located along or adjacent to an Intensification Corridor (Dundas Street). While Policy 5.4.1 indicates that a corridor is "generally" comprised

of the road right-of-way as well as the lands on either side of the road, the width of the corridor is not defined and there is no requirement that lands within the Intensification Corridor "front" on the road in question. Similarly, while the site is not currently shown within a Major Transit Station Area, as no stations/stops are shown within the Dundas Intensification Corridor, it is located just outside the 500 metre radius circle for the Dundas MTSA on the Hurontario LRT line. Given the site's proximity to Dundas Street (within 65 metres) and the fact that the Region of Peel's Growth Plan Conformity exercise proposes to include the subject site within the Confederation Parkway MTSA, it is our opinion that both the Neighbourhoods policies and the Intensification Area policies are relevant to consideration of the application.

Policy 5.4.4 encourages on Corridors to be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. Where higher density uses within Neighbourhoods are directed to Corridors, Policy 5.4.5 requires development to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. Policy 5.4.6 specifies that use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.

Policy 5.5.1 states that 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, while Policy 5.5.3 indicates that planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Within Intensification Areas, Policy 5.5.8 specifies that residential and employment density should be sufficiently high to support transit usage, and specifically states that low density development will be discouraged. Policy 5.5.9 directs that Intensification Areas "will be planned to maximize the use of existing and planned infrastructure" (our emphasis).

Complete Community Policies

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). These policies address elements of urban living particularly important to completing communities, including policies regarding meeting the housing needs of people of all ages, abilities and income groups; providing opportunities for education, physical fitness, leisure, social interaction, worship and spiritual contemplation; protecting and enjoying the city's rich cultural heritage; providing the inclusion of art and culture; and creating areas with distinct identities that foster community identity and pride.

To that end, Policy 7.1.3 states that, in order to create a complete community and develop a built environment supportive of public health, the City

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community recreational land uses;
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling and walking:
- c. encourage environments that foster incidental and recreational activity; and
- d. encourage land use planning practices conducive to good public health.

Furthermore, Policy 7.1.6 states that the City will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price;
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets;
- c. the production of housing for those with special needs, such as housing for the elderly and shelters.

Policy 7.2.4 requires the City to ensure that the quality and quantity of the existing housing stock is maintained. In accordance with Policy 7.2.7, Mississauga is to directly assist all levels of government in the provision of rental housing by assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing and supporting the preservation of the rental housing stock.

Built Form Policies

The built form and urban design policies of the Mississauga Official Plan are set out in Chapter 9 ("Build a Desirable Built Form"). Generally, these policies are intended to ensure that new development respects the experience, identity and character of the surrounding context; ensures connectivity and integration of surrounding uses; and contributes to the overall vision for the city.

Section 9.1 of the City of Mississauga Official Plan states that:

"Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties."

Within Intensification Areas, Policy 9.1.2 requires an urban form that promotes a diverse mix of uses and supports transit and active transportation modes, while Policy 9.1.3 specifies that infill and redevelopment in Neighbourhoods will respect the existing and planned character of the area. Policy 9.1.9 provides that urban form will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

- a. respects the urban hierarchy;
- b. utilizes best sustainable practices;

- c. demonstrates context sensitivity, including the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence.

To achieve this end, the City may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (Policy 9.1.14).

In Section 9.2 (City Pattern), the introductory text notes that Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system. The City Pattern includes Intensification Areas, Non-Intensification Areas, Green System and Cultural Heritage. As noted above, the subject site is within an Intensification Area (an Intensification Corridor), but is also within a Neighbourhood, which is defined as a Non-Intensification Area.

Under Section 9.2.1 (Intensification Areas), Policy 9.2.1.4 states that 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. Policy 9.2.1.9 provides that the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas, while Policy 9.2.1.11 requires appropriate height and built form transitions between sites and their surrounding areas.

Section 9.2.2 states that non-intensification areas, including Neighbourhoods, will experience limited growth and change with lower densities, lower building heights and more homogeneous land uses than Intensification Areas. Policy 9.2.2.1 specifies that, in non-intensification areas, building heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. Further, Policy 9.2.2.2 states that tall buildings will generally not be permitted in non-intensification areas.

The Mississauga Official Plan recognizes that new development need not mirror existing development. Rather, Policy 9.2.2.3 states that new development in Neighbourhoods will:

- a. respect existing lotting patterns;
- b. respect the continuity of front, rear and side yard setbacks:
- c. respect the scale and character of the surrounding
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate stormwater management hest practices;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

Section 9.3 provides policies regarding the public realm. Policy 9.3.1.4 requires that development be designed to, among other things, be pedestrian oriented and scaled and support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system. Policy 9.3.1.7 requires that streetscapes be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Policy 9.3.5.5 requires that private open space and/or amenity areas will be required for all development, and Policy 9.3.5.6 provides that 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.

Section 9.4 sets out policies ensure the ease of movement between the built form and transit facilities and active transportation routes. Policy 9.4.1.1 and Policy 9.4.1.3 provide that the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes, 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 façades 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.

Policy 9.4.1.4 provides that development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts. Policy 9.4.2.3 states that. where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.

Section 9.5 sets out general policies for new development with respect to site organization and buildings. Policy 9.5.1.1 directs that buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Policy 9.5.1.2 provides that development should be compatible and provide appropriate transition to existing and planned development by having regard for a number of key elements, including but not limited to:

- a. streets and block patterns;
- b. the size and configuration of properties along a street, including lot frontages and areas;
- c. continuity and enhancement of streetscapes;
- d. the size and distribution of building mass and height;
- e. front, side and rear yards;
- f. the orientation of buildings, structures and landscapes on a property;
- g. views, sunlight and wind conditions;
- h. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- i. privacy and overlook; and
- j. the function and use of buildings, structures and landscapes.

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4). Policy 9.5.1.9 requires new development to demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

Policy 9.5.2.1 states that high quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. According to Policy 9.5.2.2, new development will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- c. avoiding blank walls facing pedestrian areas; and
- d. providing opportunities for weather protection, including awnings and trees.

Policy 9.5.2.7 provides that site development should respect and maintain the existing grades on-site. Policies 9.5.2.8 and 9.5.2.9 encourage site designs that conserve energy and water. Policy 9.5.2.11 provides that site development will be required to, among other things:

- · provide enhanced streetscape;
- provide landscaping that complements the public realm;
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.

Additionally, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:

- ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front façades should be parallel to the street, and that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

With respect to tall buildings, Policy 9.5.3.9 seeks to minimize undue physical and visual negative impact relating to: microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. Policy 9.5.3.10 provides that the lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

Policy 9.5.3.11 encourages the choice of building materials for their functional and aesthetic quality, sustainability and ease of maintenance. Policy 9.5.3.16 provides that buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence, and Policy 9.5.3.17 requires that mechanical equipment, vents and metering devices be integrated into the building design and not be visible from the public realm. Policy 9.5.3.18 requires the integration of rooftop mechanicals and appurtenances into building design.

Section 9.5.4 provides policies relating to the relationship to the public realm. Policy 9.5.4.1 states that development proposals should enhance public streets and the open space system by creating a desirable street edge condition, and Policy 9.5.4.2 requires the creation of an attractive and comfortable public realm through the use of landscaping, screening of unattractive views, protection from the elements, and buffering of parking, loading and storage areas. Policy 9.5.4.5 states that built form will relate to the width of the street right-of-way.

Policy 9.5.5.1 directs that parking should be located underground, internal to the building or to the rear of buildings. Policy 9.5.5.2 provides that above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Policy 9.5.5.5 requires the provision of secure bicycle parking, and Policy 9.5.5.7 provides that service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Section 9.5.6 outlines policies related to Crime Prevention through Environmental principles (CPTED). Policy 9.5.6.1 requires that site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Policy 9.5.6.2 provides that active building frontages should be designed to face public spaces, including entries and windows, to ensure natural surveillance opportunities. Policy 9.5.6.3 states that development should clearly define areas of access and egress to avoid the creation of entrapment areas. Policy 9.5.6.4 provides that development should incorporate lighting to ensure all designated areas of circulation, entrance and connections are appropriately illuminated.

Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11, and the policies for Neighbourhood Character Areas are set out in Chapter 16. The subject site forms part of Cooksville Neighbourhood (West) as shown on Schedule 9 (Character Areas) and is designated predominantly as Residential High Density on Schedule 10 (Land Use Designations), with the exception of a strip along the west limit of the site which is designated Greenlands (see **Figure 7**).

Insert Figure 7 – City of Mississauga Official Plan Schedule 10 – Land Use Designations.

Section 11.2.5 of the Mississauga Official Plan sets out the general land use policies for residential designations. Within the Residential High Density designation, Policy 11.2.5.6 permits apartment dwellings, as well as all forms of townhouse dwellings accessory to apartment dwellings on the same property. Convenience commercial uses are also permitted at grade within an apartment building.

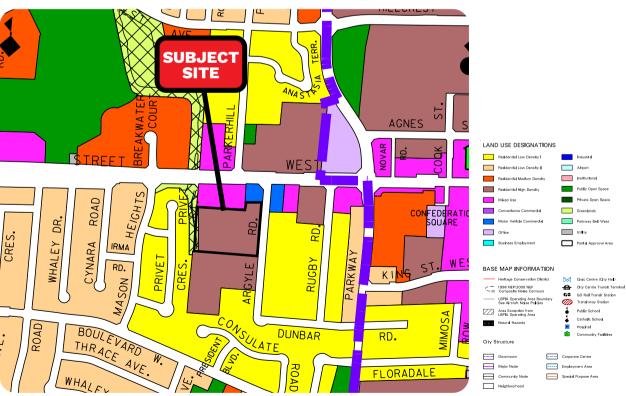


Figure 7 - City of Mississauga Official Plan Schedule 10 - Land Use Designations

Policy 16.1.1.1 permits a maximum building height of four storeys within Neighbourhoods, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. At the same time, Policy 16.1.1.2 states that proposals for building heights of more than four storeys, or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of the Plan.
- e. Policy 16.1.2.4 provides that proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.

The policies applicable to the Cooksville Neighbourhood Character Area are set out in Section 16.6 of the Mississauga Official Plan. Section 16.6.1.3 specifies that, for lands designated Residential High Density, a maximum building height of 8 storeys is permitted unless otherwise specified in the Urban Design policies. In this regard, the Urban Design policies in Section 16.6.2 states that sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

Map 16-6 illustrates a density range of between 0.5 FSI and 1.5 FSI for the subject site (see **Figure 8**).

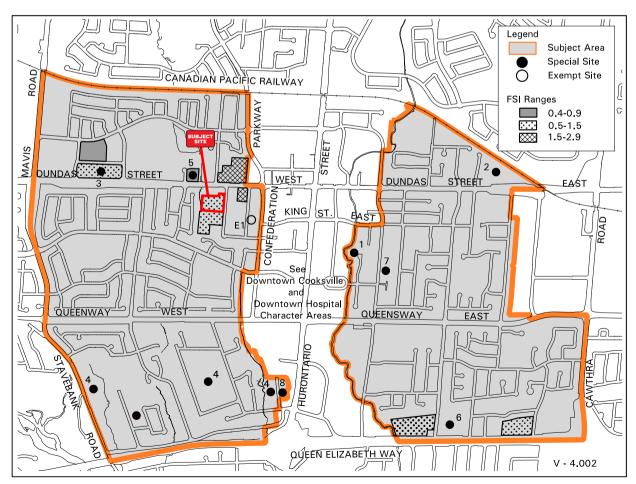


Figure 8 - City of Mississauga Official Plan Map 16-6 - Cooksville Neighbourhood Character Area

4.6 Zoning

The subject site is zoned Residential Apartment ("RA4-18") by the City of Mississauga Zoning By-law No. 0225-2007, as amended, with the exception of a narrow strip at the rear of the site which is zoned Greenlands ("G1") (see **Figure 9**).

Within the RA4 zone, permitted uses include an apartment, retirement building and long-term care building. The site RA4-18 exception zone prescribes a maximum height of 13 storeys, a minimum floor space index of 0.5 and a maximum FSI of 1.5. A summary of the key regulations for the RA4-18 zone is provided below in **Table 1**.

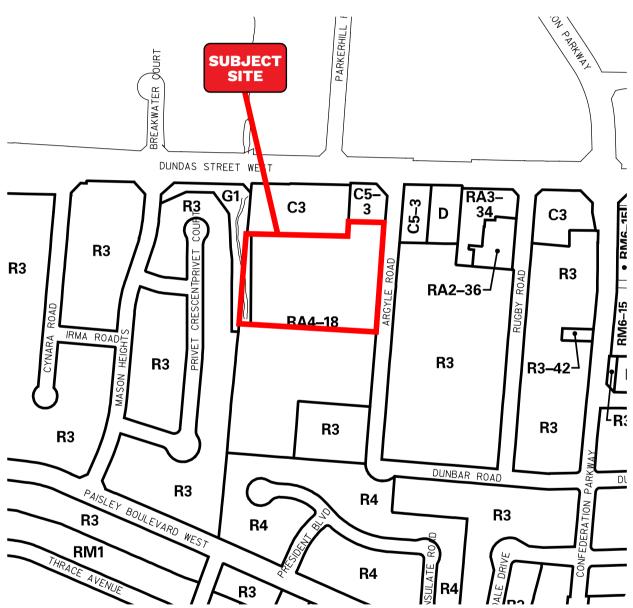


Figure 9 - Mississauga Zoning By-law No. 0225-2007, as amended

Table 1 - Table 1: Summary of Key RA4-18 Zoning Regulations

Zoning Provision	Regulation
Min. Lot Frontage (m)	30.0 m
Max. Height (storeys)	13 storeys
Min. Floor Space Index	0.5 FSI
Max. Floor Space Index	1.5 FSI
·	1.5 F51
Max. GFA - Apartment Zone per storey for each storey above 12 storeys	1,000 m ²
Min. Front Yard Setback (m)	
Height is equal to 13.0m or less	7.5m
Height is greater than 13.0m or less than or equal to 20.0m	8.5m
Height is greater than 20.0m or less than or equal to 26.0m	9.5m
Height is greater than 26.0m	10.5m
Min. Interior Side Yard Setback (m)	
Height is equal to 13.0m or less	4.5m
Height is greater than 13.0m or less than or equal to 20.0m	6.0m
Height is greater than 20.0m or less than or equal to 26.0m	7.5m
Height is greater than 26.0m	9.0m
Where an interior side lot line abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone	4.5m
Min. Rear Yard Setback (m)	
Height is equal to 13.0m or less	7.5m
Height is greater than 13.0m or less than or equal to 20.0m	10.0m
Height is greater than 20.0m or less than or equal to 26.0m	12.5m
Height is greater than 26.0m	15.0m
Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m
Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m
Minimum Above Grade Separation Between Buildings (m)	
Height is equal to 13.0m or less	3.0m
Height is greater than 13.0m or less than or equal to 20.0m	9.0m
Height is greater than 20.0m or less than or equal to 26.0m	12.0m
Height is greater than 26.0m	15.0m
Parking, Loading, Servicing Area and Parking Structures	

Zoning Provision	Regulation
Minimum setback from surface parking spaces or aisles to any other lot line other than a street line	3.0 m
Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m
Min. Landscaped Area, Landscaped Buffer and Amenity Area	
Minimum landscaped area	40.0%
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m
Minimum depth of a landscaped buffer along any other lot line	3.0 m
Minimum amenity area	The greater of 5.6 m² per dwelling unit or 10% of the site area
Minimum amenity area to be provided outside at grade	55.0 m ²

The Greenlands Zone ("G1") applies to a strip of land along the west portion of the subject site, and is subject to an easement. The G1 strip has a width of 5.18 metres at the north lot line, widening to 15.23 metres at the south lot line. The permitted uses in the G1 zone are flood control, stormwater management, erosion management, and natural

heritage features and areas conservation.

4.7 Credit Valley **Conservation Authority** Regulations

The western edge of the subject site falls within the Credit Valley Conservation Authority's Regulation Area and is regulated under Ontario Regulation 160/06. Lands within the Regulation Limit include river or stream valleys that have depressional features associated with a river or stream, whether or not they contain a watercourse.

A permit will be required pursuant Ontario Regulation 160/06.

4.8 Dundas Connects Master Plan

The Dundas Connects Master Plan was initiated in 2016 to plan for a projected increase of 52,000 people and 9,600 jobs along the Dundas Street Corridor in Mississauga over the next 35 to 40 vears. The completed master plan was endorsed as the recommended plan for the Dundas Corridor by City of Mississauga Council on June 20, 2018.

The Dundas Connects Master Plan applies to lands adjacent to and within approximately two kilometres in either direction from Dundas Street.

At a high level, the plan establishes a vision and recommends a land use, built form and transportation framework for lands within the study area. The vision for the Dundas Street corridor includes a walkable, bikeable and transit supportive mixed-use corridor with a vibrant pedestrian realm, grade-related retail and intensification that is contextually appropriate. The plan recommends that the corridor be serviced by bus rapid transit and be developed with a mid-rise built form (5 to 12 storeys) with taller buildings (up to 25 storeys) at the Cooksville and Dixie Focus Areas.

The plan also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed use and transit oriented built forms. The plan proposes a bus rapid transit (BRT) line along Dundas Street in a dedicated right-of-way in a central median, and includes a BRT stop at the intersection of Dundas Street West and Confederation Parkway, approximately 280 metres from the subject site.

One of the primary recommendations of the report is to encourage mixed-use transit supportive intensification across Dundas Street, stating that "new development will be dense enough to provide ridership for the future transit line, optimizing the use of this significant public investment". The report goes on to recommend that lands within MTSAs (within a 500 metre radius from a BRT stop) "should be redeveloped to permit uses that will achieve transit-supportive densities. Minimum density targets should be achieved as follows: 160 residents and jobs combined around major transit stations."

It is also recommended that the City of Mississauga consider setting alternative standards for parking rates along Dundas Street Intensification Corridor and within MTSAs. Reduced parking standards will help incentivize transit-supportive redevelopment and encourage active transportation between transit stations and places of work, community facilities, residences, and other destinations.

The report also recommends that housing affordability be supported by maintaining existing housing supply and providing new higher-density developments, stating that "tower in the park" buildings along the corridor offer the potential to encourage infill development. Such infill would be contextually appropriate and would ensure that the scale and siting does not adversely impact existing residential buildings on-site or on adjacent sites.

Cooksville Focus Area

The subject site is located immediately south of the western extent of the Cooksville Focus Area (see **Figure 10**). Although the site is located just south of the focus area, the report notes that there are opportunities to permit infill development of apartments dwellings on certain lands designated Residential High Density and establish development standards for such infill development that detail parameters such as height, separation from existing buildings on the property, transition to buildings on adjacent properties, and primary pedestrian entrance location and connectivity.

Section 5.1.6.1 of the report provides a framework for the built form across the Cooksville Focus Area which ranges from a minimum building height of 3 storeys (10m) to a maximum building height of 25 storeys residential (78m) concentrated around the Cooksville GO Station. A maximum density of 4.0 FSI can be achieved in the Focus Area. Figure 5-31 of the master plan provides a built form Concept Plan for each focus area along Dundas Street West (see **Figure 11**). Directly north of the subject site, properties that front onto Dundas Street West have been identified to support buildings ranging from 3 storeys up to a maximum of 12 storeys.

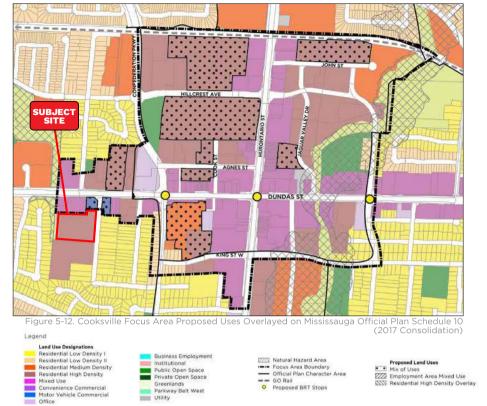


Figure 10 - Cooksville Focus Area



Figure 11 - Figure 5-31 from Dundas Connects - Built Form Concept Plan

LS.O.J. PLANNING & NANALYSIS

5.1 Intensification

Intensification on the subject site is supported by policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote intensification on sites within the built-up urban area that are well served by municipal infrastructure, including higher-order public transit.

The proposal is in keeping with the intensification policies of both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The site is less than 280 metres radius distance to a planned stop on the Dundas BRT, within 650 metres of the Dundas stop on the Hurontario LRT and within 900 metres of Cooksyille GO station. The site is located along or adjacent to a designated Intensification Corridor and is within the preliminary boundaries for the major transit station area associated with the Confederation Parkway BRT station through the Region of Peel's ongoing municipal comprehensive review. Accordingly, the site is located within a "strategic growth area" as defined in the Growth Plan. Strategic growth areas are intended to be a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

In our opinion, the proposed addition of a new rental apartment building on an underutilized portion of the subject site currently used as surface parking represents a desirable opportunity to provide a significant number of new rental housing units within an established apartment neighbourhood that has been identified as an appropriate location for intensification and infill development. Residential intensification of the subject site would assist in achieving density targets set out in the Growth Plan and in the Dundas Connects Master Plan, which call for a minimum of 160 residents and jobs combined per hectare in MTSA's served by light rail transit and BRT.

Infill development on the subject site is further supported by policies set out in the Regional Official Plan which seek to optimize intensification opportunities across the Region in manner that contributes to the achievement of compact and efficient urban form, optimizes the use of existing infrastructure and services, revitalizes or enhances existing neighbourhoods and intensifies development on underutilized lands.

The Mississauga Official Plan supports intensification in Neighbourhoods that is compatible with, and sensitive to, the existing and planned built context through the use of appropriate transitions in built form, density and scale. Recognizing that Neighbourhoods will not remain static, the Mississauga Official Plan provides that higher density land uses may be permitted on sites identified through a local area review, along Corridors, or in conjunction with existing apartment sites or commercial centres.

The subject site contains a significant amount of underutilized land that can accommodate new development while maintaining appropriate built form relationships with the existing and adjacent buildings. Only about 10.1% of the subject site (2,179 square metres) is occupied by the footprints of the two existing apartment buildings and the remaining portions contain mostly passive landscaped open space and surface parking areas. As a result of the proposed development, the lot coverage of new and existing buildings will increase to approximately 25 percent, with new landscaping and outdoor amenity spaces that will be programmed for use by residents.

Mississauga is at the end of its greenfield growth phase and, therefore, new growth will need to be accommodated through redevelopment and intensification within developed areas. In accordance with the built form policies for development in Intensification Areas and Neighbourhoods set out in Section 9.1 of the Mississauga Official Plan, the proposed development has been organized to respect the existing and planned character of the area and will provide additional ridership for the Dundas BRT and Hurontario LRT, supporting the creation of an efficient, multi-modal transportation system that encourages greater utilization of public transit and active transportation modes.

Optimizing the use of land and infrastructure is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Residential/mixed-use intensification on the subject site would support transit ridership and allow residents to take advantage of the shops, services, restaurants and other facilities within the area. The subject site is 65 metres south of Dundas Street West, which is planned as a higher density, mixeduse corridor, and 280 metres west of Downtown Cooksville, an urban growth centre planned as a mixed-use high density node at the interchange of three modes of transit (GO Transit, LRT and BRT).

As well, residential intensification on the subject site will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan, and the forecasts in the Dundas Connects Master Plan. From a housing perspective, the proposal will support Provincial and City policy to provide housing choices by expanding the range of housing types and densities through residential intensification.

Based on the foregoing, it is our opinion that optimization of density on the subject site would be in keeping with both good planning practice and overarching Provincial, Regional and City policy directions, subject to achieving appropriate built form relationships.

5.2 Land Use

The proposed apartment residential uses are consistent with the existing use of the subject site, as permitted by the Residential High Density designation in the Mississauga Official Plan and the Residential Apartment (RA4-18) zone in Zoning By-law No. 0225-2007. The proposal represents a continuation of the existing rental apartment use, and a comprehensive approach to improved shared amenity spaces and enhanced landscaping will ensure that the revitalized site will complement the existing and planned land use context, which includes a mix of apartment buildings, office buildings and mixeduse buildings east of Mary Fix Creek within the Dundas Corridor. Within the Neighbourhood south of Dundas Street, the residential use is appropriate within the context of the existing and proposed apartment and multiple residential development on the west side of Argyle Road.

As set out below, the proposed development will fit harmoniously within the existing and planned built form context and will conform with the criteria for new development in intensification areas and non-intensification areas set out in Sections 9.2.1 and 9.2.2 and the general site development policies set out in Policies 9.5.1.2, 9.5.1.3 and 9.5.1.4 of the Mississauga Official Plan.

5.3 Housing

In our opinion, the proposal is supportive of Provincial, Regional and City policies that encourage a range and mix of housing to accommodate people with diverse housing preferences and socio-economic characteristics and needs. Specifically, the proposal supports Regional targets for new housing units, which requires a minimum of 35 percent of new housing units as market rental housing.

The proposal supports the vision of the Dundas Connects study by retaining existing rental units in proximity to Dundas Street and improving the site design and on-site amenity for existing residents. The proposed development provides new rental housing that expands the range of housing choices, with a variety of unit types and sizes to meet a variety of needs.

The proposed new building will include a mix of one-bedroom, two-bedroom and three-bedroom rental units, including 10.4% three-bedroom units. In our opinion, the range and mix of unit sizes responds appropriately to the City's request that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes, in accordance with Making Room for the Middle — A Housing Strategy for Mississauga, approved by City Council in October 2017.

5.4 Height, Massing, and **Density**

As noted in Section 5.1 above, the subject site is an appropriate location for intensification from a planning policy perspective. From a built form perspective, the subject site is an appropriate location for the proposed new 15-storey building, given the existing and planned context on Argyle Road and the cluster of mid-rise and tall buildings west of Confederation Parkway, the relationship between the proposed building and other buildings in the area, and the planned intensification along Dundas Street envisioned in the Dundas Connects Master Plan as well as within Downtown Cooksville.

Although the Cooksville Neighbourhood Plan limits the height of buildings in the Residential High Density designation to 8 storeys, the existing zoning applying to the site permits a height of 13 storeys and a greater level of height and density would contribute to the achievement of transitsupportive intensification in accordance with recent and emerging policy changes e.g. the new PPS and Growth Plan and the Region of Peel's ongoing Growth Plan conformity exercise.

In our opinion, the determination of appropriate building heights for new development should be based on an assessment of existing patterns of building height, built form relationships and potential impacts. Existing building heights on the subject site, while part of the built form context, should not be determinative in evaluating the appropriate built form approach for intensification and infill development. In this regard, the site forms part of a cluster of taller buildings located just west of Downtown Cooksville, which is planned for significant intensification. Due to both the size of the subject site and its locational attributes, in our opinion the site represents an appropriate location for moderately taller buildings that those existing on the site currently.

As shown on Figure 12, there is a wide range of building heights throughout the area, both inside and outside the boundaries of Downtown Cooksville. This area has been subject to a number of planning studies outlining a higher density vision for the area that reflects significant transit investments. At this time, the existing context in Downtown Cooksville is still emerging, and does not reflect the planned vision for the area.

The Dundas Connects Master Plan (which built upon the conclusions of the Hurontario/Main Street Corridor Master Plan) envisions building heights up to 25 storeys and a floor space index of 4.0 in the northern portion of the Downtown Cooksville area, heights of 8 storeys and an FSI of 2.0 in the southern portion, and heights up to 12 storeys along Dundas Street West outside of the Downtown, in proximity to the subject site.

The site forms part of a small pocket of two "tower in the park" apartment sites on Argyle Road, comprised of four 12- and 13-storey buildings. At 15 storeys (40.43 metres, 46.43 metres including mechanical penthouse), the proposed building would be taller than the existing buildings in the immediate area, vet still within the range of heights within the broader area. In particular, the proposed height would be only moderately taller than the existing buildings on the site and adjacent site, respecting the existing scale of development in this pocket.

The new building is substantially separated and buffered from low-rise residential uses along Argyle Road and along Privet Court to the west. When viewed from Arayle Road, the new building will be set back over 114 metres from the front lot line and substantially screened from view from the public realm by the existing buildings. The existing buildings will provide a visual transition of height towards Argyle Road, which will result in a comfortable relationship with the street.



Figure 12 - Hieght Map

To the west, the building falls almost entirely within

a 45-degree angular plane from the rear lot line of the site, and falls well within a 45-degree angular plane measured from the rear lot lines of the houses on Privet Court on the west side of Mary Fix Creek, resulting in an appropriate transition in height to low-rise residential properties. In this regard, the 9-storey element of the proposed building (26.25 metres in height) would be set back a minimum of 26.0 metres from the rear lot line and approximately 38-43 metres from the rear lot lines of the houses fronting on Privet Court.

Internally, the new building would be well separated from the two existing buildings on-site (approximately 30.0 metres). The new building have also been substantially set back from the apartment site to the south (32.0 metres). The property to the north is envisioned in the Dundas Connects Master Plan with heights up to 12 storeys. The new building fits within the planned context for the evolution of the Dundas Corridor and will provide an appropriate transition to Dundas Street.

out in Policy 16.1.1.2 for proposals for neights greater than 4 storeys by:

In our opinion, the proposal meets the

- achieving an appropriate transition in heights that respects the surrounding context without resulting in any unacceptable built form impacts (as discussed below);
- enhancing the existing and planned development context (i.e. the mid-rise and tall building context along Dundas Street); and
- maintaining the City Structure hierarchy.

The size of the site, in combination with the layout and orientation of the existing apartment buildings, presents an opportunity to introduce a modestly taller building than what currently exists on the site which will contribute positively to the character of the area and contribute additional ridership for the Dundas BRT, the Hurontario LRT and the Cooksville GO Station.

With respect to massing, the proposed development has been massed to fit the existing and planned built form context. The proposed new building will complement the modernist character of the subject site and adjacent property. Along the east façade, the building will not step back, creating a complementary presence that balances the existing slab towers on the site. The northeast corner of the building is set back to reduce the width of the front main wall. The patterns of masonry, glass, and projecting and recessed balconies along the east façade will break up the massing to create the impression of slimness, resulting in a modern interpretation of a slab-like building.

With respect to the size of the floor plates, the zoning by-law establishes a maximum floor plate size of 1,000 square metres of GFA for each storey above 12 storeys. The proposed development meets this requirement on the 15th storey (840 square metres), slightly exceeds it on the 14th storey (1,056 square metres), and exceeds it at the 13th storey (1,370 square metres). In our opinion, the impact of the larger floor plates have been appropriately mitigated by providing a C-shaped building floorplate which reduces the visual impact, and by providing separation distances in excess of the by-law requirements. At the rear, the building steps down, providing a transition in scale to the low-rise neighbourhood to the west.

From a density perspective, it is our opinion that the proposed total density of 1.85 FSI is desirable and appropriate, and represents a modest increase over the as-of-right density permissions. While the Mississauga Official Plan does not generally provide for density limitations in the Neighbourhoods city structure element or the Residential High Density designation, the policies for the Cooksville Character Area identify minimum and maximum densities of 0.5 FSI and 1.5 FSI, respectively.

From a planning policy perspective, it is appropriate and desirable to optimize density on the subject site given its location within a Major Transit Station Area focused on two higher order transit lines in an existing pocket of high-rise apartment buildings, and given the lack of built form impacts on low-rise neighbourhoods. A quantitative assessment of density should not be determinative in evaluating proposals for new development, but should also consider potential built form impacts resulting from the proposed density. A detailed evaluation of the potential built form impacts resulting from the proposed development is provided in Section 5.5 of this report.

5.5 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties, including apartment buildings within the Residential High Density designation to the south, the commercial uses in the Mixed Use and Motor Vehicle Commercial designations to the north, and the Residential Low Density I uses on the east side of Argyle Road and on the west side of Mary Fix Creek.

Light, View, and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The RA4 zoning requires a minimum separation distance of 15 metres between building elements greater than 26.0 metres in height. Although there are no design guidelines for the development of tall buildings outside of the Downtown Core, the development meets the minimum 30 metre separation distance recommended by these guidelines (Guideline T11 of the Downtown Core Built Form Standards). The new building has also been oriented perpendicularly to the existing buildings, minimizing the facing condition between the buildings.

The proposed building will be set back a 32.0 metres from south lot line, providing ample separation from the adjacent apartment site. With respect to separation from the low-rise houses to the west, a portion of Mary Fix Creek runs within a Greenlands buffer between the subject site and the residential properties, providing substantial separation.

For the 4-storey above-grade garage, a minimum building separation of 12.3 metres to the rear lot line will be provided, with approximately 31.5 metres separation to the rear lot lines of the houses on Privet Court. For the residential units on Floors 5 to 9, the proposed building will be separated by 26 metres to the rear lot line and approximately 44.5 metres to the rear lot lines of the houses on Privet Court. The RA4 zoning requires a setback of up to 25.5 metres where a rear lot line abuts a zone permitting detached or semi-detached dwellings,. Although the subject site does not directly abut the lots fronting onto Privet Court, the separation substantially exceeds the by-law requirement.

To the north, the proposed building will be set back a minimum of 4.5 metres from the property line to the above-grade garage and 5.5 metres to the residential portion of the building. The proposed setback complies with the RA4 zoning requirement for interior side yard setbacks from a property zoned Apartment, Institutional, Office, Commercial or Utility (the property to the north is zoned Commercial (C3).

Shadow Impact

A Shadow Study was prepared by IBI Group in support of the proposed development. The shadow study includes an assessment of the net incremental shadow impact of the proposed development on residential private outdoor amenity space (e.g. private rear yards, patios and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g. sidewalks, open spaces, plazas, as well as turf and flower gardens) and building faces to allow for the possibility of using solar energy.

With respect to residential private outdoor amenity spaces, incremental shadows are cast on low-rise private amenity areas of the houses fronting onto Privet Court from 7:20 a.m. to 8:20 a.m. on June 21st, and they move fully off this area by 9:20 a.m., thereby satisfying the criterion which limits the amount of shadowing to more than two consecutive hours. No shadows are cast on low-rise residential buildings on September 21st.

With respect to public amenity areas, there is minor shadowing on the pool deck on the adjacent apartment site to the south from 7:20 p.m. onwards on June 21st.

With respect to shadowing of on-site amenity areas, the common at-grade outdoor amenity area that is part of the proposed development will have a Sun Access Factor of:

- June 21 52%
- September 21 30%
- December 21 10%.

While the Sun Access Factor does not meet the criterion, we note that part of the shadow cast on the outdoor amenity area is due to the existing buildings. Between March and September, when outdoor amenities typically receive their heaviest use, the proposed development is in substantial compliance with this criterion.

With respect to shadowing of the 5th floor amenity terrace, this area meets the criterion of more than 50% sun coverage, with a Sun Access Factor of:

- June 21 61%
- September 21 70%
- December 21 83%.

With respect to public streets, the proposed development would result in minor slivers of incremental shadowing on Argyle Road at 5:48 p.m. on September 21st. The proposed development would result in no incremental shadowing on Dundas Street from 10:12 a.m. onwards on September 21st.

With respect to public open spaces, parks and plazas, and turf and flower gardens, there are none impacted by the proposed development.

With respect to building faces of low-rise residential buildings, on September 21st, incremental shadows from the new building would have minimal impact on the townhouses located on the north side of Dundas Street, west of Mary Fix Creek, at 8:35 a.m. and would move completely off by 9:12 a.m.

Based on this analysis, it is our opinion that the proposed development will create minimal and acceptable shadowing impacts on adjacent low-rise neighbourhoods and private amenity areas, and no impact on public parks, in accordance with Policies 9.2.2.3 and 9.5.3.9 of the Mississauga Official Plan.

Wind Impacts

A Pedestrian Wind Study was prepared by RWDI in support of the proposed development. The purpose of the study was to assess the wind environment around the proposed development in terms of pedestrian comfort and safety. The study is required as per the City of Mississauga's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies.

The study concludes that wind conditions that meet the safety criterion are predicted at all locations and for all configurations assessed. Existing conditions are mostly comfortable for standing in the summer. During the winter, stronger wind speeds that are characteristic of the winter climate in Mississauga bring about wind conditions that are mostly comfortable for standing and walking in the winter, with an isolated location between existing Buildings A and B that is uncomfortable during the winter.

When the proposed Building C is introduced to the site, wind speeds generally remain similar to the existing site, and wind conditions are anticipated to be appropriate for the intended use at all locations; the proposed development is expected to eliminate the uncomfortable condition noted above. Wind speeds are typically expected to be comfortable for standing in the summer, with some areas comfortable for walking, and generally comfortable for walking in the winter. The proposed building is predicted to shelter the site from prevailing southwesterly through northwesterly winds, creating calmer conditions compared to existing at many locations to the northeast around the existing Buildings A and B. The main entrance of the proposed Building C is situated near Location 1. Wind conditions at the entrance are anticipated to be comfortable for standing, year-round, which is appropriate.

It is generally desirable for wind conditions on terraces intended for passive activities to be comfortable for sitting or standing more than 80% of the time in the summer. The wind conditions at all terrace locations are anticipated to be suitable for the intended use during the summer. During the winter, while the wind speeds in most areas are

expected to remain calm, with the more exposed areas of Levels 14 and 16 suitable for walking. In the winter months, the outdoor amenity spaces may not be used frequently, and increased wind activity would be considered appropriate.

For further details, please see the Pedestrian Wind Study submitted as part of the application package.

5.6 Urban Design

In accordance with the criteria for development in Neighbourhoods as set out in Policy 9.2.2.3 of the Mississauga Official Plan, the proposed building will:

- respect the continuity of front yard setbacks;
- respect the existing scale, massing, and character of the site and surrounding area by providing a new building that is moderately taller than the existing buildings on the subject site and the adjacent site and architecturally complements the surrounding slab-style building context;
- provide substantial separation distances between existing buildings and the new building, and appropriate setbacks to side and rear property lines to minimize overshadowing and overlook on adjacent properties; and
- preserve existing mature trees, where possible.

The proposed development has been designed in accordance with the public realm, site organization and building policies set out in Policies 9.3.1.4, 9.3.5.6, 9.4.1.1, 9.4.1.3, 9.4.1.4, 9.4.2.3, 9.5.1.2, 9.5.1.4, 9.5.1.7, 9.5.1.9, 9.5.2.1, 9.5.2.2, 9.5.3.2, 9.5.3.3, 9.5.3.5, 9.5.3.7, 9.5.3.9, 9.5.4.5, 9.5.6.1, 9.5.6.2, 9.5.6.3 and 9.5.6.4 of the Mississauga Official Plan. In particular, the proposed development has been designed to:

- be oriented to pedestrians and support transit use by improving site circulation to encourage pedestrian activity on the site, connecting existing and new front doors to the new pathway system on site and providing improved pedestrian connections to Argyle Road, to encourage the use of existing and planned transit infrastructure in the area;
- provide common on-site amenity, including attractive new outdoor amenity areas at grade and above the 4th level, to be shared by all residents;
- provide resident bike storage for new units within the new building, and visitor bike parking on site for all residents;

- respect the existing pattern of streets and blocks in the area, and retain the existing front yard setbacks on the site;
- locate the new building at the rear of the site behind the existing buildings, resulting in an appropriate transition to Argyle Road;
- provide a new landscaped area at the front of the site, visible from Argyle Road, with new tree planting and landscaping, and enhance the internal landscaping design of the site with new plantings and programmed areas;
- provide an appropriate height, massing and density that will not result in any unacceptable built form impacts and will provide appropriate transition to the surrounding area, as discussed in Sections 5.4 and 5.5 above;
- create a new central amenity courtyard, remove the central driveway and reduce the number of curb cuts, and restructure and remove surface parking between the existing buildings;
- provide appropriate building separation, and orient the new building perpendicularly to the existing buildings to further mitigate light, view and privacy impacts and respond to the "tower in the park" character;
- contribute to improved safety and overlook on the centre of the site with grade-related indoor amenity spaces, and provide new lighting and landscaping to enhance the pedestrian walkways;
- utilize a variety of building materials and balcony patterns to add articulation to the building design;
- provide well-glazed amenity space at grade to activate the east building frontage and promote natural surveillance and personal safety;
- integrate new vehicular parking and loading within the new building, as well as a portion of the parking for the existing buildings, reducing the overall amount of surface parking on the site.
- locate the entrances to the parking and loading areas away from the outdoor amenity areas and public realm, and screen above-grade parking within the building; and
- integrate the rooftop mechanical equipment into the building design to minimize the visual impact.

5.7 Transportation and Servicing

Transportation

Servicing

A Functional Servicing and Preliminary Stormwater Management Report was prepared by C.F. Crozier and Associates Inc. in support of this application.

The report concludes that the proposed development can be serviced for water, sanitary, and stormwater in accordance with the City of Mississauga and Credit Valley Conservation Authority requirements and standards. The conclusions and recommendations include:

- Existing Buildings A and B will maintain their existing water and sanitary servicing schemes. Drainage catchments for the existing buildings will remain unchanged.
- 2. Water demand for proposed Building C will be provided using a 200 mm diameter fire line and 100 mm diameter domestic line extending from the existing 300 mm diameter watermain located in the Argyle Road right-of-way.
- Sanitary servicing for Building C will be provided with a 200 mm diameter sanitary sewer at a slope of 2% extending from the underground limit to a proposed property line manhole, ultimately connecting to the existing 250 mm sanitary sewer within Argyle Road by a proposed manhole in the right-of-way.
- 4. Stormwater runoff from Catchment 203 will be controlled to the pre-development flow rates less the uncontrolled flow rates and will outlet via the existing 300 mm storm outlet located on the property to the watercourse. Quantity control has been provided using an underground stormwater tank and a 200 mm orifice tube.
- 5. Water quality for Catchment 203 will be provided through a treatment train approach to achieve enhanced protection (80% TSS removal).
- 6. Water balance for the Site will be provided through the retention of the 5 mm rainfall event as dead storage below the invert in each stormwater tank.

The report concludes that based on the above conclusions, they support the proposed development application from the perspective of water supply, sanitary servicing, and stormwater management.

CONCLUSION

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given that it is located within an existing apartment neighbourhood and along a major arterial road corridor within convenient walking distance of two planned higher-order transit stops and is well served by existing municipal infrastructure.

From a land use perspective, the proposed development will facilitate the introduction of additional rental residential housing through intensification on an underutilized portion of the subject site. All of the existing rental apartment units will be retained, and the proposed development will provide additional housing and transit ridership within a major transit station and in proximity to the Dundas Street Intensification Corridor.

From a built form perspective, the proposed development will introduce a new residential building at an appropriate height and scale that will respect and enhance the surrounding apartment neighbourhood context. New landscaping will be provided, resulting in an attractive site design which improves pedestrian connectivity and provides new amenities. New parking and loading will be screened within the new building to minimize impact on the public realm and site amenities. Due to the site size and separation from low-rise residential neighbourhoods, it is our opinion that the resulting built form impacts would be minor and acceptable.

Accordingly, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment application is appropriate and desirable in planning and urban design terms and, accordingly, we recommend its approval.

Respectfully submitted,

Bousfields Inc.

Peter F. Smith, MCIP, RPP

