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# PLANNING JUSTIFICATION REPORT

## EMBLEM DEVELOPMENTS

85-95 DUNDAS STREET WEST & 98 AGNES STREET  
CITY OF MISSISSAUGA

OCTOBER 2019  
FILE #9481-1



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# 1. INTRODUCTION



Weston Consulting is the planning consultant for Emblem Developments, the registered owner of the lands municipally known as 85-95 Dundas Street West and 98 Agnes Street in the City of Mississauga (herein referred to as the 'subject property').

This Report is provided in support of Official Plan and Zoning By-law Amendment application to permit a mixed-use, 16-storey (56.4m) building with 405 residential units. This development also includes 2,105.36i sq. m of amenity space and 510 sq. m of commercial/ retail space along Dundas Street West.

This Report provides the planning rationale in support of the proposed development and Official Plan Amendment and Zoning By-law Amendment. Upon approval of the proposed Official Plan and Zoning By-law Amendment, planning staff will have additional opportunities to ensure the proposed development meets all policies during the Site Plan Approval process, which will be submitted separately at the appropriate time.



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## 2. PURPOSE OF REPORT



The purpose of this Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement ('PPS'), the Growth Plan for the Greater Golden Horseshoe ('Growth Plan'), Peel Region Official Plan ('ROP'), City of Mississauga Official Plan ('OP'), and the City of Mississauga Zoning By-law 0225-2007.

This Report provides planning analysis and justification for the proposed development in accordance with good planning principles and provides a basis for the advancement of the planning applications through the planning process.



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## 3. SITE DESCRIPTION AND CONTEXT



### 3.1 Description of Subject Lands

The subject lands are located on north-east corner of Dundas Street West and Novar Road in the Cooksville neighbourhood, the table below provides the municipal address, PIN and legal description of all 3 parcels. The lands are currently owned by Emblem Developments.

The subject lands feature a lot frontage of approximately 41.8 metres on Dundas Street West, 101.6 metres on Novar Road and 40.2 meters on Agnes Street with an area

of approximately 1.0334 acres (0.41 hectares). A two-storey commercial building occupied by a driving school office, hair salon and various other businesses and surface parking lot currently occupy the south-west portion of the subject lands. The remainder of the subject lands are vacant and are covered by grassed areas. The subject lands are generally flat.

Table 1 - Municipal Address, PIN and Legal Description of Subject Property

Municipal Address	PIN	Legal Description
85 Dundas Street West	131510118	LT 14 & PT LTS 31 & 32, WHS, "PL TOR-12", TORONTO, AS IN TT33476; MISSISSAUGA. "AMENDED 1999/05/27, LAND REGISTRAR #17".
95 Dundas Street West	131510037	LT 15, WHS, "PL TOR-12:", TORONTO; MISSISSAUGA. "AMENDED 1999/05/27, LAND REGISTRAR #17".
98 Agnes Street	131510065	PT LTS 31 & 32, WHS, "PL TOR-12", TORONTO, AS IN RO1035152; MISSISSAUGA. "AMENDED 1999/05 /27, LAND REGISTRAR #17".



Figure 1: Aerial of the Subject Property





Figure 2: North view of Subject Lands from Dundas Street



Figure 3: South view of Subject Lands from Agnes Street





Figure 4: West view of Subject Lands from Novar Road



Figure 5: North-east View of Subject Lands from Dundas Street



### 3.2 Regional and Neighbourhood Context

The property is located near the northeast corner of Dundas Street West and Confederation Parkway. The property is located within the Downtown Cooksville Character Area which is found to the north of the Queen Elizabeth Way and south of Highway 403.

The area surrounding the subject lands consists of low-rise retail and commercial uses including pharmacies, restaurants and specialty grocery stores. On the south side of Dundas Street West, directly across from the subject lands, is a large lot that has been cleared to build townhouses. To the north along Agnes Street, three high-rise residential towers are positioned in a row and range from 10 to 12 storeys. On the west side of Confederation Parkway, there is a block of office, commercial buildings which range in height. In the area, there is currently a wide range of housing options including townhouses, single-detached dwellings and mid to high-rise towers. At present, the area is well serviced for residents to access retail or commercial amenities without requiring vehicle transportation.

To the north of the subject property is Sgt. David Yakichuk Park, which offers a track facility and green space. Within a one kilometer walk of the subject lands is the Cooksville GO Station, a stop on the Milton GO Transit line. The Cooksville GO Station is currently under construction for a new station building with a large public plaza, a new parking structure with over 800 parking spaces, a pedestrian bridge to the rail platform, eight new bus bays, upgrades to pedestrian tunnels to access rail platforms, repairs to parking lots and a new station entrance from Hurontario Street. The new station will also include connections to the future Hurontario LRT line, which is anticipated to launch at the end of 2022.

### 3.3 Surrounding Land Uses

Land uses in the near vicinity are as follows:

**North:** Agnes Street is located directly north of the subject lands. A row of three high-rise residential towers are situated from east to west. The buildings range from 10 to 12 storeys in height and have both surface and underground parking. Further north is Sgt. David Yakichuk Park. A block of four high-rise mixed-use towers border the park to the north, with access from Hillcrest Avenue. Currently, to the northeast, the lot fabric contains five single-detached, one-storey dwellings on large lots.

**South:** Dundas Street West is directly south of the subject lands. In speaking with City Staff, the lot is currently vacant and has received approval for a Zoning By-law Amendment, Official Plan Amendment, Draft Plan of Subdivision and Site Plan Approval. It is proposed to be developed for 18 blocks with 120 townhouse units that front on Dundas Street West to the north and Confederation Parkway to the west, 20 live-work units and 1500 square metres of retail. Further south is the Heritage House Retirement Home, Cooksville United Church and King Street which features a mix of single-detached, one-storey dwelling and a high-rise apartment building.

**East:** Along Dundas Street West to the east are low-rise commercial and retail plazas that include a wide range of services including dentistry, a copying centre and a jeweller. Within the low-rise detached dwellings on the northeast portion of the block is a childcare centre, travel and tourist agent and residential dwelling. Further east is the Cooksville Colonade which includes the Cooksville Public Library and various other retail, service and commercial uses. A townhouse development is also found northeast of the subject lands with access from Agnes Street.

**West:** Directly west of the subject lands is Novar Road and beyond is a collection of 4 low-rise commercial buildings. Further west is Confederation Parkway and an office block. Beyond the office buildings are high-rise residential buildings. North-west of the site is a low-rise, traditional suburban subdivision. A supermarket and retail plaza are also approximately 1km west of the subject lands. Father David Zanon School and two large townhouse developments are further west on Dundas Street.





Figure 6: South side of Dundas Street adjacent to Subject Lands



Figure 7: View north of commercial building east of Subject Lands





Figure 8: Commercial building west of Novar Road



Figure 9: Existing Residential Buildings north of Agnes Street





Figure 10: Aerial context map

### 3.4 Recent Development Activity

There is a considerable range and amount of development proposed for the City of Mississauga Ward 7, Cooksville. This is consistent with policy directives encouraging a range of housing options for this area. Table 2 provides a summary of the applications currently active within Ward 7, as identified on the City of Mississauga's Development Applications website.

Table 2 - Active Development Applications in Ward 7

	City File	Location	Applications	Proposal
1	OZ 19/007 W7	2476 and 2482 Confederation Parkway	Zoning By-law Amendment	A development application has been submitted to amend the Zoning By-law to permit 4 semi-detached homes at three-storeys each and two semi-detached garages at the rear providing 1 parking space per unit.
2	OZ 18/017 W7	2512-2532 Argyle Road	Official Plan Amendment, Zoning By-law Amendment	Applications to permit 4 blocks of four storey back-to-back stacked townhouses with 101 dwellings total. An underground parking garage with 153 parking spaces and 62 bicycle spaces is proposed.
3	OZ 18/006 W7	3016-3032 Kirwin Avenue and 3031 Little John Lane	Official Plan Amendment, Zoning By-law Amendment	Application to permit 3 blocks of back-to-back stacked townhomes on the subject property containing a total of 64 residential dwelling units.
4	OZ 16/008 W7	86-90 Dundas Street East	Official Plan Amendment, Zoning By-law Amendment	Application to permit a 28-storey mixed use building with 279 residential dwelling units and 158 square metres of ground floor commercial.
5	OZ/OPA 14 6	2560 and 2564 Confederation Parkway	Official Plan Amendment, Zoning By-law Amendment	Application to permit 4 live-work townhouse units

### 3.5 Transit and Transportation

#### Roads

Dundas Street West is defined as an *Arterial* road that intersects with Confederation Parkway to the west and Hurontario Street to the east of the subject lands. Agnes Street which borders the subject lands to the north is planned to be a *Future Minor Collector* road. It joins Confederation Parkway and Hurontario Street, running parallel to Dundas Street West. In accordance with Schedule 8, Designated Right-of-Way Width in the Official Plan, the right-of-way width for Dundas Street West is 35 metres and for Agnes Street, a width of 26 metres. Novar Road functions as a border to the subject lands to the west and connects Dundas Street West to Agnes Street. Novar is currently an undersized local road with an existing right of way width of 10m; a road dedication of 5m. is proposed to help the City achieve an ultimate ROW of 20m. Dundas Street West is designated as an intensification corridor that will include future planned transit connections.

#### Highways

The subject lands are located approximately two kilometres north of the Queen Elizabeth Way and can be accessed at the Hurontario Interchange. In addition, the Queen Elizabeth Way (QEW) is located approximately three kilometres south of the subject lands and can also be accessed via Hurontario Street. Both of these highways are part of the provincially operated 400 series network that provides connections to other highways within the Greater Toronto Area (GTA).

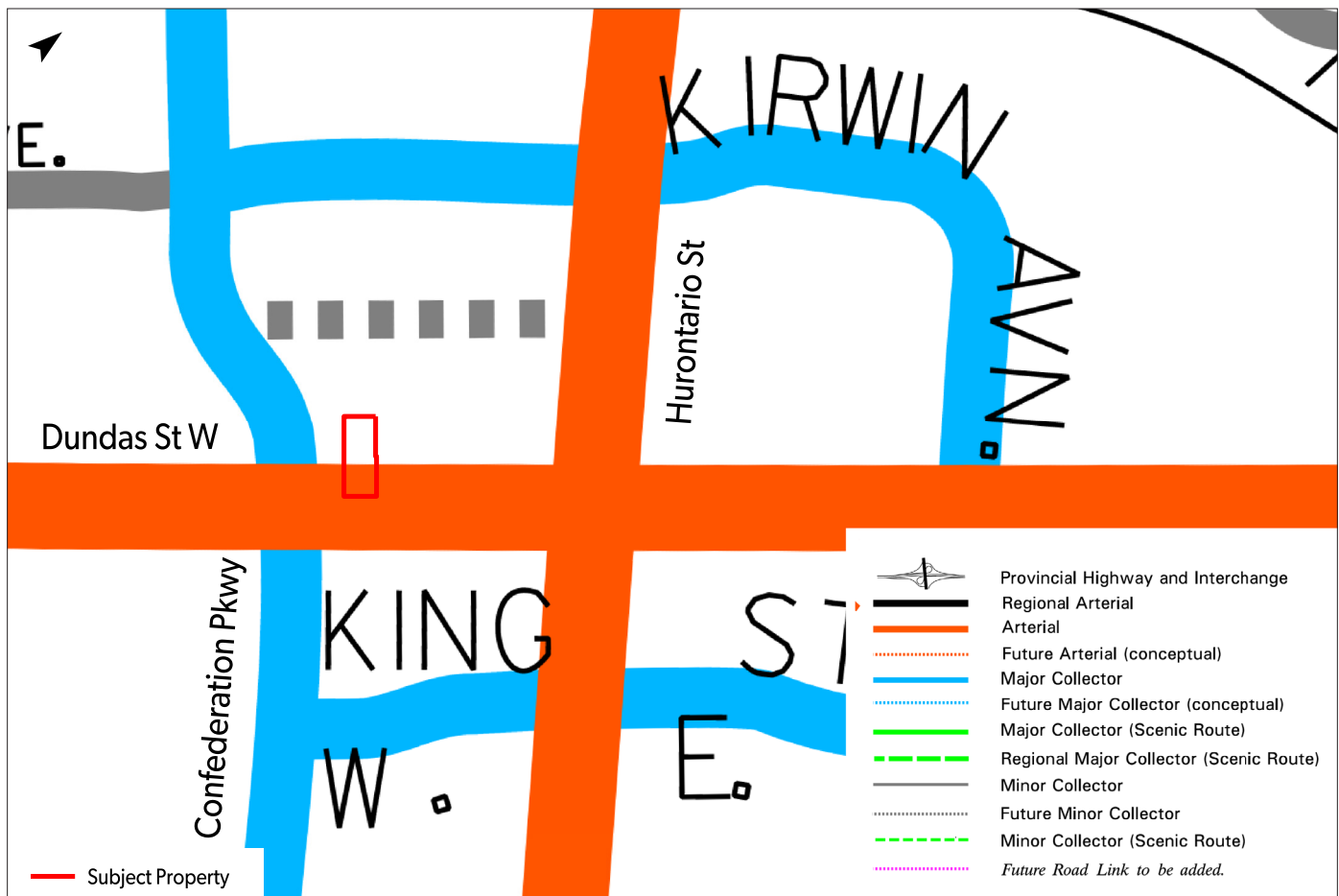


Figure 11: City of Mississauga Official Plan, Schedule 5 - Long Term Road Network



Figure 12: City of Mississauga Official Plan, Schedule 8 - Designated Right of Way Widths

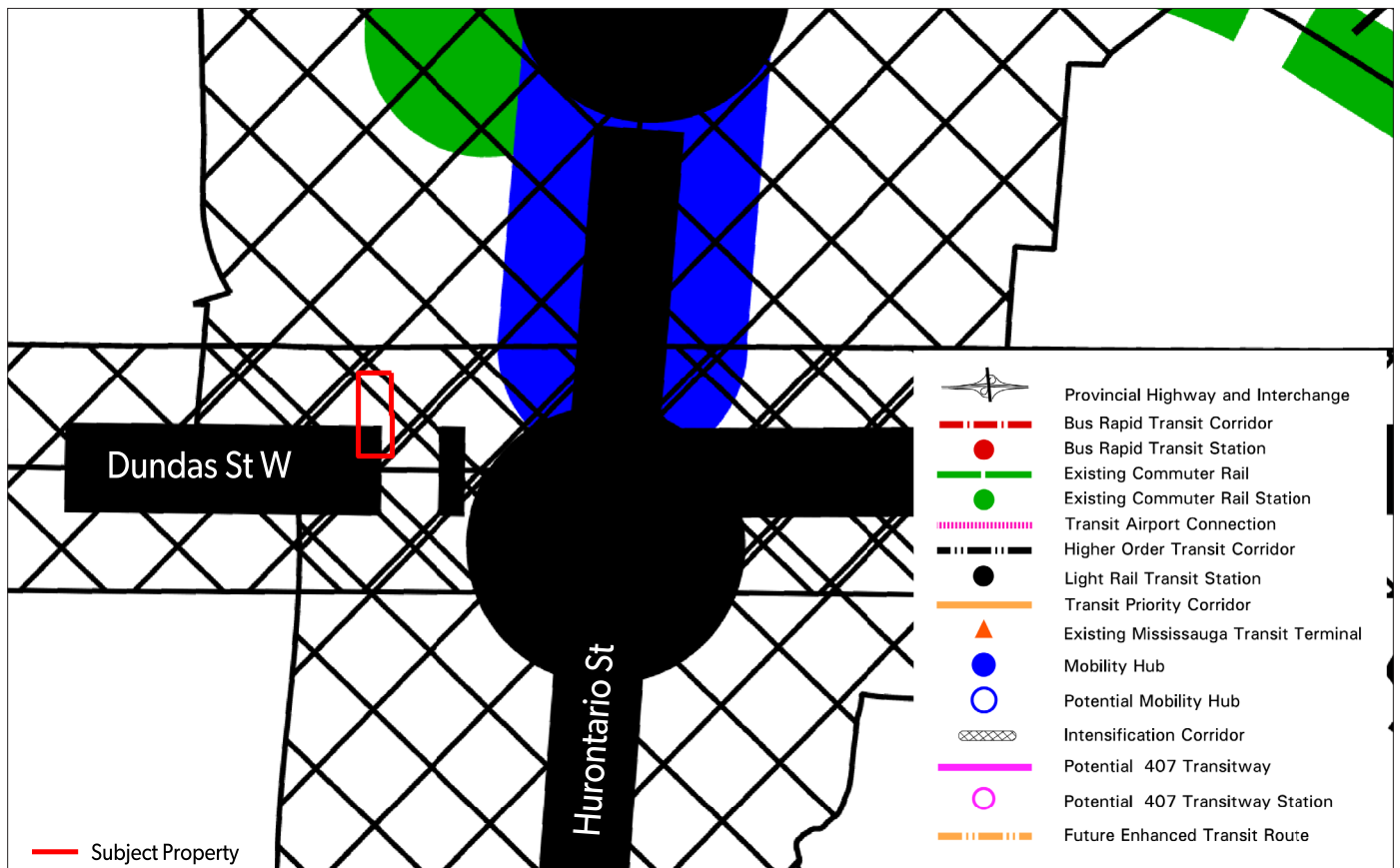


Figure 13: City of Mississauga Official Plan, Schedule 6, Long Term Transit Network



### Transit

At present, four Mississauga Transit bus lines serve the subject property: the 1, 101, 28 and 91, which run along Dundas Street West, Confederation Parkway and Hillcrest Avenue West. In June 2018, Council endorsed Dundas Connects Master Plan (DCMP) which will guide future urban growth and intensification along the Dundas Street Corridor and will support major improvements to transportation. Dundas Street is planned to have a Bus Rapid Transit (BRT) line and have improved safe cycling infrastructure. The DCMP has proposed a BRT station at the Dundas St./ Confederation Pkwy intersection which is approximately 50m away and is less than a 1 min. walk from the subject lands.

Hurontario Street has a planned and funded Light Rapid Transit (LRT) line that will include 22 stops, running from Port Credit Go Station in south Mississauga to the Gateway Bus Terminal in Brampton. The Cooksville Go Train station is located less than 1 kilometre away from the subject property which provides connections to the rest of the Metrolinx system and to the GTA.

### Trails and Cycling

Trails are an important component of the active transportation network in the Region of Peel. The Region of Peel has established their trail network called, "Walk + Roll", to denote their system containing trails for walking and cycling. Confederation Parkway, located approximately 100m west of the subject lands has a designated Bicycle Lane, to the north of the subject lands approximately 500m is Hillcrest Avenue with a Signed Bike Route, and throughout Sargent David Yakichuk Park, there is a paved multi-use trail.

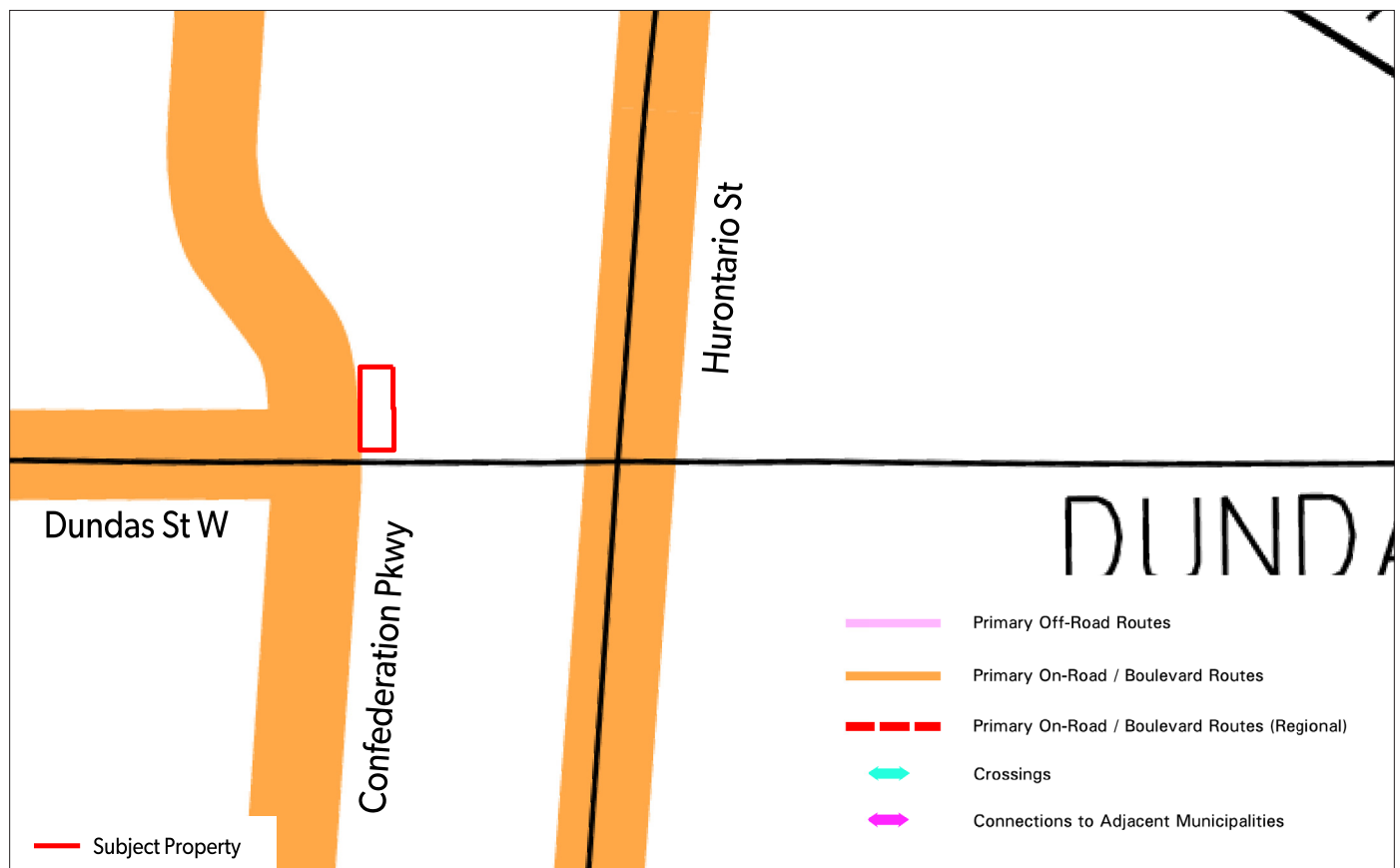


Figure 14: City of Mississauga Official Plan, Schedule 7 Long Term Cycling Routes





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## 4. PROPOSED DEVELOPMENT

## 4.1 Previous Development Application Summary

Previous development applications have been submitted for the site (City File: OZ 10/014 W7) when the subject lands were under the ownership of Gallery Developments Inc. and Town Cliff Development Corp. In November 2010 the application was submitted for a 38-storey apartment building with ground floor commercial uses and a 9-storey apartment building at 89-95 Dundas Street West and 98 Agnes Street. The application was deemed complete on February 14, 2011. The planning applications were to amend the Mississauga Official Plan policies for the Downtown Cooksville Character Area from "Mixed Use" and "Residential High Density" to "Mixed Use-Special Site" and to change the zoning from "D-1" (Development-Exception) and "C4" (Mainstreet Commercial) to "H-C4-Exception" (Mainstreet Commercial- with a Holding Symbol).

The lot coverage proposed was 37%, with a Floor Space Index (FSI) of 6.7 and a total residential Gross Floor Area of 28,080m<sup>2</sup> (302,251 sq. ft.) and total commercial GFA of 330m<sup>2</sup> (3,522 sq. ft). The proposed development has a total of 249 units and 336 parking spaces.

In February 2015, an Information Report was received at the Planning and Committee. It is our understanding that the proposed development did not progress beyond the Statutory Public Meeting.

## 4.2 Description of Development Proposal

The development concept proposes a mixed-use building with a height of 16-storeys (54.6 metres) with 510 square metres (5,490 square feet) of commercial space and 405 residential dwelling units. The proposed residential units will range in size from 47 square metres (503 square feet) to 68 square metres (730 square feet). The proposed development will include two-storey 'townhouse' units along the Novar Road and Agnes Street frontages. These units will have independent entrances from the street.

The building will have a total gross floor area (GFA) of approximately 23,019 square meters (247,784 square feet). The proposed development achieves a gross floor space index (FSI) of 5.5. prior to the Novar Road dedication, and a net FSI of 6.76. The commercial area is proposed to include a range of amenities including, but not limited to retail, office and commercial uses along Dundas Street West.

### Amenity

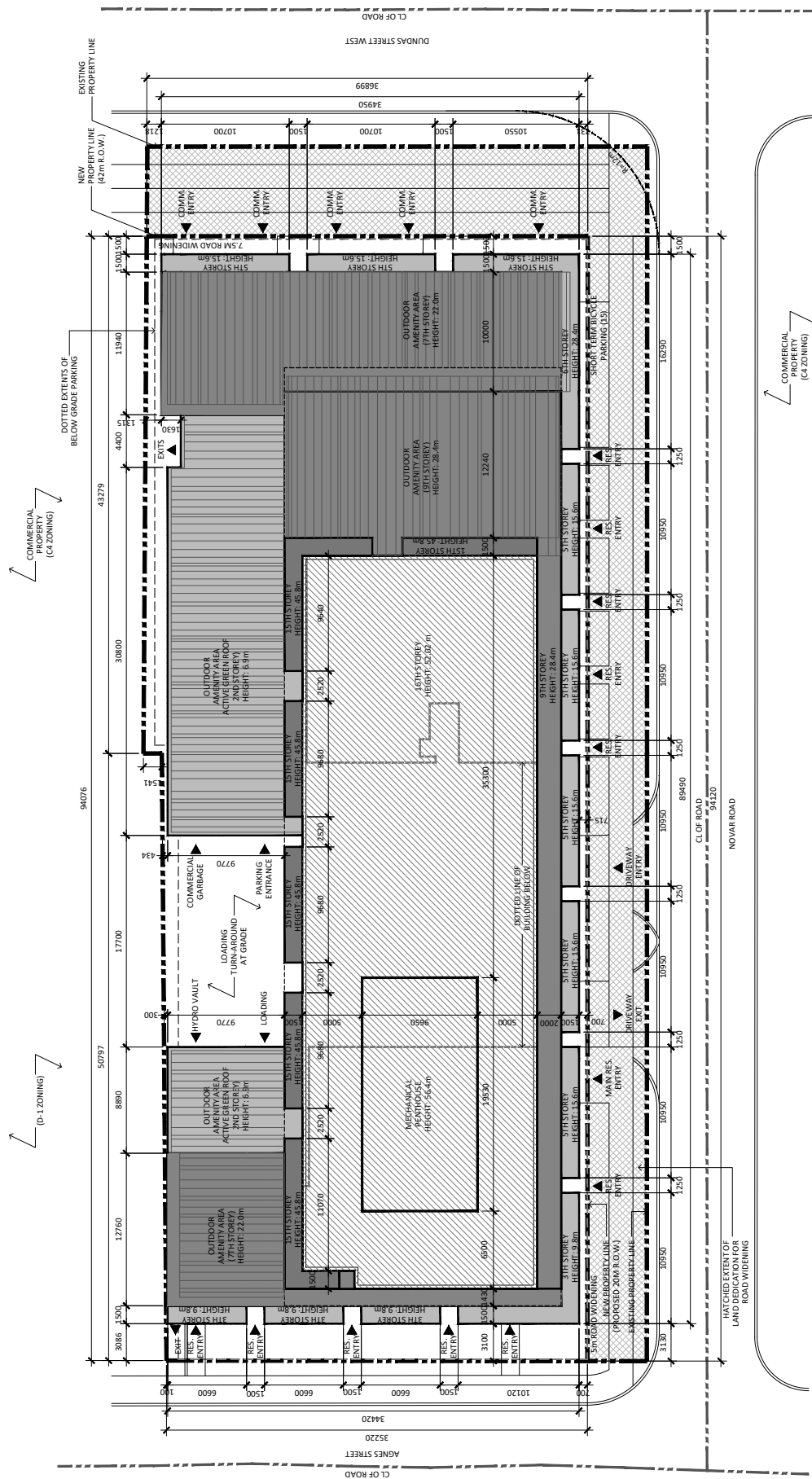
The proposed development includes 2,105.36 square metres of amenity space, of which approximately 918.4 square metres are located indoors and the remaining 1,187.00 square metres is located outdoors. The indoor amenity space is proposed on the second, seventh and eighth floor, while the outdoor amenity is proposed to be located on the ninth floor as shown on the Site Plan. The majority of the outdoor terraces front Dundas Street West and the east side of the building.

### Parking and Access

The proposed development is accessed by a 5.5 metre one-way driveway from Novar Road. The driveway provides access to parking ramp located in the middle, eastern portion of the site, to the rear of the commercial area. The proposed development includes a total of 432 parking spaces, 369 for resident and 63 for visitors and commercial and the proposed parking ratio is 1.07. One Type A barrier free parking space and two Type B barrier fee parking spaces are located above ground to the west of the parking ramp. The barrier fee parking spaces have been designed in accordance with the AODA guidelines. In addition to vehicular parking, 148 stacked bicycle parking spaces are provided at grade.

### Garbage and Loading

The proposed development contains a commercial garbage area and a residential garbage area. Both garbage areas are located internal to the property and screened from public view, behind the commercial area. The loading area measures 3.5 metres by 9.0 metres and is located on the north portion of the property and directly beside the residential garbage area and across from the commercial garbage area. The loading space has been strategically located to allow for a fluid movement of both garbage collection vehicles and larger trucks





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## 5. DESCRIPTION OF PLANNING APPLICATION

## 5.1 Official Plan Amendment

This report has been prepared in support of applications to amend the City of Mississauga Official Plan and Zoning By-law 0225-2007.

The south half of the subject lands are designated '*Mixed Use*', while the north half is designated '*Residential High Density*' in the City of Mississauga Official Plan. The portion of the subject land designated as '*Mixed-Use*' under the City of Mississauga Official Plan permits a wide variety of uses including office, residential, retail, restaurants and the designation encourages a mixture of uses. The portion of the subject lands designated '*Residential High-Density*' can permit the following uses: apartment dwelling, accessory offices and special needs housing.

An Official Plan Amendment is required to designate the entire property as '*Mixed Use*' with site specific permissions to permit the proposed development of a residential apartment building with ground floor commercial uses. The Official Plan Amendment is required, to designate the entire site as '*Mixed Use*' and to permit a 16-storey apartment building with commercial uses on the ground floor. Furthermore, a site-specific policy is required to permit an apartment dwelling containing 405 units, a building height of 16 storeys and a net floor space index (FSI) of 6.76. As noted in Map 12-4 of the MOP, the north half of the subject property is permitted a density range of 1.5-2.9 FSI and the south half a range of 0.5-1.5 FSI.



## 5.2 Zoning By-law Amendment

The City of Mississauga Zoning By-law 0225 – 2007 split-zones the subject lands, with the south half zones 'C4 – Main Street Commercial Zone' and the north half zoned 'D-1 – Development Zone'. The C4 zone permits office and commercial, office and retail, with residential permitted on the floors above. The D1 zone permits detached dwellings and accessory structures legally existing on the date of the passing of the zoning by-law and enlargement of existing buildings and structures in compliance with zone regulations.

An amendment to the Zoning By-law is required to rezone the lands entirely to C4 with Site Specific permissions to permit the proposed development of a mixed-use building with both commercial and residential uses. Amendments to building height, parking space rates and landscape strips are required to facilitate this proposed development. Table 3 provides an overview of the site-specific provisions required.

Table 3: Proposed Zoning Amendments

	Required per By-law 0225-2007	Proposed
Max. Height	16.0m / 3 storeys	56.4m / 16 storeys
Max. Floor Space Index	-	6.76
Min. number of residential parking spaces	1.25 spaces / one-bedroom unit 1.40 spaces / two-bedroom unit 0.20 visitor spaces (residential and commercial) / unit	0.9 spaces/ one bedroom unit 1.00 spaces / two bedroom unit 0.15 visitor spaces (residential and commercial) / unit
Min. number of bicycle parking spaces	-	0.60/ unit long-term 0.15/ unit short-term
Min. Depth of landscaped buffer from lot in Development Zone	4.5m	0m
Min. Interior Side Yard abutting lot in Development Zone	4.5m	0m
Min. Rear Yard abutting any Zone	4.5m	3.0m
Front Lot Line	Agnes Street	Dundas Street West
Parking for Non-Residential Uses	Separate from Residential Visitor Spaces	Shared with Residential Visitor Spaces

Future applications for Site Plan Approval will be submitted in order to facilitate the proposed development.



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## 6. SUPPORTING MATERIALS



## 6.1 Urban Design Brief with Streetscape Assessment

An Urban Design Brief (UDB) has been prepared by Weston Consulting and JCI Studio. The UDB is required to demonstrate the compatibility of the proposed development with the surrounding context and to address the City's planning and urban design principles and objectives as outlined in the Mississauga Strategic Plan, Official Plan, Zoning By-law 0225-2007, urban design guidelines and standards. The proposed development envisions a mixed-use development which encourages higher densities and embodies a high standard of architectural expression, contributing to the visual diversity of the local built environment and reactivating the area. The building is a podium and 'slabstyle' tower scheme with a mix of residential unit type and commercial space at grade.

The proposed development is appropriately scaled, protects view and privacy and provides access to amenities. It encourages connectivity to transit, provides for a unique architectural style, with high quality materials and enhances the pedestrian realm with individual retail units at-grade. Lastly, the proposed development provides for site suitability as mid-rise and high-rise exist within the surrounding context. The development supports the existing and planned transportation network. The site is located 260 metres east of the intersection of Dundas Street and Hurontario Street. Dundas Street is currently served by bus Routes 1 and 101 and Hurontario Street is served by Routes 19 and 103. Hurontario Street is slated to receive a new Light Rail Transit (LRT) system with a proposed stop to be located at the intersection of Dundas Street and Hurontario Street.

With respect to urban design policy, the site is located within the Urban Growth Centre of the Region of Peel Official Plan. Furthermore, within the Mississauga Official Plan, the site is located along Dundas Street West which is identified as an *Intensification Corridor* within the *Downtown*. The proposed development will help diversify and revitalize the area, offers a higher level of intensification and represents high quality in urban design and architecture. The site is located within the *Downtown* of Vision Cooksville and provides additional residential density for the neighbourhood, including units of one and two or more bedrooms. The mixed-use component of the proposal promotes business activity in the locality. Lastly, the development aligns with the goals of the Strategic Plan: Our Future Mississauga and Dundas Connects Masterplan, by providing for a compact built form, fostering a higher level of intensification that what currently exists and supporting transit-oriented initiatives.

## 6.2 Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by GHD Limited to determine the site related traffic assignment to the local Cooksville road network and traffic-related impacts on the nearby intersections. The report concluded that the proposed development is expected to generate a total of 98 new two-way vehicle trips during the morning peak hour consisting of 25 inbound and 73 outbound trips. During the afternoon peak hour, the development is expected to generate a total of 160 new two-way vehicle trips during consisting of 91 inbound and 69 outbound trips.

GHD Limited determined that reserve capacity is available during the weekday morning and afternoon peak hours to accommodate the proposed site traffic. The proposed development will consist of an incremental impact of added site traffic and will be considered minor under the 2021 total traffic conditions.

## 6.3 Parking Utilization Study/ Transportation Demand Management Strategy

Within the TIS prepared by GHD a parking study and Traffic Demand Management strategy (TDM) were provided. Parking for the site is being provided at a rate of 0.90 spaces per unit for one bedroom units and 1.0 spaces per unit for two bedroom units. Visitor parking is supplied at a rate of 0.15 spaces per unit. The total parking supply for the site is 432 parking spaces including two car share spaces. Bicycle parking is provided with 332 long term resident spaces located in the underground garage and 15 short term visitor spaces located at grade.

The TDM strategy proposes a mix of hard and soft measures to reduce vehicular demand and encourage alternative modes of transportation. As mentioned, long and short-term bicycle parking is provided and car sharing spaces are provided. In addition, information pamphlets denoting pedestrian and bicycle networks should be provided to future residents and pre-loaded PRESTO cards should be provided to the first owner of each respective unit to promote transit usage.

## 6.4 Sun/Shadow Study

A Sun Shadow Study was prepared by JCI Studio to ensure that at peak times of the year there are no impacts from the proposed development on the surrounding existing land uses. The study concluded there is no cast shadow from the proposed development at more than two consecutive hourly test times on any given location for Residential Private Outdoor Amenity Space Areas A, G, H, I, J and M. The required Sun Access Factor is beyond the 0.50 minimum requirement for Communal Outdoor Amenity Area B, D, E, F, K, L, N, O and P. With respect to the public realm, (Sgt. David Yakichuk Park, Dundas Street West Sidewalk, Agnes Street, Novar Street, turf and flower gardens in the public park) there was no cast shadow from the building and the required Sun Access Factor is beyond the 0.50 minimum. Lastly, with respect to Solar Energy Zone A, C, G, H, I, J, M and P there is no cast shadow from the proposed development at more than two consecutive hourly test times on any given location. Therefore, there is no adverse impact on the potential of harvesting solar energy.

The criterion has been met except for 3.1 Residential Private Outdoor Amenity: Area C. It is a single residential home and the requirement asks for no shadow casting for two consecutive hours. The proposal casts shadows for four consecutive hours (in the early morning between 7:07 am to 9:20 am). Lastly, 3.3 Public Realm: Agnes Street is a very long street and the shadow moves along the street only between 12:12 to 13:12 (conductive study time between 12:12 to 5:12). Further to the above, it is expected that this is an acceptable amount of shadow.

## 6.5 Wind Study

A wind study was prepared by Theakston Environmental Consulting Engineers. The report concluded that together with future urban development, the result is comfortable pedestrian level wind conditions that are suitable for the intended purpose. The proposed development is expected to realize wind conditions acceptable to a typical suburban context. With inclusion of the proposed development, winds that formerly flowed over the existing lands will be redirected, tending to split with portions flowing over, around and down the proposed building's façades. At the pedestrian level, the condition is expected to be primarily attributable to the setting.

Winds emanating from remaining compass points are expected to be more effectively mitigated, though to varying degrees, by the local surrounds, and as such, upon impact with the proposed, will tend to split, flowing over, and to a lesser extent around and down the building's faces. At the podium levels, the winds will have limited influence upon pedestrian comfort conditions. The proposed development employs various wind mitigative design features such as podiums, overhangs, stepped façades, balconies, landscaping, and others, that are expected to deflect or otherwise redirect downwash prior to its influencing the surroundings.

## 6.6 Acoustical Feasibility Study

A Noise Control Feasibility Study was prepared by SS Wilson Associates. The report concluded that sound levels for the outdoor living areas will exceed the recommended objective sound level and mitigation measures are required. Mitigation measures include air conditioning units, warning clauses to be placed on title and exterior building components should contain acoustic insulation. When the previously-mentioned mitigation measures are applied, the noise control levels meet the required criteria.

Lastly, the sound levels at the outside walls of the proposed building will exceed the recommended objective sound levels, due to the adjacent commercial uses. Noise control measures to achieve Class 1 would be unreasonably substantial and costly, therefore, the report recommends deeming the site as Class 4 subject to the approval of the City of Mississauga. If the site is deemed Class 4, no additional mitigation measures would be required for the adjacent commercial facilities.

## 6.7 Arborist Report

An Arborist Report was prepared by EXP which concluded that in total, 17 trees were assessed within the designated site boundaries and the adjacent Right of Way (R.O.W.) and most of the trees assessed were the typical tree species found in urban environment in Southern Ontario. The proposed new development contains one 16-story residential condominium and its underground parking garage and commercial units along the Dundas West Street. Due to the nature of the proposed development, all trees within the site boundaries and the one tree in Novar Road will all have to be removed.

## 6.8 Functional Servicing Report/ Stormwater Management Plan

A Functional Servicing Report was prepared by Skira and Associates Ltd. The report concluded that a new 300 millimetre diameter storm connection will be provided at the northwest corner of the site, to Novar Road. Furthermore, the development will be serviced by the existing 250 millimetre diameter sanitary sewer, located on Novar Road, running south to Dundas Street West. Lastly, the development will be serviced by the existing 400 millimetre diameter watermain located on Novar Road. In conclusion, the proposed high-rise development can be fully serviced by connecting to the existing services. The existing services have been designed to accommodate the proposed development and therefore have sufficient capacity. Furthermore, Novar Road will be reconstructed and provide access to the site, which will contain the storm sewer outlet connection. A sanitary sewer connection and watermain is available on Novar Road. Fire protection will come via Agnes Street.

## 6.9 Geotechnical Report

A geotechnical report was prepared by Canada Engineering Services Inc., which drilled five boreholes throughout the site. The report concluded that due to the proximity of the streets and neighbouring properties, shoring is anticipated to retain the vertical sides of the excavation of the overburden soil and the weathered shale bedrock. Foundations can safely be founded on the sound bedrock on pad footings or socked foundations. Additionally, some ground water was found just above the weathered shale bedrock, which indicates that some dewatering will be required at the site. Dewatering methods include pumping from sump pits. Lastly, the results of the lab testing indicated that the soil is acceptable for use at any landfill site accepting clean fill for residential land use.

## 6.10 Phase 1 Environmental Site Assessment

A phase 1 environmental site assessment was prepared by Environmental Solutions Ontario Inc. The report concluded that the geological and physiological information of the property to the north should be closely observed for the potential for offsite migration. The properties to the north are predominantly residential and do not pose an environmental concern. Furthermore, there is no indication of friable asbestos throughout the building, however, acoustic ceiling tiles and vinyl floors were found which could potentially contain asbestos. These materials are in a non-friable condition and do not pose a risk to the building's occupants under normal use. Lastly, there are no ASTs, USTs, dry cleaners, landfills, coal gasification plants, coal tar, UFFI, PCBs, petroleum, solid or liquid waste, storage of chemicals, friable asbestos or spills associated with the site or neighbouring properties. There is also no evidence of staining, stressed vegetation, or odours associated with the site or neighbouring properties and no further environmental investigations are recommended at this time.

## 6.11 Archaeological Assessment

An archaeological assessment was completed by Amick Consultants Limited. AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1-2 Archaeological Assessment of lands potentially affected by the proposed undertaking and was granted permission to carry out archaeological fieldwork. The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment on 3 September 2019, consisting of high-intensity test pit survey at an interval of five metres between individual test pits, test pit survey at an interval of ten metres to confirm disturbance and intensified test pit survey at an interval of two and a half metres between individual test pits. As a result of the property Assessment of the study area, a multi-component site, the Cooksville Site (AjGv-92), was identified. This site resulted in the discovery of 657 artifacts from 91 positive test pits, 1 of which is a lithic point tip of an unknown age or cultural origin, with the remainder being historic artifacts.

Based on the characteristics of these sites and the analysis of artifacts, the following recommendations are made a Stage 3 specific assessment will be required.

## 6.12 Operations and Safety Assessment

An Operations and Safety Assessment has been prepared in consultation with GHD in support of the proposed development. This assessment concluded that vehicles exiting the proposed development would have adequate sight lines from the northern exit-only northern one-way driveway onto Novar Road. This exit will be signed appropriately to ensure that drivers approach Novar Rd. in a cautious manner and to ensure that pedestrians and cyclists within the reconstructed streetscape, which now includes a public sidewalk, have the right of way. The enclosed Traffic Impact Study includes a vehicle swept path assessment to confirm that internal vehicle movements can be made with minimal turns to limits potential conflicts with pedestrian activities within the porte cochere





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## 7. POLICY CONTEXT

The following section outlines the applicable planning policy regime and provides an evaluation of the proposed development in the context of the existing policy framework. The following statutory policies have been considered as part of this review: the Planning Act, Provincial Policy Statement (2014), Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan (2018), City of Mississauga Official Plan (2019) and City of Mississauga Zoning By-law 0225-2007.

## 7.1 Planning Act, R.S.O. 1990, c.P.13

In consideration of the proposed land use planning applications, Section 2 of the Planning Act must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

### PROVINCIAL INTEREST

*The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (b) the protection of the agricultural resources of the Province;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*

- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*

The policies and direction of Section 2 of the *Planning Act* inform the Provincial Policy Statement and matters of provincial interest, thereby ensuring that consistency with the PPS equates to consistency with Section 2. The Provincial Policy Statement is given consideration in Section 7.2 in this regard. In our opinion, the proposed development has regard to matters of provincial interest.

## 7.2 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) came into effect on April 30, 2014. It was approved under the authority of Section 3 of the *Planning Act* and includes policy direction on all matters of provincial interest. The PPS encourages appropriate development while protecting resources of provincial interest, such as public health and safety, and the quality of the natural and built environment.

### EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

The policies of the PPS encourage the development of strong, healthy communities, the criteria for which are outlined in Section 1.1 of the PPS. Healthy, liveable and safe communities are sustained by:

*"1.1.1.a promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a)"*

*"1.1.1.b accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (1.1.1.b)"*

*"1.1.1.c avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1.c)"*

*"1.1.1.d avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (1.1.1.d)"*

*"1.1.1.e promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1.e)"*

*"1.1.1.f improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society (1.1.1.f)"*

*"1.1.1.h promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (1.1.1.g)"*

The proposed development is consistent with the objectives of healthy, liveable and safe communities as it contemplates a compact built-form within a Settlement Area, will contribute to achieving a range of housing densities and types that will serve the long term needs of residents in the City of Mississauga and will minimize land consumption and servicing costs.

Within Settlement Areas, Section 1.1.2 of the PPS directs municipalities to make available sufficient land, for a horizon of up to 20 years, through intensification and redevelopment, as noted below:

*"1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area."*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

*Nothing in policy 1.1.2 limits the planning for infrastructure and public service facilities beyond a 20-year time horizon. (1.1.2)"*

The proposed development is consistent with the above policy, as it proposes the redevelopment of an underutilizing property within the Settlement Area.

Municipalities are encouraged to promote a variety of land uses and encourage efficient development patterns, particularly within Settlement Areas. Section 1.1.3.1 of the PPS directs that *"settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted."* The following policies regarding Settlement Areas are applicable:

*"1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted (1.1.3.1)"*

*1.1.3.2.a.1 Land use patterns within settlement areas shall based on "densities and a mix of land uses which efficiently use land resources (1.1.3.2.a.1)"*

*1.1.3.2.a.2 Land use patterns shall "be based on densities and a mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2.a.2)"*

*1.1.3.2.a.3. Land use patterns shall "be based on densities and a mix of land uses which minimize negative impacts to air quality and climate change, and promote energy efficiency (1.1.3.2.a.3)"*

*1.1.3.2.a.4. Land use patterns shall "be based on densities and a mix of land uses which support active transportation (1.1.3.2.a.4)"*

*1.1.3.2.a.5 Land use patterns shall "be based on densities and a mix of land uses which are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2.a.5)"*

*1.1.3.2.b. Land use patterns shall "be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2.b)"*

*1.1.3.3. Planning authorities shall "identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas,*



*including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3)”*

*1.1.3.4 requires that “appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4)”*

*1.1.3.5 Planning authorities are required to “... establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas (1.1.3.5)”.*

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

The subject lands are located within the Downtown Cooksville neighbourhood which is located within the geographic center of the City of Mississauga Settlement Area. The Cooksville neighbourhood is categorized by a mix of uses including retail, office and residential, all of which are found within walking distance of the subject lands. The Cooksville GO Station is located approximately 550 north-west of the subject lands and provides intra-regional transportation options, while the planned Hurontario Street Light Rail Transit (LRT), which is anticipated to be completed in 2022, is located approximately 300 metres east of the subject lands and will provide public transportation options to a variety of services and amenities within the City of Mississauga. A Bus Rapid Transit (BRT) system is also planned to span along the entire length of Dundas Street in the City of Mississauga and will feature public realm improvements that will facilitate an increase in active transportation usage. Furthermore, servicing infrastructure is available to accommodate the proposed redevelopment of the lands, as noted in the Functional Servicing Report prepared by Skira and Associates.

The subject lands are an appropriate location for intensification as they are within the Settlement Areas of the PPS. Furthermore, they are located in strategic growth

areas as identified in the Growth Plan, Peel Region and City of Mississauga Official Plans, which will be discussed in detail below. The proposed development is consistent with the above policies as it contemplates a compact urban form with a density that is transit supportive, and which will contribute to achieving the intensification targets for the City of Mississauga, as stipulated in the Growth Plan and City of Mississauga Official Plan.

## HOUSING

Policies related to housing are addressed in Section 1.4 of the PPS. Section 1.4.1 of the PPS specifies that “an appropriate range and mix of housing types and densities should be provided to meet projected requirements of current and future residents of the regional market area”. This is to be achieved by planning authorities adhering to the following policies, which require that authorities:

*“1.4.1.a Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development (1.4.1.a); and*

*1.4.1.b Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans (1.4.1.b)”*

The subject lands are identified by the Peel Region Official Plan as suitable for intensification to accommodate residential growth. The proposed redevelopment of the subject lands will implement the Region’s growth strategy in accordance with the above policies.

Section 1.4.2 of the PPS directs the upper-tier municipality, the Region of Peel, to allocate population growth for the lower-tier municipality, the City of Mississauga, in accordance with provincial plans, as noted below:

*“1.4.2.a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality (1.4.2.a); and*

*1.4.2.b) the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where these exist. (1.4.2.b)”*

Section 4.2 of the Region of Peel Official Plan establishes the population, household and employment forecasts for the lower-tier municipalities in the region, based on the forecasts included in Schedule 3 of the Growth Plan. At the time of writing, the City of Mississauga is anticipated to achieve a population of 768,000 by 2021 and 805,000 by 2031. The proposed redevelopment of the subject lands will contribute to the City of Mississauga meeting its intensification requirements based on the Region and Province’s forecasts.

Section 1.4.3 of the PPS directs municipalities to achieve an appropriate range and mix of housing. This is to be achieved by planning authorities by:

*1.4.3.b.1 permitting and facilitating “all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements (1.4.3.b.1)”*

*1.4.3.b.2 permitting and facilitating “all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3 (1.4.3.b.2)”*

*1.4.3.c directing development of “new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c)”*

*1.4.3.d promoting densities for “new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d)”*

*1.4.3.e establishing “development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. (1.4.3.e)”*

The PPS recognizes the relationship between the provision of housing and the efficient use of infrastructure and, in particular, transit infrastructure. The proposed development provides higher densities and greater

variety of housing in an area where an abundance of public service facilities and other amenities exist and are within walking distance of the subject lands. Additionally, a wide range of unit types are proposed which will provide a larger range of housing options to a greater section of the population. Based on the above, it is our opinion that the proposed development is consistent with the housing policies of the PPS.

## **PUBLIC SPACES, RECREATION, PARK, TRAILS AND OPEN SPACES**

The promotion of healthy and vibrant communities is one of the guiding principles of the PPS, which includes the provision of appropriate public spaces and recreational areas such as parks, trails and open spaces. Section 1.5 of the PPS provides direction to municipalities with regards to how this should be accomplished, specifically by:

*“1.5.1.a Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (1.5.1.a)”*

*1.5.1.b Providing “for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources (1.5.1.b)”*

The PPS acknowledges the importance of high-quality public spaces and the benefits that they provide to surrounding communities. A number of high-quality parks and public spaces exist within a one kilometre radius of the subject lands, including Brickyard Park, Dr. Martin L. Dobkin Community Park, Fairview Park, Sargent David Yakichuk Park, Richard Jones Park, John C. Price Park, Cooksville Park, Lummis Park and the Cooksville Four Corners public square. The Dundas Connect Master Plan calls for significant improvements to the public realm along the entirety of the Dundas Street corridor, which includes the provision of boulevard trees, expansive sidewalks for pedestrians and dedicated bicycle lanes. Furthermore, the Dundas Connects Master Plan envisions the introduction of an additional 45 hectares of public parkland along the corridor.

The proposed development will further enhance and compliment the municipality’s investment in these

public spaces by creating a high-quality streetscapes along Dundas Street West, Novar Rd. and Agnes Street. Residents of the proposed development will be able to take advantage of and contribute to the success of these existing and planned amenities. As such, we are of the opinion that the proposed development is consistent with the public space policies of the PPS.

## INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

The efficient use of existing infrastructure and public service facilities is a primary consideration throughout the PPS. Municipalities are encouraged to maximize the effectiveness of their infrastructure. Section 1.6 of the PPS encourages that before consideration is given to the development of new infrastructure and public service facilities that:

*"1.6.3.a the use of existing infrastructure and public service facilities should be optimized (1.6.3.a)".*

With respect to the sewage and stormwater services policies outlined in Section 1.6.6, the PPS directs planning authorities to consider the following:

*"1.6.6.1.a.1 direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage services and municipal water services (1.6.6.1.a.1)."*

*"1.6.6.1.b ensure that these systems are provided in a manner that:*

- 1. can be sustained by the water resources upon which such services rely;*
- 2. is feasible, financially viable and complies with all regulatory requirements; and 3. protects human health and the natural environment (1.6.6.1.b)"*

*"1.6.6.1.c promote water conservation and water use efficiency (1.6.6.1.c)"*

*"1.6.6.1.d integrate servicing and land use considerations at all stages of the planning process (1.6.6.1.d)"*

Municipal sewage and water services are the preferred form of servicing within settlement areas with, as noted in Section 1.6.6.2:

*"...Intensification and redevelopment within settlement areas on existing municipal sewage services and*

*municipal water services should be promoted, wherever feasible (1.6.6.2)"*

Planning authorities shall also take regard for the planning of stormwater management which, as noted in Section 1.6.6.7, shall:

*"1.6.6.7.a minimize, or, where possible, prevent increases in contaminant loads (1.6.6.7.a)"*

*"1.6.6.7.b minimize changes in water balance and erosion (1.6.6.7.b)"*

*"1.6.6.7.c) not increase risks to human health and safety and property damage (1.6.6.7.c)"*

*"1.6.6.7.d maximize the extent and function of vegetative and pervious surfaces (1.6.6.7.d)"*

*"1.6.6.7.e promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development (1.6.6.7.e)"*

The proposed development is located within a Settlement Area where municipal sewage, stormwater and water services exist and sufficient capacity is available to accommodate the proposed growth, as evidenced in the Functional Servicing Report prepared by Skira and Associates which has been submitted in support of the proposed development application. This is consistent with the policies of the PPS related to the efficient use of existing infrastructure.

The relationship between the provision of transportation infrastructure and growth management is also a primary consideration throughout the PPS. The PPS encourages land use patterns that promote alternative modes of transportation, the following policies in Section 1.6.7 are applicable:

*"1.6.7.2 efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2)"*

*"1.6.7.3 as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries (1.6.7.3)"*



*"1.6.7.4 a land use pattern, density, and mix of uses that support the use of transit should be promoted...(1.6.7.4)"*

*"1.6.7.5 transportation and land use considerations should be integrated at all stages of the planning process (1.6.7.5)".*

The subject lands are located within walking distance of a variety of day-to-day amenities and recreational facilities such as the multi-use trails which will further encourage residents to use means of active transportation to maneuver the City. Furthermore, the Cooksville GO Station is located approximately 550 metres north-west of the subject lands, providing higher order intraregional connections. Additionally, higher-order public transportation is also planned along Hurontario Street, approximately 300 metres east of the subject lands, and along Dundas Street immediately adjacent to the subject lands. The proposed development will provide a base of ridership for the aforementioned existing and planned transportation networks. As such the proposed development is consistent with the policies of the PPS which encourage land use patterns that promote alternative modes of transportation and efficient use of existing and planned infrastructure.

## **LONG TERM ECONOMIC PROSPERITY**

A key component of strong and healthy communities is ensuring their sustained economic well-being. Section 1.7 of the PPS directs municipalities to achieve this by advancing the following policies:

*"1.7.1.a promoting opportunities for economic development and community investment-readiness (1.7.1.a)".*

*"1.7.1.b optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities (1.7.1.b)"*

*"1.7.1.c maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1.c)"*

*"1.7.1.d encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

*"1.7.1.g providing opportunities for sustainable tourism development (1.7.1.g)"*

*"1.7.1.h providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts (1.7.1.h)"*

The proposed development achieves these objectives as it calls for the redevelopment of an underutilized property which will attract a significant number of new residents to Cooksville and rejuvenate the immediate surroundings. Based on the above review, it is our opinion that the proposed development satisfies the policies put forth in the PPS related to long-term economic prosperity.

## **ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE**

In addition to the promotion of economic sustainability, the PPS promotes ecological sustainability and its relevance to creating strong and healthy communities. Per Section 1.8.1, municipalities are to consider energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which are consistent with the following:

*"1.8.1.a promote compact form and a structure of nodes and corridors (1.8.1.a)"*

*"1.8.1.b promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b)"*

*"1.8.1.c focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future (1.8.1.c)"*

*"1.8.1.e improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e)"*

The proposed development achieves the above noted objectives as it calls for a dense, compact built form on an underutilized site that is within close proximity to

existing and planned public transportation facilities, but also is within walking distance of a number of commercial, employment and recreational amenities. Additionally, the proposed development will be designed to the applicable Ontario Building Code standards with regards to energy efficiency. As such, the proposed development is consistent with the energy conservation, air quality and climate change policies of the PPS.

## SUMMARY

The proposal is consistent with the policies of the PPS to build strong communities and provides an opportunity for the redevelopment of an underutilized site within the Downtown Cooksville neighbourhood in the City of Mississauga. The development of a 16-storey mixed-use building on the subject lands contributes to a greater range of housing options within the City's built boundary and will help to strengthen the vitality and viability of the Downtown that is within proximity to two rapid transit corridors and a GO Station. The proposal also supports the efficient use of land, utilizes existing infrastructure, transit and recreational facilities, and is sensitive to its immediate surroundings.

## 7.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared and approved under the *Places to Grow Act, 2005* and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe. The current Growth Plan took effect on July 1st, 2017.

## GUIDING PRINCIPLES

The Guiding Principles of the Growth Plan are outlined in Section 1.2.1 of the document and provide the rationale for the policies in the subsequent sections. The Guiding Principles that are applicable to the proposed development are as follows:

- *"Support 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"*
- *"Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability."*
- *"Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households."*
- *"Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government."*
- *"Provide for different approaches to manage growth that recognize the diversity of communities in the GGH."*
- *"Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions."*

The proposed development is supportive of complete communities as it will provide future residents with convenient access to a full range of retail stores, jobs and public service facilities, and will further enhance the vitality and viability of the Downtown Cooksville neighbourhood. The Guiding Principles also promote "intensification and higher densities to make efficient use of land and infrastructure and support transit viability" and "support[ing] a range and mix of housing options...". The

proposed development advances these principles as it introduces a high-density built form to an underutilized site, which is within walking distance of the Cooksville GO Station and is within 500 metres of planned LRT and BRT stops at Hurontario Street and Dundas Street, as well as the planned BRT stop at Confederation Parkway and Dundas Street West.

## MANAGING GROWTH

Chapter 2 of the Growth Plan establishes the intensification targets for the Greater Golden Horseshoe (GGH) and the accompanying growth management policies needed to implement said growth in accordance with the objectives of the achievement of complete communities and to ensure that development efficient use of existing infrastructure and services. Schedule 3 of the Growth Plan establishes the density targets for all municipalities in the GGH. The Region of Peel population and employment targets are summarized in Table 4 below.

Table 4: Proposed Zoning Amendments

	2031	2036	2041
Population	1,770,000	1,870,000	1,970,000
Employment	880,000	920,000	970,000

In order to achieve the above population and employment targets, municipalities are encouraged to direct growth to strategic locations within their delineated built-up areas, which includes Urban Growth Centres (UGC) and Major Transit Station Areas (MTSA) and Intensification Corridor, to contribute to the creation of complete communities. The Growth Plan 2006, delineated the 25 Urban Growth Centres (UGC) within the GGH, which were designated to be the focus of growth and intensification and experience the highest level of intensification. As shown in Figure 16 below, the subject property is located within the Mississauga City Centre UGC.

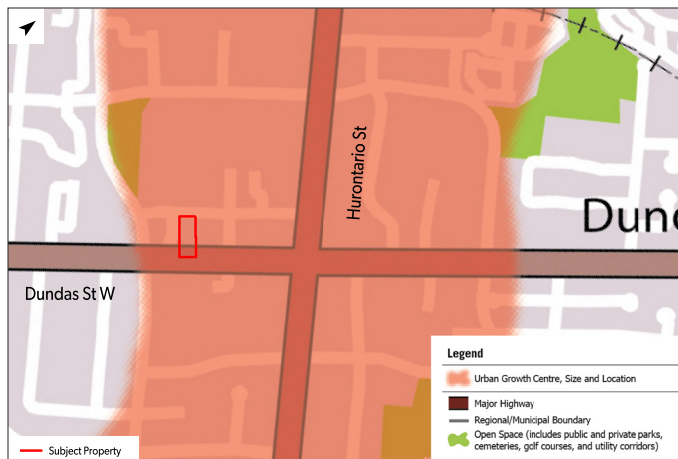


Figure 16: Growth Plan 2006 - Mississauga UGC

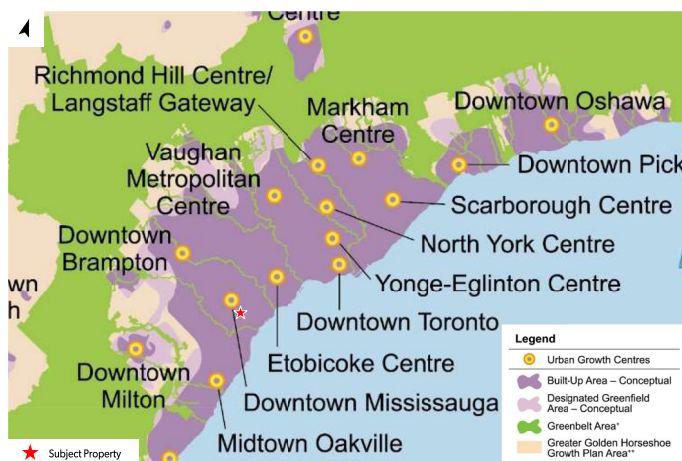


Figure 17: Growth Plan, Schedule 4, Urban Growth Centres



Section 2.2.1 of the Growth Plan promotes the following policies with regards to accommodating growth in settlement areas:

*"2.2.1.2.a the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities"*

*"2.2.1.2.c within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;*

The subject lands are located within the built-up area of the City of Barrie, which are adequately serviced by existing municipal water and wastewater systems, as noted in the Functional Servicing Report prepared by Skira. Furthermore, the subject is within walking distance of the Cooksville GO Station and within the 500 metre radius of two planned higher order transit stops on Hurontario and Dundas Streets. Additionally, the Barrie Downtown is identified by this Plan as an Urban Growth Centre (UGC), which is the highest priority for growth on the hierarchy of settlement areas. The UGC policies will be discussed in greater detail below.

A key component of the Growth Plan is the importance of planning for *complete communities*. Section 2.2.1.4 supports the achievement of complete communities and advances the following policies that will support their creation:

*"2.2.1.4.a feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities (2.2.1.4.a)"*

*"2.2.1.4.b improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes (2.2.1.4.b)"*

*"2.2.1.4.c provide a diverse range and mix of housing options, including second units and affordable housing,*

*to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes (2.2.1.4.c)"*

*"2.2.1.4.d expand convenient access to:*

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture (2.2.1.4.d)"*

*"2.2.1.4.e provide for a more compact built form and a vibrant public realm including public open spaces (2.2.1.4.e)"*

*"2.2.1.4.f mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability (2.2.1.4.f)"*

*"2.2.1.4.g integrate green infrastructure and appropriate low impact development (2.2.1.4.g)"*

The proposed development will contribute to achieving a complete community in the Downtown Cooksville neighbourhood as it provides a compact built-form, range of housing options, and is within walking distance of a variety of retail stores, services and amenities along Dundas Street and Hurontario Street. Furthermore, the development is within walking distance of the existing Cooksville GO Station and planned higher order transit stops along Hurontario Street and Dundas Street West.

## **DELINEATED BUILT UP AREAS**

The Growth Plan directs population and employment growth to delineated built-up areas within settlement areas. Section 2.2.2 provides specific direction to municipalities regarding the minimum percentage of where residential growth is to occur, as noted in the following policies:

*"2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area (2.2.2.1.a)”

*“2.2.2.2 Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply (2.2.2.2)”*

Further to Section 2.2.2.2, the current Region of Peel Official Plan intensification target requires that *“by 2015 and for each year until 2025, a minimum of 40 per cent of the Region’s residential development occurring annually to be located within the built-up area (5.5.3.2.4)”*. The proposed development is located within the Region’s built-up area and satisfies the Region’s policy of requiring that 40 per cent of residential growth occur within the built-up area.

Additionally, municipalities are also required to develop a strategy to achieve the minimum intensification target and intensification through the delineated built-up areas, as noted in Section 2.2.2.3. The strategy developed by municipalities will achieve the following:

*“2.2.2.3.a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (2.2.2.3.a);*

*2.2.2.3.b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (2.2.2.3.b);*

*2.2.2.3.c) encourage intensification generally throughout the delineated built-up area (2.2.2.3.c);*

*2.2.2.3.d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (2.2.2.3.d);*

*2.2.2.3.e) prioritize planning and investment in infrastructure and public service facilities that will support intensification (2.2.2.3.e); and*

*2.2.2.3.f) be implemented through official plan policies and designations, updated zoning and other supporting documents. (2.2.2.3.f)”*

The proposed development will support the above noted objectives as it calls for the construction of 405 units within the delineated built-up area and will support the Region of Peel meeting its UGC intensification obligations as further discussed in the section below.

## URBAN GROWTH CENTRES

Schedule 4 of the Growth Plan identifies twenty-five Urban Growth Centres (UGC) within the Greater Golden Horseshoe, as shown in Figure 17. Section 2.2.3.1 of the Growth Plan, calls for Urban Growth Centres to planned:

*“2.2.3.1.a as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses (2.2.3.1.a);*

*2.2.3.1.b to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit (2.2.3.1.b);*

*2.2.3.1.c to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses (2.2.3.1.c); and*

*2.2.3.1.d to accommodate significant population and employment growth (2.2.3.1.d).”*

The subject lands are located within the Mississauga City Centre UGC and the proposed redevelopment will advance the above noted objectives as it directs investment, residential and commercial growth to the UGC and will further enhance the viability of existing and planned transit infrastructure.

Section 2.2.3.2 of the Growth Plan sets forth a hierarchy of minimum density targets for the UGC’s in the Greater Golden Horseshoe. The Mississauga City Centre UGC is planned to achieve, by 2031 or earlier, a minimum density of 200 residents and jobs combined per hectare (2.2.3.2.b). The proposed development contemplates the construction of 405 units on a net site area of 0.3405 hectares. Per the Region of Peel Development Charges Background Study 2015, Small Units, which include apartments whose floor area is less than 750 square

feet, have an assumed person per unit (PPU) rate of 1.68. Apartment Units, whose floor area is greater than 750 square feet, have a PPU of 2.54. Assuming the lesser rate applies to all of the proposed units, the density of the proposed development, would equate to approximately 2003 persons per hectare. Based on the above, the proposed development would contribute to satisfying the minimum intensification target for the Mississauga City Centre UGC.

Policies for Transit Corridors and Station Areas are established in Section 2.2.4 of the Growth Plan. As previously discussed, the subject property is located within 550 metres of the Cooksville GO Station and within the 500 metre radii of higher order transit stations on Hurontario and Dundas Street. Section 2.2.4.3 of the Growth Plan establishes the following density targets for lands located within these areas, such as the subject property:

*"2.2.4.3.b 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit (2.2.4.3.b); or*

*2.2.4.3.c 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network (2.2.4.3.c)."*

As previously discussed, the subject property is located within the Mississauga City Centre UGC which has a greater density target than for lands within MTSA's. Notwithstanding the above, the proposed development satisfies the minimum targets for all of the above-mentioned strategic growth areas.

## HOUSING

As previously discussed, a primary objective and integral theme of the Growth Plan is guiding municipalities to plan for the creation of complete communities. Section 2.2.6.1 calls for municipalities to support housing choices through *"the achievement of the minimum intensification and density targets in this Plan"* by:

*"2.2.6.1.a.i identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents (2.2.6.1.a.i)*

*"2.2.6.3 Municipalities will also consider the use of available tools to require that "multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6.3)".*

The development proposes a range of unit types that will feature 35 one-bedroom units and 46 two-bedroom units, which will serve to accommodate a range of household sizes and incomes for current and future residents in the City.

## SUMMARY

The redevelopment of the subject lands with a high-density, mixed-use development conforms to the Growth Plan's principles and policies by promoting the central tenants of directing growth to the *built-up* areas of *settlement areas*, furthering intensification within *Urban Growth Centres* and building complete communities. The proposed development will utilize existing infrastructure, public service and recreational facilities, and further enhance the vitality and viability of the Downtown Cooksville neighbourhood and planned investments in transit infrastructure.

## 7.4 Region of Peel Official Plan, 2018

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996 and subsequently approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. Sections of the ROP were appealed to the OMB; while the unaffected sections of the ROP became effective on October 1, 1997. The ROP has been continuously updated to reflect changes in policies and amendments, with the latest consolidation occurring on December 17, 2018.

The purpose of the ROP is to further expand on Provincial policy documents and provide a framework for sustainable growth and development in Peel Region to 2031. The applicable policies of the ROP to the proposed development are discussed below.

### REGIONAL FORECASTS

Chapter 4 of the ROP establishes the growth forecasts for each of the area municipalities, based on the density targets specified for the Region of Peel in Schedule 3 of the Growth Plan. Table 5 provides a summary of the population, household and employment forecasts for the City of Mississauga to 2021 and 2031. Some objectives of establishing a Regional forecast is to provide a “*planning framework for future growth in Peel Region within the context of the Greater Toronto Area and Hamilton (4.2.1.1)*”, “*to encourage population, household and employment growth based on the objectives and policies outlined in this Plan (4.2.1.2)*” and to “*facilitate the effective and efficient delivery and financing of existing and future Regional services, including social and hard infrastructure services (4.2.1.4)*”.

Table 5: Population, Household and Employment Forecasts for City of Mississauga

	2021	2031	2041
Population	768,000	805,000	1,970,000
Households	253,000	270,000	970,000
Employment	500,000	510,000	

Section 4.2.2 of the ROP establishes the policies of Regional Council with regards to population forecasts, which are noted below:

*“4.2.2.1 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan. (4.2.2.1)”*

*“4.2.2.4 Direct the area municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans. (4.2.2.4)”*

*“4.2.2.5 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth. (4.2.2.5)”*

The proposed development will contribute to achieving the growth targets established for the City of Mississauga by the Region of Peel, as it contemplates the construction of 406 residential units which represents an additional population of approximately 682 persons.

### REGIONAL STRUCTURE

The Region’s structure is established in Chapter 5 of the ROP, with the goal of providing “*...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 multi-modal 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. (5.1.2)*”.

Schedule D, shown in Figure 18, establishes the Regional Structure for Peel and delineates the areas of the Region that are intended to accommodate growth and intensification to 2031. The subject property is located within the *Urban System*. Schedule D4, below, builds on the Regional Structure and delineates the Growth Plan policy areas in the Region of Peel, which notes that the subject property is located within the *Urban Growth Centre*.



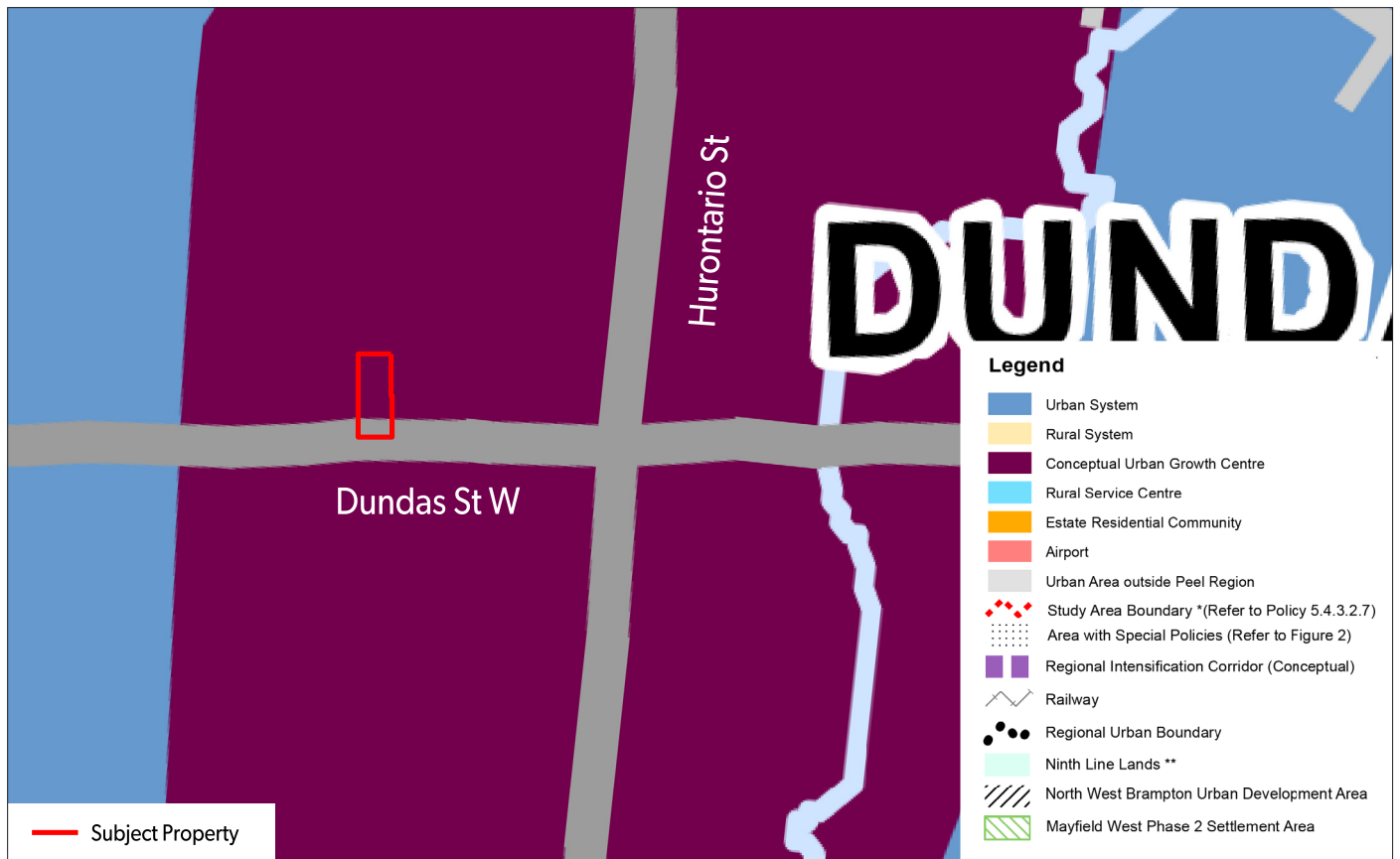


Figure 18: Region of Peel Official Plan, Schedule D - Regional Structure

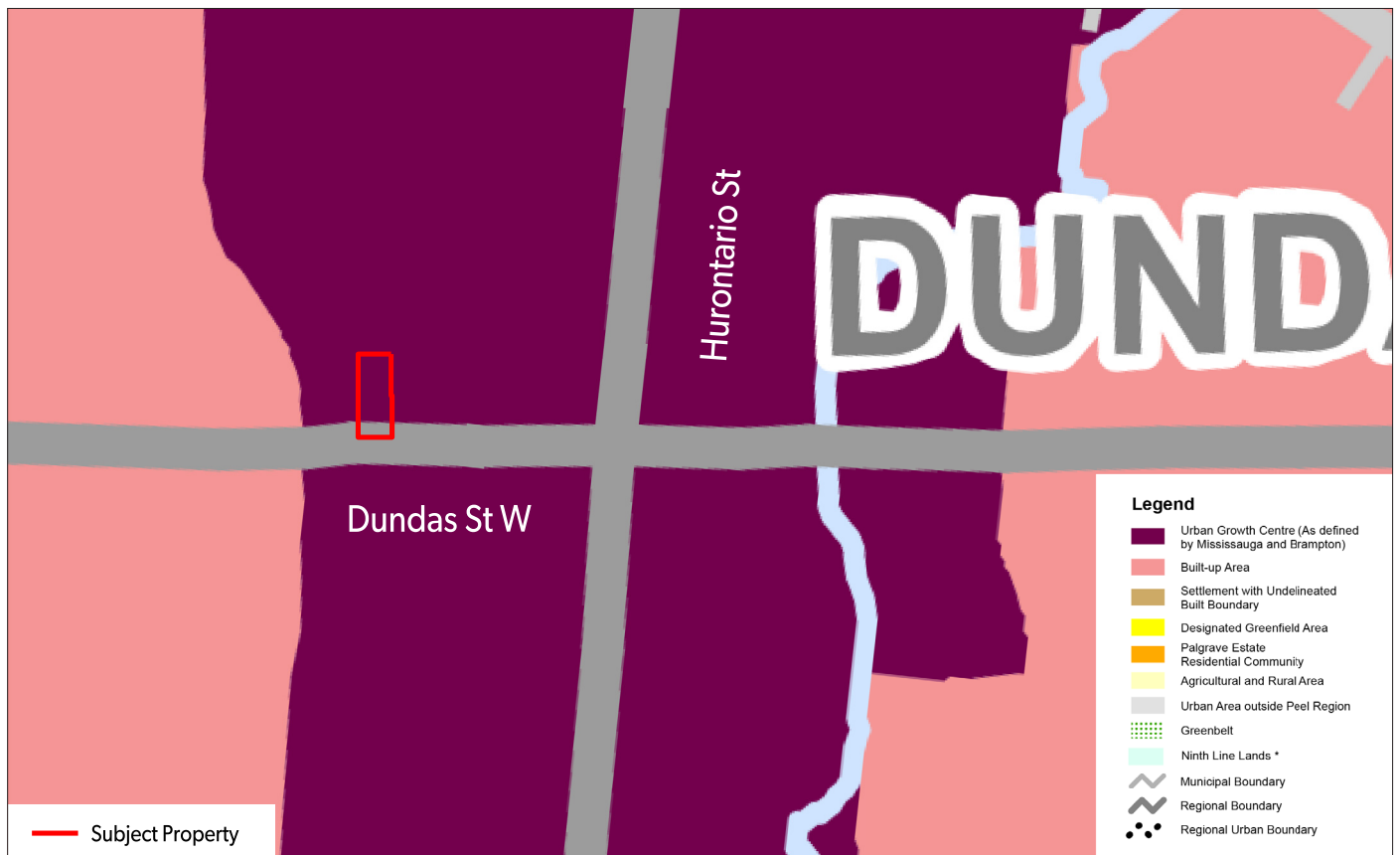


Figure 19: Region of Peel Official Plan, Schedule D4 - Growth Plan Policy Areas in Peel

## URBAN SYSTEM

The Urban System consists of a range of communities that provide diverse living, working and recreational opportunities, and includes lands identified as part of the natural environment, the Lester B. Pearson International Airport, Urban Growth Centres and Regional Intensification Corridors. The general objectives for the Urban System that are implemented by the proposed development include the following:

*"5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.(5.3.1.3)"*

*"5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services. (5.3.1.4)"*

*"5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive. (5.3.1.5)"*

*"5.3.1.6 To promote crime prevention and improvement in the quality of life. (5.3.1.6)"*

*"5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age. (5.3.1.8)"*

The proposed development advances the above noted objectives as it contributes to a range of housing and working opportunities, proposes a compact built form with a mix of residential commercial uses and contemplates a density that supportive of existing and planned transit infrastructure. In addition to the above objectives for the Urban System, it is the policy of Regional Council to:

*"5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (5.3.2.2.)."*

*5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of*

*compact forms of urban development and redevelopment (5.3.2.3)."*

The above policies are implemented through the proposed development as it is consistent with the City of Mississauga Official Plan regarding growth and development, and calls for a built-form that is compact.

## URBAN GROWTH CENTRE & REGIONAL INTENSIFICATION CORRIDORS

In addition to the objectives and policies for the Urban System, Section 5.3.3 of the ROP establishes further objectives and policies for areas defined as Urban Growth Centres and Regional Intensification Corridors. As lands designated as such are earmarked for significant growth, intensification and redevelopment, the ROP provides further direction to local area municipalities to ensure that the density targets established by the Province are met, while also providing the opportunity for complete community to form in these areas. The objectives for Urban Growth Centres that are applicable to the proposed development are as follows:

*5.3.3.1.1 To Achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*

*5.3.3.1.2 To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*

*5.3.3.1.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*

*5.3.3.1.4 To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.*

The proposed mixed-use development contemplates a net density of 6.76 times the lot area, which will support the viability of proposed higher order transit along Hurontario Street and Dundas Street, in addition to the existing Cooksville GO Station. Furthermore, Novar Road is proposed to be reconstructed to provide a sidewalk abutting the subject property to ensure a safe pedestrian environment, while a new sidewalk and bike land is

proposed in the Dundas Street right-of-way in accordance with the Dundas Connects Master Plan. By providing the density and pedestrian-oriented facilities, the proposed development will contribute to establishing the Mississauga City Centre Urban Growth Centre as a vibrant and mixed-use community. Furthermore, the proposed density will contribute to achieving the minimum gross density target of 200 residents and jobs combined per hectare by 2031.

In furtherance to the above, Section 5.3.3.2 of the ROP provides policy direction to local area municipalities that require them to identify the extent of any Urban Growth Centres in their Official Plans, provide policies regarding their growth and intensification to ensure that the UGC's can flourish as complete communities. The applicable policies in the aforementioned section are as follows:

*"5.3.3.2.1 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in area municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).*

*5.3.3.2.4 Encourage the area municipalities to prepare policies for the urban growth centres that are identified in this Plan and consistent with the Growth Plan, address the following:*

- a) the intended role and character of the centre;*
- b) the extent of the centre;*
- c) the population and employment capacity objectives of the centre;*
- d) the location, type and density of land uses;*
- e) the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier;*
- f) the nature of the streetscape, focusing on pedestrian safety and security;*
- g) the transportation system to and within the centre;*
- h) the compatibility with the characteristics of existing communities; and*
- i) the natural hazards.*

*5.3.3.2.5 Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development."*

The Mississauga City Centre UGC is clearly delineated in the MOP, which the subject property is located within. The proposed development supports the UGC as compact urban node with a variety of uses that support the viability of existing and planned transit infrastructure, while achieving the density target of 200 persons and jobs per hectare by 2031. Based on the above review, it is our opinion that the proposed development conforms with the ROP objectives and policies for Urban Growth Centres.

## **GROWTH MANAGEMENT**

Section 5.5 of the ROP establishes growth management objectives and policies for municipalities in the Region to encourage wise land use planning decision while creating complete communities with a balance of jobs and housing. The applicable objectives for growth management to the proposed development are as follows:

*5.5.1.1 To 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 major transit service areas.*

*5.5.1.2 To establish intensification and greenfield density targets.*

*5.5.1.5 To optimize the use of the existing and planned infrastructure and services.*

*5.5.1.6 To support planning for complete communities in Peel 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.*

The proposed development conforms to the above objectives as it directs growth to the built-up area of the City of Mississauga, particularly to the Urban Growth Centre that is supported by existing and planned transit infrastructure. Additionally, the proposed density will contribute to meeting the intensification targets stipulated in the Provincial Plans and the ROP, which can adequately serviced by existing municipal infrastructure as noted in the Functional Servicing Report prepared by Skira and Associates.

## INTENSIFICATION

A major focus of the Growth Plan and in turn, Regional Official Plans, is to ensure that new growth occurs through intensification throughout municipalities in the Greater Golden Horseshoe. In accordance with the Growth Plan, the ROP requires 40% of new residential growth to occur within the built-up area through intensification, compact urban forms and redevelopment, particularly on lots that are underutilized. Section 5.5.3.1. of the ROP established intensification objectives. Those that are applicable to the proposed development are as follows:

*“5.5.3.1.1 To achieve compact and efficient urban forms.*

*5.5.3.1.2 To optimize the use of existing infrastructure and services.*

*5.5.3.1.3 To revitalize and/or enhance developed areas.*

*5.5.3.1.4 To intensify development on underutilized lands.*

*5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*

*5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”*

The proposed development conforms with the above intensification objectives as it proposes the redevelopment of an underutilised site within the City’s built-up area that can be supported by existing municipal infrastructure and services, but will also support the viability of planned transit. The mixed-use development will provide a range of residential options that includes townhouse and apartment units, with commercial retail at grade that will animate the Dundas Street West frontage.

Pedestrian improvements are proposed long Novar Road and Dundas Street West, in accordance with the Dundas Connects Master Plan.

In furtherance to the above intensification objectives, Section 5.5.3.2 establishes the policies for intensification in the Region, which are as follows:

*“5.5.3.2.2 Facilitate and promote intensification.*

*5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

*5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region’s residential development occurring annually to be located within the built-up area.*

*5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region’s residential development occurring annually will be within the built-up area. To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows: City of Brampton: 26,500 units; Town of Caledon: 1,500 units; and City of Mississauga: 52,000 units.*

*5.5.3.2.7 Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

*5.5.3.2.8 Require the area municipalities to identify and establish minimum density targets for intensification areas which may include urban growth centres, intensification corridors, and major transit station areas.”*

The proposal calls for the construction of 405 dwelling units within the Mississauga City Centre Urban Growth Centre, which will contribute to the City meeting its intensification targets stipulated by the Growth Plan and the interim target of requiring that 40% of growth occur within the built-up area. Based on our review of the above, it is our opinion that the proposal conforms to the ROP’s intensification policies.



## HOUSING

An important objective of the ROP is to ensure that the housing needs of all residents in the Region can be accommodated through growth and redevelopment. This objective will be achieved ensuring that new development provides a range of appropriate housing types, sizes, densities and tenures. Section 5.8.1 of the ROP establishes the following objectives regarding housing:

*“5.8.1.1 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 of Peel.*

*5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.”*

The proposed development provides a range of unit types including one and two-bedroom apartment units, as well as integrated townhouse/ two- storey apartment units at grade , which will contribute to providing a range of unit types in the City of Mississauga.

## SUMMARY

Based on our review of the above, it is our opinion that the proposed development conforms to the Regional Structure, Density, Intensification, Growth Management and Housing objectives and policies in the ROP by providing a mixed-use development comprised of 405 residential units and 510 square metres of commercial floor area, in a compact urban form that provides a pedestrian friendly streetscape.

## 7.5 City of Mississauga Official Plan, 2019

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2019 and was subsequently approved by the Region of Peel on September 22, 2011. The purpose of the MOP is to build on the policies of the ROP to guide growth and development in the City to the year 2031. The subject property is not the focus of any active appeals, and therefore, the MOP is in full force and effect.

Schedule 1 of the MOP establishes the City's Urban Structure, which notes that the subject property is located within Downtown structure of the City. Additionally, Dundas Street and Hurontario Street are identified as *Intensification Corridors* (Figure 20). Schedule 10 of the MOP provides land use designation for the City of Mississauga, which designated the north half of the subject property *Residential High Density* and the south half *Mixed Use* (Figure 21). Lastly, Map 12-4 of the MOP outlines the Downtown Cooksville Character Area and assigns the north half of the subject property a density range of 1.5-2.9 FSI (Figure 22).

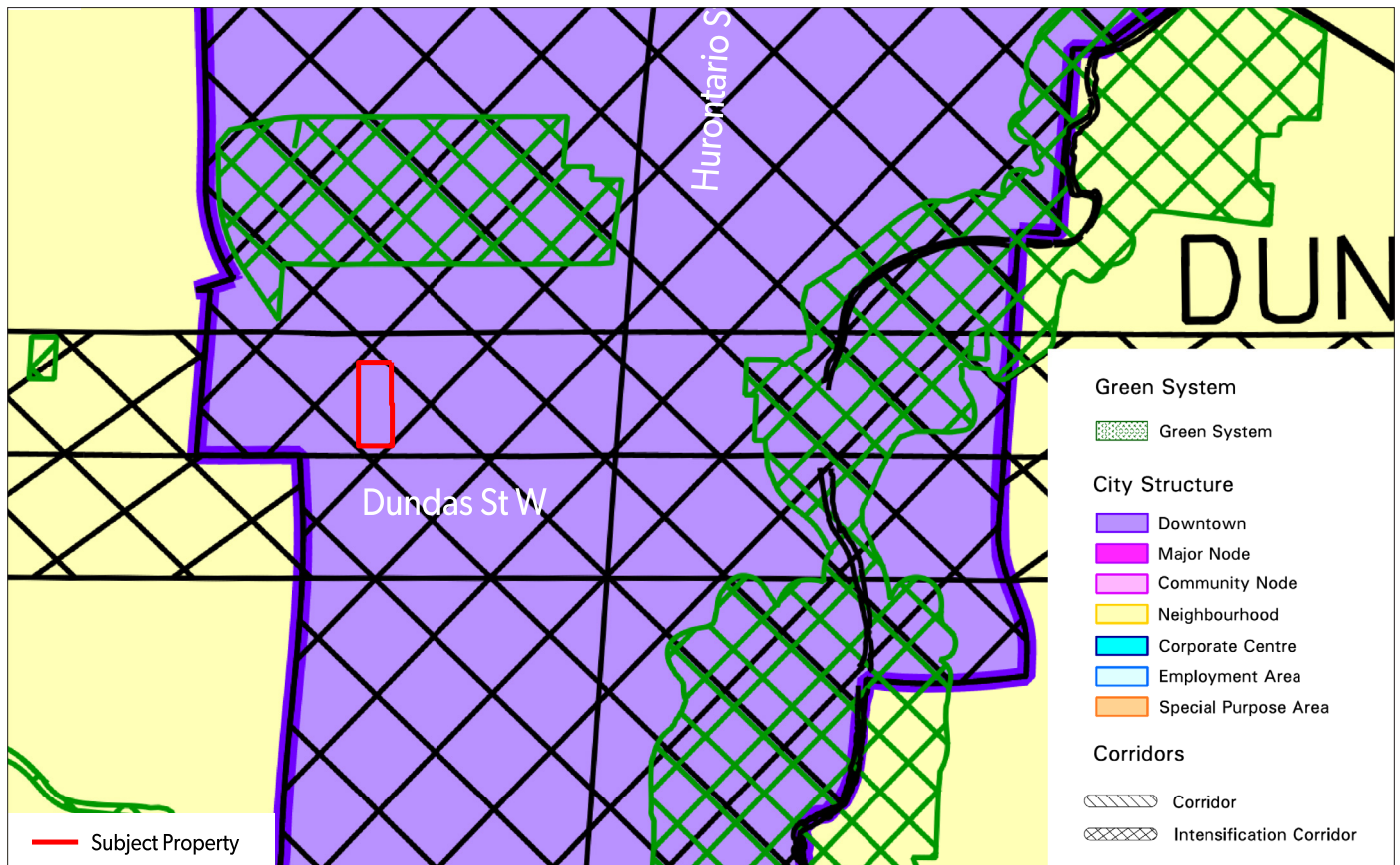


Figure 20: City of Mississauga Official Plan, Schedule 1 - Urban System

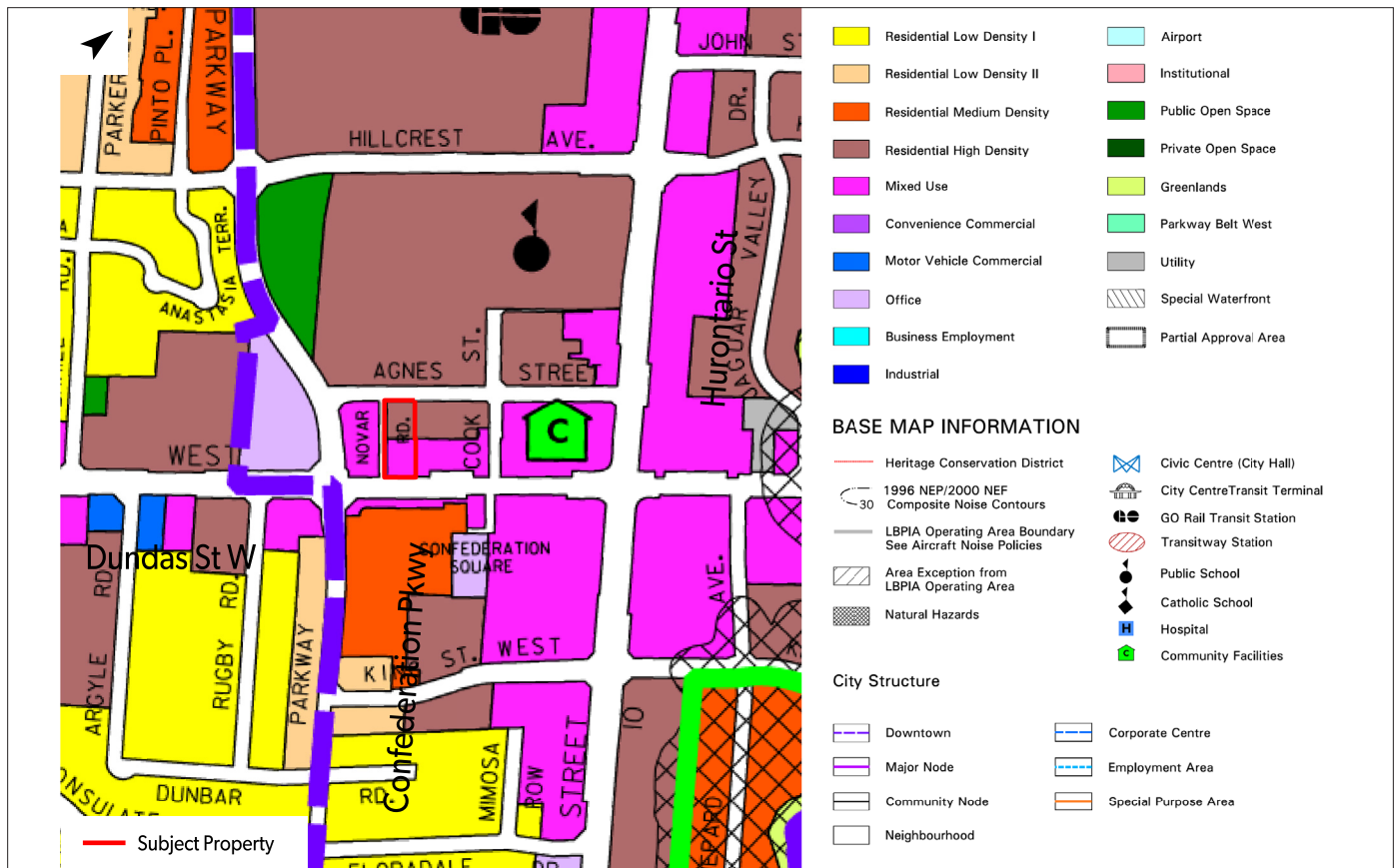


Figure 21: City of Mississauga Official Plan, Schedule 10 -Land Use Designations

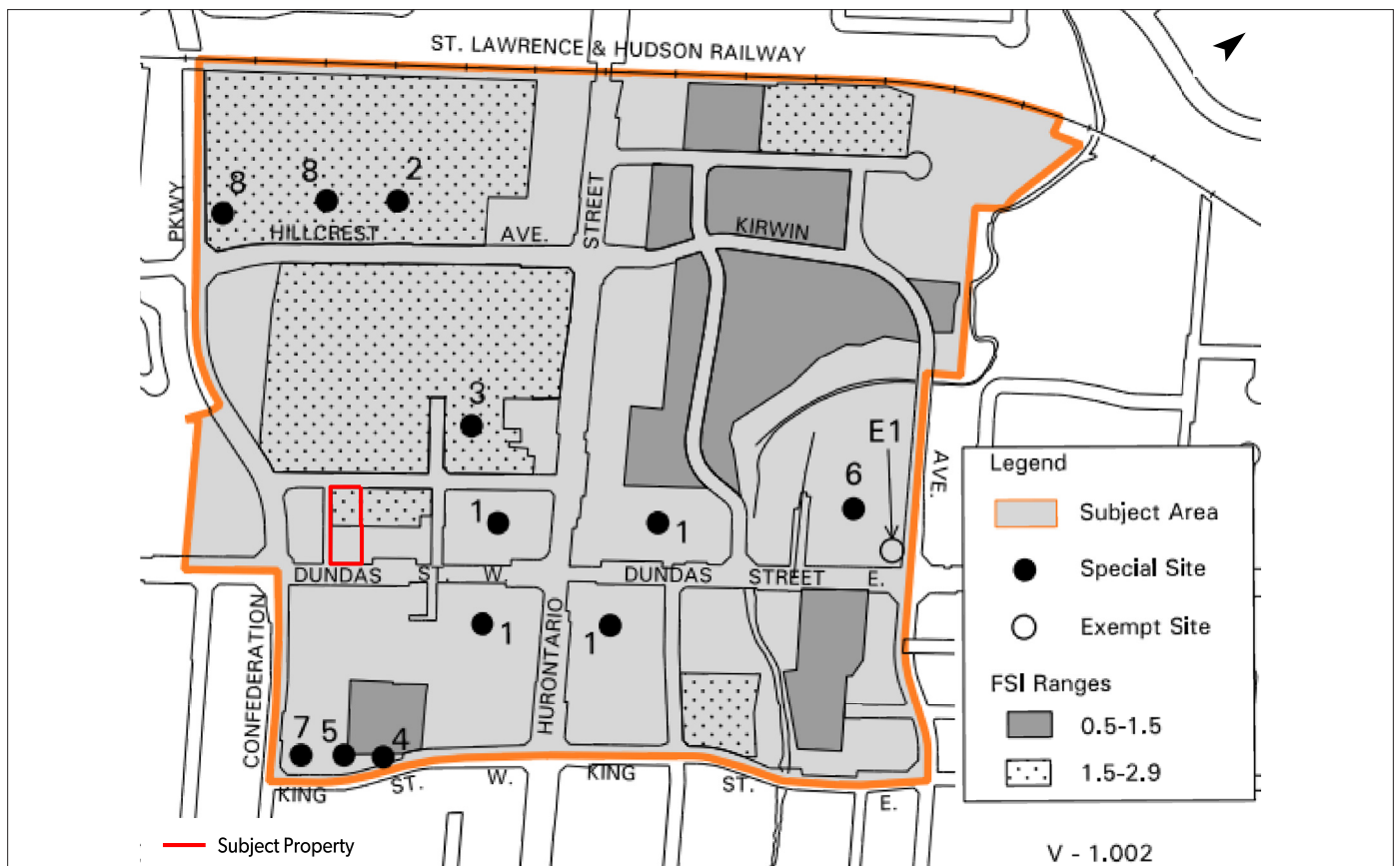


Figure 22: City of Mississauga Official Plan, Map 12-4 - Downtown Cooksville Character Area

The following section provides a detailed overview of how the proposed development generally conforms to the policies in the MOP. As further discussed in Section 9 of this Report, an Official Plan Amendment will be required to facilitate the proposed development by re-designating the north half of the property Mixed Use and amending Map 12-4 to denote the subject property as a Special Site with a site-specific density of 6.76 FSI.

## GROWTH MANAGEMENT

Chapter 5 of the MOP establishes where growth and development are to occur in the City to accommodate projected growth to 2031 and beyond, which are shown in Table 6 below.

Table 6: City of Mississauga Official Plan, Population and Employment Forecasts

Year	Population	Employment
2021	768,000	500,000
2031	805,000	510,000

To ensure sustainable growth, the MOP relies on the Urban Structure to guide growth and development to appropriate locations. The following policies are established in Section 5.1 regarding the City's growth management strategy:

*5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.*

*5.1.3 Forecast 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, livable, universally accessible communities; and*
- f. promote economic prosperity.*

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

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

*5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*

5.1.10 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and higher order transit along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of higher order transit currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

The subject property is located within the Downtown of the City structure, which is a location that is designated for intensification. The proposal calls for a compact urban form that is comprised of residential and commercial uses, which will support the viability of existing and planned transit, such as the Hurontario LRT and the Dundas BRT; while providing a range of living and employment opportunities for all residents. Based on the above review, the proposed development conforms to the growth management strategies of the MOP.

## URBAN STRUCTURE

Section 5.3 of the MOP establishes the policies for Urban Structure hierarchy and the roles that the various elements will play in accommodating the growth forecasts in the City. As previously discussed, the subject property is located within the Downtown element of the Urban Structure, which is anticipated to contain the highest densities, tallest buildings and greatest mix of uses. Furthermore, the Downtown is envisioned to be the civic and cultural centre of the City and a designation within the Region. The following policies are advanced in Section 5.3.1 of the MOP regarding the Downtown:



*“5.3.1.2 The Downtown will be divided into four Character Areas:*

- a. Downtown Core;*
- b. Downtown Fairview;*
- c. Downtown Cooksville; and*
- d. Downtown Hospital.*

*5.3.1.3 The Downtown is an Intensification Area.*

*5.3.1.4 The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.*

*5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.*

*5.3.1.7 Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown.*

*5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.*

*5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.*

*5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.*

*5.3.1.12 The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.*

*5.3.1.13 The Downtown will be developed to support and encourage active transportation as a mode of transportation.”*

The subject property is located within the Downtown Cooksville Character Area and is designated as an Intensification Area that is anticipated to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. Notwithstanding the minimum density target, a gross density of 300 to 400

residents and jobs combined per hectare is to be sought after. The proposal calls for the construction of 405 units on a net lot area of 0.3405 hectares. As previously discussed in this Report, this represent 682 persons or approximately 2,000 persons per hectare, which will contribute to the City meeting its intensification targets. This density will support the viability of existing and planned infrastructure in the immediate area which includes the Cooksville GO Station, Hurontario LRT and Dundas BRT. Significant public realm improvements are also proposed as part of the development that will foster a pedestrian friendly and walkable urban environment; these include the upgrading of Novar Road to the municipal standard and the provision of appropriate sidewalks, dedicated bicycle lanes and tree planting zones along Dundas Street. Based on the above review, it is our opinion that the proposed development conforms to the policies for the Downtown. Further discussion regarding the Downtown Cooksville Character Area will follow.

## **COMPLETE COMMUNITIES**

The creation of complete communities is one of the central tenets of the PPS, Growth Plan and the MOP. A complete community provides the day-to-day necessity for people in all stages of life, including a variety of housing options, employment opportunities and commercial, social and institutional amenities. The following complete community policies are applicable to the proposed development:

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

*7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:*

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and 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.*

*7.1.6 Mississauga will ensure that the housing mix can*

*accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

*7.1.8 Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and streetscapes of historical, architectural or archaeological significance."*

The proposed development will contribute to the creation of Downtown Cooksville as a complete community as it provides a mix of uses that will reduce travel needs of future residents and promote a walkable urban environment and active transportation alternatives. Additionally, the proposal calls for a range of unit types and sizes including apartment and townhouse units that will accommodate the needs of existing and future residents. Lastly, the subject property is well serviced by existing recreational, cultural, employment and community uses that can be utilized by new residents.

## HOUSING

Policies related to housing are established in Section 7.2 of the MOP, which encourage new developments to provide a range and mix of housing types and sizes. The following policies are applicable to the proposed development:

*"7.2.1 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.*

*7.2.2 Mississauga will provide opportunities for:*

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

*7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes."*

The above policies are implemented in the proposed development as a range of unit types and sizes are proposed, including 359 one-bedroom units are proposed along with 46 two-bedroom units. This will

provide young and older adults living opportunities within close proximity of public transportation, institutional and recreational amenities as well as employment opportunities. Based on the above we are of the opinion that the proposed development conforms to the MOP's housing policies.

## TRANSPORTATION

Establishing a multi-modal transportation network to facilitate the free-flowing movement of goods and people is a core component of sustainable communities and a functional city. A major component of a sustainable transportation network is increasing the modal split of transit and active transportation options by decreasing travel distance and necessity of private auto trips. Section 8.1 advances the following policies regarding transportation in the City:

*8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.*

*8.1.4 Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.*

*8.1.7 Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.*

*8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.*

The proposed development facilitates the above transportation policies by introducing a compact urban form in an area that is anticipated to be well-served by transit. Additionally, the proposed development provides TDM strategies such as car share programs and sustains the viability of active transportation by accommodating a new sidewalk on Novar Road and Dundas Street, as well as a bicycle lane along Dundas Street. Furthermore, road widenings is provided along Novar Road to ensure that these corridors are protected for future growth.

## URBAN DESIGN

Chapter 9 of the MOP establishes general urban design policies for the various elements of the Urban Structure. A high-quality urban realm contributes to the vibrancy, attractiveness and quality of life in a City. Section 9.2.1 of the MOP establishes the following policies for Intensification Areas, such as the Downtown:

*9.2.1.1 Development will create distinctive places and locales.*

*9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.*

*9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*

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

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

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

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

*9.2.1.24 Development will face the street.*

*9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*

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

*9.2.1.31 Buildings should be positioned along the edge of*

*the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*

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

*9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.*

*9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.*

*9.2.1.37 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses"*

The proposed development conforms with the above urban design policies as it provides a compact urban form that is compatible the existing and planned context of the surrounding area. The building features minimal setbacks on all three frontages in order to provide a sense of enclosure and encourage a pedestrian oriented environment. Significant streetscaping improvements are proposed along Dundas Street West and Novar Road to further enhance the pedestrian experience and foster a sense of place. The building mass steps from seven storeys along Dundas Street West to 16-storeys along Agnes Street in order to provide a transition between the approved but not yet built townhouses on the south side of Dundas Street West and the existing high-rise apartment buildings on the north side of Agnes Street. Further discussion regarding the consideration of urban design policies can be found in the Urban Design Brief included as part of this submission package.

## LAND USE

Policies regarding land use are outlined in Chapter 11 of the MOP. As previously discussed, the subject property is split-designated 'Residential High Density' on the north half of the property and 'Mixed-Use' on the south half. As noted in Section 11.2.5.6 only apartment buildings are

permitted on lands designated *Residential High Density*. The *Mixed Use* designation encourages a greater variety of uses and encourages a mix of uses to occur. Section 11.2.6.1 notes the following permitted uses in the *Mixed Use* designation:

*"11.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:*

- a. commercial parking facility;*
- b. financial institution;*
- c. funeral establishment;*
- d. makerspaces*
- e. motor vehicle rental;*
- f. motor vehicle sales;*
- g. overnight accommodation;*
- h. personal service establishment;*
- i. post-secondary educational facility;*
- j. residential;*
- k. restaurant;*
- l. retail store; and*
- m. secondary office; and*

*The following uses are not permitted:*

- a. self-storage facility; and*
- b. detached and semi-detached dwellings."*

The proposed development contemplates retail uses at grade immediately adjacent to Dundas Street West and residential uses along Novar Road and Agnes Street, as well as on the floors above. This is consistent with the permitted uses for *Mixed Use* designation. Additional policies for the *Mixed Use* designation that are applicable to the proposed development are as follows:

*"11.2.6.3 Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.*

*11.2.6.4 Residential uses will be combined on the same lot or same building with another permitted use.*

*11.2.6.5 Residential uses will be discouraged on the ground floor."*

The subject property is a consolidation of lots in an existing commercial area and the proposed mixed-use development does not preclude the development of adjacent lands nor does it encroach into stable non-commercial areas. Furthermore, residential uses are

proposed on the same lot as the commercial uses as encouraged by Section 11.2.6.4. The proposed development does propose residential uses on the ground floor along Novar Road and Agnes Street, contrary to Section 11.2.6.5, however it is our opinion that these residential units are appropriate in these locations as Novar Road is a local road that is not planned as a commercial street and commercial units would not be viable along that frontage. With regards to the residential units along the Agnes Street frontage, it is our opinion that they are appropriate as there are residential uses at grade in the existing apartment building on the north side of Agnes Street.

## CHARACTER AREA

Chapter 12 of the MOP identifies the general policies for the Downtown component of the Urban Structure, as well as area specific policies for the four Character Areas that the Downtown is comprised of. The following general policies are established in Section 12.1:

*"12.1.1.1 Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.*

*12.1.1.2 A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.*

*12.1.1.4 Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.*

*12.1.1.6 Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided."*

As previously mentioned in this Report, the proposed development calls for a density of that will contribute to the City of Mississauga meetings its intensification obligations set out in the Growth Plan. Furthermore, the



proposed building provides a transition between the high-rise residential apartments to the north and the approved townhouses to the south, by utilizing a seven storey podium and a series of step backs. Lastly, commercial uses are proposed at grade adjacent to Dundas Street West in order to provide an animated public realm.

The Character Area polices for Downtown Cooksville are established in Section 12.4, which provide more specific urban design policies, discuss the planned character of Dundas Street and provide direction regarding transportation in the area. The following urban design policies are applicable to the proposed development:

*12.4.1.1 A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components.*

*12.4.1.2 The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed-use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.*

*12.4.1.3 Street Edge Uses - Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.*

*12.4.1.4 Street Scale and Enclosure - Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:*

- a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;*
- b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*
- c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and*
- d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.*

*12.4.1.5 Bulk and Massing - Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the Downtown Hospital Character Area. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Streets.*

*12.4.1.6 Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:*

- a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways;*
- b. no parking should be provided between the buildings and street line;*
- c. blank walls should be avoided along the street in favour of fenestration;*
- d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;*
- e. split level commercial frontages should be avoided;*
- f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;*
- g. storefront signage should respect the pedestrian scale and architectural character of development;*
- h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and*
- i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street.*

*12.4.1.7 Streetscape (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the livability of a space.*

The proposed development provides for a high level of urban design by framing the street edge at the corner

of Dundas Street West and Novar Road. Articulation is provided for in the way of a mixture of high-quality materials, including an expansive ground floor glass articulation. The design has incorporated grade related retail with residential uses contemplated above. Retail units are clearly oriented to, and accessed from, the public sidewalk with individual entrances.

Furthermore, as mentioned previously, the proposed development conforms with the above urban design policies as it provides a compact urban form that is compatible the existing and planned context of the surrounding area. The building features minimal setbacks on all three frontages in order to provide a sense of enclosure and encourage a pedestrian oriented environment. Significant streetscaping improvements are proposed along Dundas Street West and Novar Road to further enhance the pedestrian experience and foster a sense of place. The building mass steps from seven storeys along Dundas Street West to 16-storeys along Agnes Street in order to provide a transition between the approved but under construction townhouses on the south side of Dundas Street West and the existing high-rise apartment buildings on the north side of Agnes Street.

## 7.6 City of Mississauga Official Plan Review

The City is reviewing the existing Official Plan to ensure it reflects the changing needs, opportunities and aspirations of the City. The intention of the review process will is to provide the following:

- position the city for its next phase of growth until 2041;
- incorporate new provincial legislation and regulations;
- implement new policy initiatives and plans;
- consider new trends, ideas and policy implications; and,
- have a community engagement process.

The Official Plan review began with a Special Council meeting on June 10, 2019. The review timeline has been segmented into four parts:

- Part 1 – Project Planning
- Part 2 – Comprehensive Policy Review
- Part 3 – Outreach
- Part 4 – Regional Plan Conformity and Finalization for submission

Currently, the review is in the Comprehensive Policy Review stage, which involves key studies, conformity review with Provincial and Regional policy and plans and draft policy directions. The City's new Official Plan is expected to be in front of Council for adoption in 2021. Although draft policies have yet to be released, the proposed development will assist the City in achieving density targets assigned by the 2019 Growth Plan and will implement the endorsed Dundas Connects Mater Plan.

## 7.7 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0025-2007 was enacted and passed by Council on June 20, 2007. The subject property is split-zoned *Mainstreet Commercial Zone (C4)* and *Development Zone (D-1)*, within Zoning Map 22 illustrated on Figure 23 below.

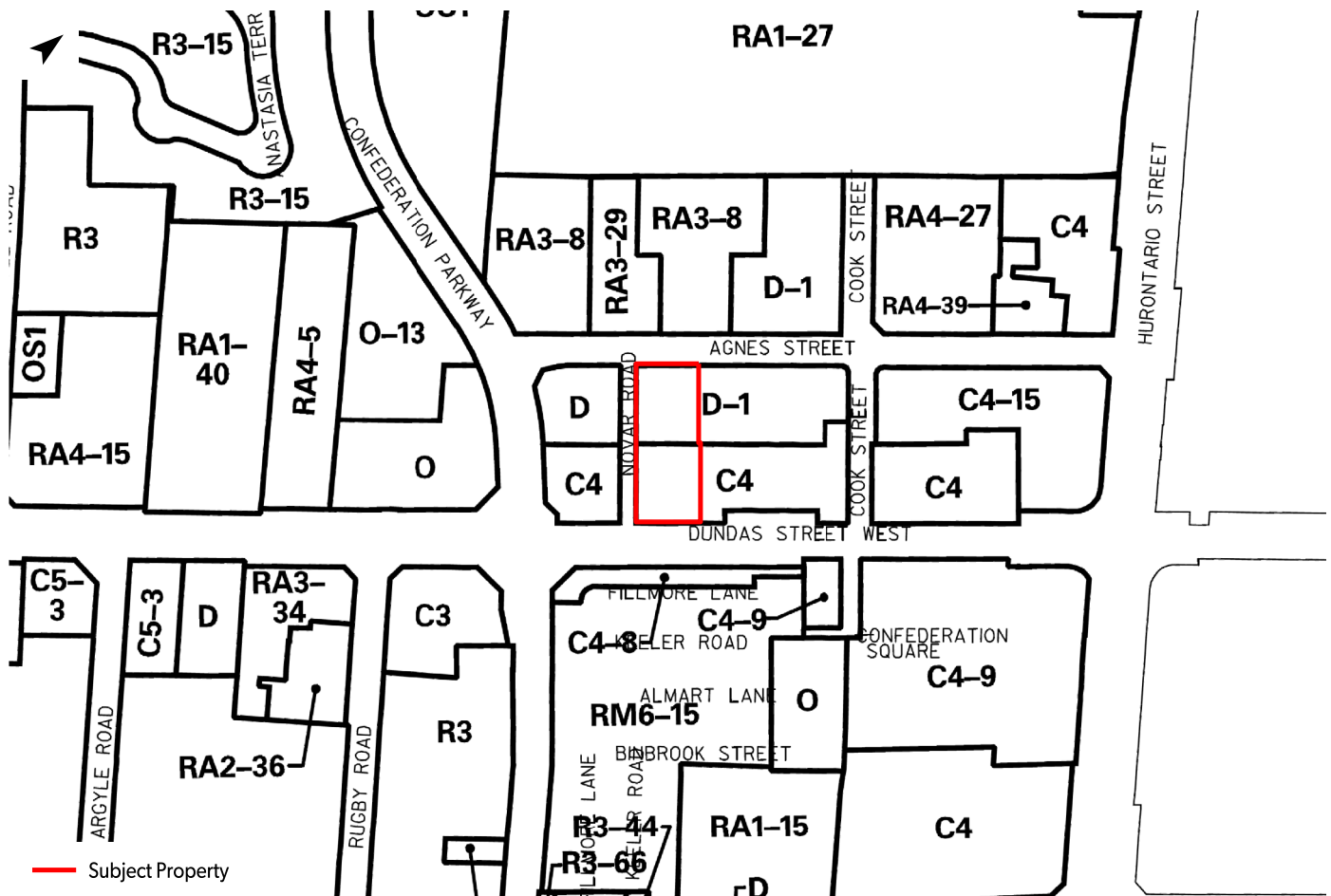


Figure 23: City of Mississauga Zoning By-law 0225-2007 Map

The *Mainstreet Commercial Zone (C4)* permits Office and Retail uses, while the *Development Zone (D-1)*, zone permits detached dwellings and accessory structures legally existing on the date of the passing of the zoning by-law and enlargement of existing buildings and structures in compliance with zone regulations.

In order to facilitate the proposed development, an application has been submitted to rezone the subject property from *Mainstreet Commercial Zone (C4)* and *Development Zone (D-1)* to *Mainstreet Commercial Zone (C4)* entirely. The *Mainstreet Commercial Zone (C4)* is more appropriate for the subject property as it permits the proposed development as discussed in this report. Table 2 provides a breakdown of the existing and proposed zoning as it relates to the proposed development. In addition to the rezoning of the lands, minor site-specific exceptions to facilitate optimal building standards are also proposed

Table 7 provides an overview of the site-specific provisions required.

Future applications for Site Plan Approval will be submitted in order to facilitate the proposed development.



Table 7: Zoning Regulations

Provision	Zone Requirements			Proposed Development Standards	Site Specific Required?
	Existing Zoning Development (D-1)	Existing Zoning Mainstreet Commercial (C4 Zone)	Proposed Zoning Mainstreet Commercial (C4 Zone)		
Permitted Uses	Existing building	Apartment Office Retail	Apartment Office Retail	Apartment Office Retail	-
Min. Lot Frontage	As existing	-	-	-	N
Min. Front Yard Setback	As existing	0.0 m	0.0 m	1.5	N
Max. Front Yard Setback	As existing	3.0 m	3.0 m		
Min. Interior Yard Abutting C4 Zone	As existing	0.0 m	0.0 m	0.4 m	N
Min. Interior Yard Abutting Any Other Zone (D-1)	As existing	4.5 m	0.0 m	0.1 m	Y
Min. Exterior Side Yard	As existing	0.0 m	0.0 m	0.7 m	Y
Max. Exterior Side Yard	As existing	3.0 m	3.0 m		
Min. Rear Yard	As existing	4.5 m	3.0 m	3.0 m	N
Maximum FSI	As existing	-	-	6.76	-
Min. Building Height	As existing	2 storeys	2 storeys	2 storeys	N
Max. Building Height	As existing	16.0 m / 3 storeys	16.0 m / 3 storeys	56.4 m / 16 storeys	Y
Min. Landscape Buffer Measured From Streetline	As existing	0.0 m	0.0 m	0.0 m	Y
Min. Landscape Buffer Measured From C4 Zone	As existing	0.0 m	0.0 m	0.0 m	N
Minimum depth of a landscaped buffer measured from any other lot line	As existing	4.5 m	4.5 m	0.0 m	Y
Minimum number of residential parking spaces	As existing	1.25/one bedroom 1.40/two bedroom 0.2 visitor/unit	1.25/one bedroom 1.40/two bedroom 0.2 visitor/unit	0.15/one bedroom 1.0/two bedroom 0.15 visitor/unit	Y
Min. number of bicycle spaces	As existing	-	-	0.6/unit long term 0.15/unit short term	



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## 8. NON-STATUTORY DOCUMENTS

## 8.1 Vision Cooksville Report, 2016

Vision Cooksville was prepared to create a long-range vision, growth and revitalization for the Downtown Cooksville area with input from the surrounding community. The transformation of the area is to occur with intensification, transit infrastructure investment and redevelopment. Specifically, the Hurontario Light Rail Transit and redevelopment of the Cooksville GO Station lands were key components.

The following principles act as a guide to the plan:

*Principle 1: A Vibrant Public Realm and Walkable Streets*

1. Provide Improved Pedestrian Amenities
2. Ensure Pedestrian-Friendly Building Design
3. Increase Pedestrian Safety
4. Improve Cycling Infrastructure
5. Improve Pedestrian Connections

*Principle 2: Connected and Engaging Parks and Open Space*

1. Improve Existing Parks
2. Create New Parks in Strategic Locations
3. Encourage Publicly Accessible Private Open Spaces
4. Create a Dynamic Square at the Four Corners

*Principle 3: Community Facilities for Recreation, Library and Services*

1. Provide More Community and Recreation Spaces
2. Create a Cooksville Community Facility

*Principle 4: Housing Opportunities and Choices*

1. Increase the Range of Housing Options Through New Development
2. Encourage Improvements in the Existing Rental Housing Stock
3. Create Opportunities for Homeownership

*Principle 5: Local and Unique Businesses*

1. Encourage Coordination Among Local Businesses
2. Support Small Independent Retail

*Principle 6: A New Identity*

1. Create A Distinctive Cooksville Identity
2. Establish Gateways and Signage for Cooksville
3. Support Public Art and Beautification

The proposed development incorporates many of the Vision Cooksville Principles. The proposed development provided indoor and outdoor amenity space with a total

GFA of 2,105.36 square metres. The building design features a gradual increase in height to allow for an appealing pedestrian realm experience. The townhouse-type units facing Novar Road and Agnes Road are proposed for a transition from the surrounding residential into the 16 storey development. The building features outdoor amenity spaces on the second, seventh and ninth storey, which creates a visual transition and enhanced stepping of the building façade.

Principle 4 emphasizes the need for a range of housing options and to improve the existing rental housing stock. The proposed development offers rental units that have an average size of 58.06 square metres (625 square feet). The range in housing options is accommodated in the proposed development with townhouses facing Novar Road and condominium units in the main building.

Principle 5 speaks to the business opportunities creation in the Cooksville area. The proposed development has ground floor commercial space with a total gross floor area of 5,490 square feet. The ground floor commercial proposed may facilitate small independent business owners to have public space.

Principle 6 speaks to enhancing Cooksville identity and image. The proposed development will enhance the Cooksville area with an improved condition to the current site. The proposed development incorporates a visual enhancement to the area with a stepping façade, transitional townhouse-type units facing Novar Road and Agnes Street.

## 8.2 Dundas Connects Master Plan, 2018

The Dundas Connects Master Plan (the Master Plan) was endorsed by the City of Mississauga's Planning and Development Committee in June, 2018. The Master Plan is intended to provide guidance for future urban growth and intensification along the Dundas Street corridor. The Master Plan is divided into various Focus Areas that are the primary intensification areas. The subject lands are located within the Cooksville Focus Area, as shown in Figure 24.

The Master Plan policies are consistent with the City's Official Plan and designates the north portion of the subject lands *High Density Residential* and the south portion *Mixed Use*. Figure 5-32 of the Master Plan and Section 5.1.6.1 of the Master Plan provide the planned policy directions for the Cooksville Focus Area.

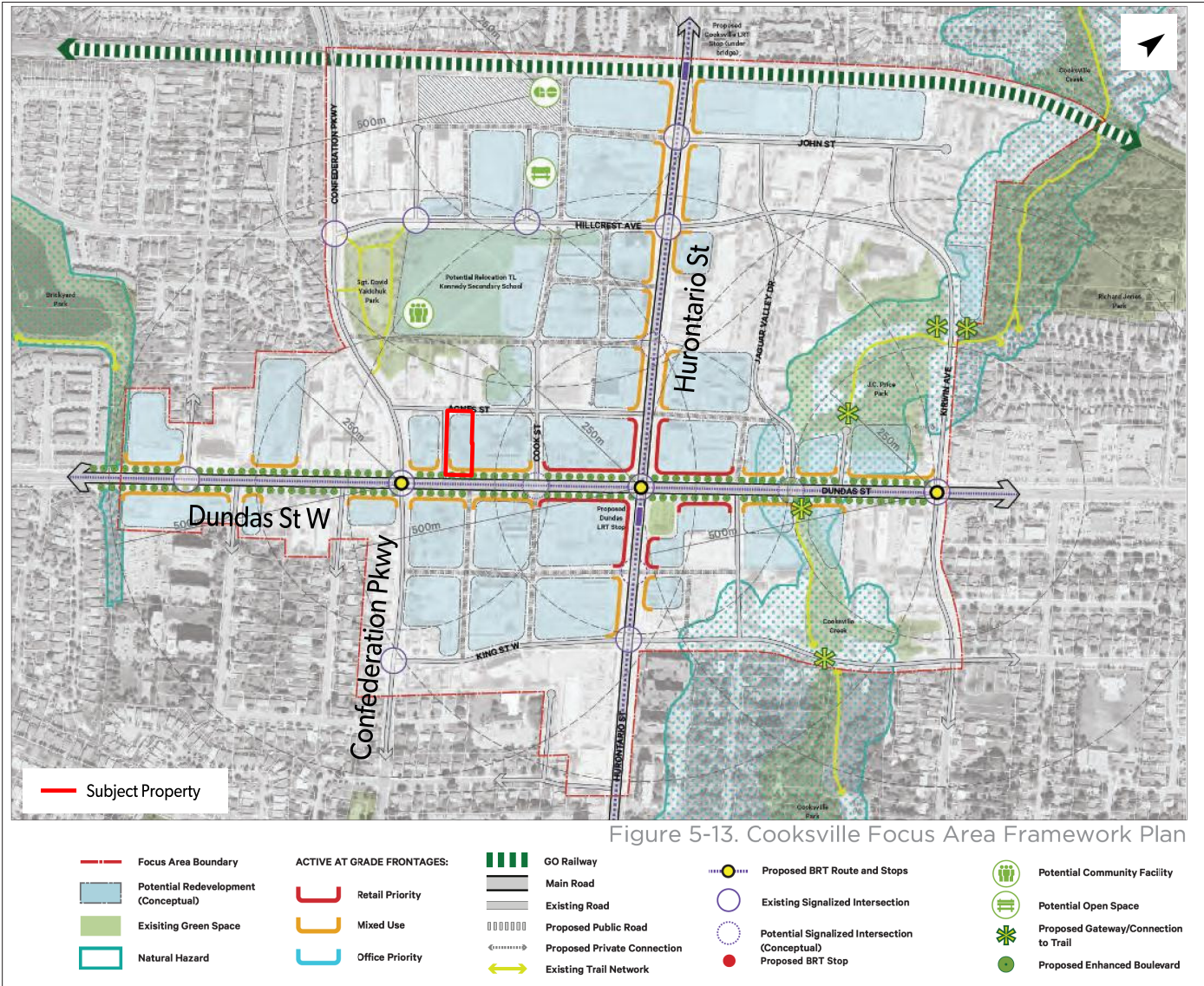


Figure 24: Dundas Connects, Figure 5-13 - Cooksville Focus Area



The vision for the Dundas Connect Plan is as follows:

*“Dundas Street will continue its evolution towards a dynamic urban rapid transit-served arterial that is walkable, bikeable, and accessible, with affordable options for living and commercial and employment opportunities along the corridor. Integrated public spaces, community services, diverse, active storefronts, and an enhanced pedestrian experience will create a liveable street that supports new and current residents to live, work and play within the corridor. Dundas Street will be a safe and healthy place. It will be green and sustainable; the ravines and valleys that Dundas Street crosses will be recognized, celebrated, protected, and connected to the open space and pedestrian networks. Sustained by new and strengthened transportation options, Dundas Street will see substantial growth in population and employment, focused in redevelopment areas while preserving and protecting today’s stable residential communities. Dundas Street will connect with its surroundings on a neighborhood, city, and regional scale.”*

The proposed development is in conformity with the vision for the study area. The proposed development is well supported by GO transit, MiWay and will contribute to the ridership on the Hurontario LRT. The proposed development features a range of unit types and sizes to provide a variety of living options. The ground floor commercial uses will support the area's economic base and contribute to a range of job opportunities for residents. The pedestrian experience of the building is enhanced with various landscaping elements, transitional street-facing residential units on Novar Road and Agnes Street and staggered amenity spaces on the ground floor and above. Further, the proposed development contributes to the forecasted population growth and redevelopment in the area to enhance the community.

The proposed development aims to achieve conformity with the *mixed-use* land use designation proposed. The following policy applies to the proposed development:

#### *Land Use Designations*

- *Mixed Use – Lands designated mixed use permit a broad range of commercial, residential, and institutional uses, including secondary office, retail, services and higher density residential uses (i.e., detached and semidetached dwellings excluded). All parcels within this designation are encouraged to have a mix of uses on site, and residential uses are discouraged on the ground floor of buildings. Nearly the entirety of the properties fronting Dundas Street from Confederation Parkway to Etobicoke Creek are designated mixed use. Other areas with substantial lands designated mixed use include the intersections of Mavis Road and Dundas Street, Erindale Station and Dundas Street, and the north side of Dundas Street between Erin Mills and Highway 403*

The proposed development has a mix of uses on site including commercial and residential. The subject lands front on Dundas Street west and will provide an enhanced opportunity for streetscaping and redevelopment.

## Cooksville GO Station

The proposed development is located within one kilometre of the Cooksville Go Station. The future Hurontario LRT is to be aligned with the station providing further transportation options to residents of the proposed development. The proposed development is in conformity with the redevelopment potential for the area, given the appropriate density to support the transportation systems without adverse impacts.

The following policies are relevant to the proposed development and its proximity to the Cooksville GO Station:

- *Cooksville GO Station will be serviced by the planned Hurontario LRT alignment. Metrolinx, in partnership with the City of Mississauga, completed the Cooksville GO Mobility Hub Study in November 2011. The study developed a long-term vision for the Cooksville GO Station and surrounding lands. It assessed and developed concepts for potential redevelopment, high quality connections to a future Hurontario LRT, new parking structures, an enhanced station building, and improved station access facilities and connections to the surrounding areas. Timelines to implement the proposed mobility hub have not been determined.*

## Section 1.5.1 Land Use and Urban Design Recommendations

*The following policies are relevant to the proposed development:*

*The key land use and urban design recommendations are to:*

- *Encourage Mixed-Use, Transit-Supportive Intensification across Dundas Street*
- *Plan for a greater level of intensification in some Focus Areas and in existing and planned major transit station areas*
- *Enhance Access and Connectivity*
- *Create a Network of Open Spaces and Community Facilities and a Beautiful Public Realm*
- *Maintain Existing and Support New Affordable Housing*
- *Encourage Street-Related Retail and Provide Supports to Maintain Existing Businesses*

The proposed development, located on Dundas Street will support mixed-use permissions, and provide transit-supportive intensification. The nearby Cooksville GO Station, local bus-transit and future Hurontario LRT are all situated within a close proximity to the site. The site will be developed with an appropriate height and density based on the surrounding context. The building design contributes to a beautification of the public realm, incorporating pedestrian-orientated design. The street-retail recommendation has been considered in the proposed development with the incorporation of the ground floor commercial space.

### Section 1.5.3 Corridor Design Recommendations

Further, the policies on the corridor design are relevant to proposed development:

*The key corridor design recommendations are to:*

- *Create a Complete Street for All Users*
- *Reallocate Road Space to Meet Projected Needs*
- *Enhance Pedestrian Space*
- *Provide Safe Cycling Infrastructure*
- *Enhance Access*
- *Coordinate with Utilities to Realize Streetscape Plan*

The proposed development aims to meet the corridor design recommendations with an accommodation for the road widening on Novar Road. Novar Road is slated to be widened to 20 metres which will result in the street being brought up to City standards. Further, the proposed development offers an enhanced pedestrian space in the building surroundings through new trees along Novar Road and commercial entry features facing Dundas Street.

### Cooksville Focus Area

The subject lands are included in the *Cooksville Focus Area* of the Dundas Connects Master Plan. The following opportunities and recommendations are specific to the Cooksville focus area and relevant to the proposed development:

#### Section 2.4.2.4 Opportunities

- *Opportunity to create a mobility hub that provides clear connections between Hurontario LRT, GO Transit, and Dundas Street Rapid Transit*
- *Opportunity to improve public realm and future development of Cooksville GO station based on the Mobility Hub Master Plan and the Vision Cooksville Study*
- *Opportunity for infill development to support transit*
- *“Four Corners” expansion to increase public space on Dundas Street*
- *Potential redevelopment of TL Kennedy Secondary School site and GO lands*
- *Potential for creating new green open spaces in strategic locations and improving the natural heritage system for Cooksville Creek*
- *Extension of Cook Street to provide direct link between Dundas Street and the Cooksville GO station*

### Section 5.1.2.4 Cooksville Focus Area Recommendations

The following are recommended for the Cooksville Focus Area:

- *Plan for a mix of land uses*
- *Mixed Use should be encouraged along the Dundas and Hurontario Corridors*
- *Commercial parking facility, motor vehicle rental, and motor vehicle sales along the Dundas Corridor should be combined with another use and not as a standalone use*
- *Uses that promote active frontages (e.g. restaurants and retail stores) will be encouraged on the ground floor as identified on Figure 5-13 as Mixed Use Active Frontage*
- *Require that buildings fronting Dundas Street and Hurontario Street as identified on Figure 5-13 as Retail Priority Active Frontage have 70% of total ground floor Gross Floor Area occupied by personal service establishment, restaurant or retail stores*
- *On certain lands designated Residential High Density, permit infill development of apartment dwellings in addition to those uses permitted under Residential Medium 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*
- *New open spaces (e.g., Destination Parkland, Community Parks, Urban Parks/Squares) and community facilities*

The proposed development is a form of infill development that incorporates transit supportive densities. The Cooksville GO Station is within one kilometre of the subject lands, which provides the opportunity for residents to choose active transportation options to reach the station. The proposed enhancement to Novar Road will provide pedestrian connections to the existing GO Station and future Hurontario LRT connections.

The proposed development contributes to the mix of uses recommendation, by incorporating at-grade commercial space with residential uses located above. The proposed development offers an enhancement to the pedestrian realm and an opportunity for an active frontage facing Dundas Street.

#### 5.1.6.1 Built Form Criteria for Cooksville Focus Area

##### *Height*

- *Minimum Building Height: 3 storeys (10m)*
- *Maximum Building Height: 25 storeys residential (78 metres) as per Figure 8.8.2 Downtown Cooksville Density and Height Map in Hurontario / Main Street Master Plan*

##### *Density*

- *Maximum Density: 4.0 FSI as per Figure 8.8.2 Downtown Cooksville Density and Height Map in Hurontario / Main Street Master*

##### *Setbacks and Massing*

- *Maximum Building Setbacks: as per Figure 8.8.4, Figure 8.8.6, and Section 8.8.7 in*

##### *Hurontario / Main Street Master Plan*

- *Minimum Building Setbacks from recommended Dundas Street Right-of-Way (ROW): 4.0 metres*
- *Maximum Building Setbacks from recommended Dundas Street ROW: 5.5 metres*
- *Minimum ground floor height: 4.0 metres*
- *Minimum commercial floor height: 4.0 metres*

##### *Transition Areas*

- *Transition through stepping down of height in areas identified in Sections 7.3.18 and 8.8.12 in Hurontario / Main Street Master Plan Floor Heights*

The proposed development has a height of 16 storeys (52.0 metres) to the final storey and 56.4 metres to the mechanical penthouse. Although the height proposed is beyond the maximum allowable height within the zoning schedule, the development is appropriate and sensitive to the surrounding context of residential high rise to the north and proposed townhouses to the south. Further, the buildings massing and townhouse type units offer a transition to the surrounding east and west commercial uses. The building is setback from Dundas Street to create a pedestrian-friendly realm and provide a distinction between the ground floor commercial space and residential uses on the level above. The proposed density of 6.76 FSI is appropriate for the subject lands and offers a transitional density to the residential high-rise building on the north side of Agnes Street.

The urban design principles have been incorporated into the design of the development through the Dundas Connects Master Plan regarding the Cooksville Area.



### 8.3 Cooksville Area Specific Review, 2010

The Cooksville Area Specific Review was undertaken as part of a continuing program to keep Mississauga Plan policies for the Cooksville District to reflect changes in local circumstances as well as with Provincial planning initiatives. Further, the main issues were identified with a direction to follow based on public consultation sessions.

The main issues included *new development pressures* and the impacts on the scale and character of the existing homes and the natural environment. Therefore, the direction from the review stated an extension of the current special policy framework, refinement of zoning regulations to implement revised policy directions and enhanced consideration for the cultural heritage landscape. Another issue of *Streets and Traffic Calming* was related to pedestrian safety, speeding issues and truck hazards on main streets. This was raised with direction from the City to enhance Speed Watch and Speed Trailers education programs, additional enforcement, new sidewalks and to enhance the pedestrian crossings. The protection and enhancement of *Natural Heritage, Parks and Open Space* was another main issue raised with direction to continue maintenance and implementing tree conservation. The issues of the extension of municipal services was raised with the Region and City are not considering introducing *municipal services* to the areas presently on private services. The final issues reported on was *Community Amenities* and providing additional public amenities such as the use of school libraries by residents, however, no changes were recommended.

The proposed development has been designed with consideration for the surrounding land uses and has character elements to provide a gradual transition throughout the site. The proposed development offers pedestrian connections from north to south, along the west side of the site, parallel to Novar Road. The proposed development's landscaping plan includes a range of trees and plantings to enhance the natural environment of the site. The site does not have any issues with regard to municipal servicing and will make efficient use of the existing infrastructure. Overall, the Cooksville Area Specific Review and directions have been considered where relevant to the site with regards to community character, pedestrian safety, landscaping and servicing.



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## 9. PUBLIC CONSULTATION STRATEGY

A public consultation strategy, consistent with the *Planning Act* requirements under Bill 73 shall including the following:

- A neighbourhood information meeting will be held following the submission of the enclosed development applications to gather preliminary public feedback. Including in this submission package is email correspondence from Councillor Damerla confirming that the pre-submission neighbourhood information meeting can be deferred until after the initial submission.
- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality detailing the nature of the application and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the subject property by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject property.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

It is our understanding that the above public consultation strategy is consistent with the requirements under the *Planning Act* and meets the intent of the changes under Bill 73.



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## 10. PLANNING ANALYSIS AND JUSTIFICATION



## 10.1 Policy Context

The development of the subject lands is consistent with the policies of the Provincial Policy Statement (2014), conforms to the policies of the Growth Plan for Greater Golden Horseshoe, the Region of Peel Official Plan, and meets the intent of the City of Mississauga Official Plan, including those policies pertaining to intensification, transit-supportive development and compact urban form.

The Provincial Policy Statement (2014) provides overarching direction regarding intensification, development patterns, complete community and efficient use of existing infrastructure. It is our opinion, that the proposed development is consistent with the policies of the Provincial Policy Statement (2014) as it provides direction for intensification that is supportive within an urban area that is well serviced by existing infrastructure and can contribute to a complete community.

It is our opinion that the proposed development conforms to the policies and objectives of the Growth Plan for the Greater Golden Horseshoe, as it promotes a form of redevelopment that is more compact and efficient and optimizes existing infrastructure and transit. Furthermore, the proposed development will also provide a range of dwelling types and unit sizes to facilitate the principles and targets of intensification anticipated in the Growth Plan. The proposed development will contribute to the density targets of the Urban Growth Centre, while concurrently contributing to the Peel Region intensification goals.

It is our opinion that the proposed development conforms to the policies and objectives of the Regional Official Plan as it would encourage intensification policies for the Urban Growth Centre, while achieving the density target of 200 persons and jobs per hectare by 2031. The density proposed is transit-supportive and introduces additional housing supply, which is compatible with the surrounding neighbourhood.

It is our opinion that the proposed development conforms to the policies and objectives of the City of Mississauga Official Plan as it provides a *mixed-use* building in conformity with the urban structure elements. The Mississauga City Centre UGC is planned to achieve, by 2031 or earlier, a minimum density of 200 residents and jobs combined per hectare (2.2.3.2.b). The proposed development contemplates the construction of 405 units on a net site area of 0.3405 hectares. The proposed development conforms to the urban design principles

provided in the Dundas Connect Master Plan. Further, the proposed development supports the viability of planned transit and the land use strategies as described in Section 3.5 of this report. The development is also supportive of the corridor strategy outlined in the Dundas Connects Master Plan, as it provides a mix of uses and pedestrian-realm enhancements.

Further to the above through the incorporation of effective urban design, building massing and orientation, the proposed development is compatible with the adjacent properties and surrounding neighbourhood, while providing a transit and pedestrian friendly environment. The development will be a transitional building to the existing high-rise developments to the north and planned low-rise, townhouses to the south. In summary, it is our opinion that the proposed development applications are considered to be appropriate based on the policies of the City of Mississauga Official Plan and good planning principles, which encourage intensification within built-up urban areas, well serviced by transit.

## 10.2 Density

The proposed density of the development is appropriate given that the subject lands are located within an Urban Growth Centre, and designated *Mixed Use* under the City of Mississauga Official Plan. Provincial, Regional and City policies seek to ensure that investment in public transit infrastructure is supported by a compact built form and higher densities that directly support the use of existing and proposed transit. It should be noted that the gross density, prior to a 7.5m Dundas St and 5m Novar Rd widenings, is 5.5 FSI

The proposed density contributes to achieving the density targets and the additional target in the City of Mississauga Official Plan of 300 to 400 jobs and persons per hectare. The appropriateness of the development is underscored further by accommodating the proposed density with the Functional Servicing Report and Transportation Impact Study that support the compatibility of the site servicing and surrounding transportation network.

There are several other factors in addition to the planning policies and the development application activity in the area that support the proposed densities from a planning perspective.

These items are as follows:

- **Community Facilities:** The subject property is well served by community facilities including recreation opportunities, community centres, commercial and retail amenities and restaurants, and schools, which demonstrate that the proposed density and future residents will be adequately served by community facilities and schools. The subject property is also within three kilometres of Mississauga Valley Community Centre.
- **Infrastructure Capacity:** The subject lands are currently being serviced by municipal infrastructure and the Functional Servicing Study and Stormwater Management Report, prepared by Skira has been prepared to the detail this information and the connections.
- **Transportation Infrastructure:** The Traffic Impact Study, prepared by GHD submitted with this application states that the site is served by Mississauga Transit routes providing residents good access to local and regional public transit. The Cooksville GO Station is also located within approximately 1 km of the site. It also states that the site is well connected to the surrounding area via a network of shared lanes and bicycle lanes nearby. The Traffic Impact Study concludes that the intersections will continue to operate with good levels of service and future parking demands with the proposed development is completely satisfied with the proposed parking provision.
- **Impact to Stable Areas:** The proposed density of the development is compatible with the adjacent properties and surrounding area. The distribution and orientation of the proposed building will provide appropriate transitions and enhance the Dundas Street Corridor.

Based on the above considerations, it is our opinion that the proposed development density is appropriate as it responds to the density policies in the City of Mississauga Official Plan and provides for the appropriate intensification of a property that is located within a Mixed-Use area. In addition, the proposed density is supported by existing servicing infrastructure, transportation infrastructure and community facilities, which can accommodate the proposed development without any significant impacts to the existing neighborhood.

## 10.3 Height

The proposed developments height of 16 storeys (52.0m) is sensitive to the surrounding context. The requirements for the angular planes as specified in the Zoning By-law are satisfied to ensure a design that is appropriate to the area and City standards. The proposed development offers an appropriate transition in height between the townhouses proposed to the south and the high-rise residential existing on the north side of Agnes Street. The provision of the proposed 16 storey development allows for a “tiering” in height gradation from north to south. Additionally, the proposed townhouse-type units facing Novar Road and Agnes Street create graduation of space and elevations for the building. The proposed development is supported by a Shadow Study that concludes limited shadowing on sensitive adjacent uses.

## 10.4 Urban Design

The proposed development has regard for the City of Mississauga Official Plan and Dundas Connects Master Plan and other urban design objectives of the City. The proposed building is sensitive the surrounding land uses and proposed land uses. The building is proposed for 16 storeys with ground floor commercial and townhouse-type units to offer a pedestrian friendly space and transition to the building’s heights. The proposed commercial uses along Dundas Street West will support not only future residents on the subject site, but also commuters and pedestrian traffic.

The proposed development will improve the streetscape for this portion of Dundas Street, Novar Rd. and Agnes St. The streetscape has been designed in a manner that is considerate of the pedestrians and surrounding transportation network. The proposed development offers a range of new plantings and a new sidewalk along Novar Road to bring the road to City standards. The design overall is street-orientated, to provide a connection to the surrounding neighbourhood.

In summary, the proposed development aims to implement the vision for Dundas Street with compatible uses and character design based on the surrounding area.

## 10.5 Compatibility

The proposed development is compatible with the surrounding land uses. The type and design of the proposed development incorporates a variety of

built forms to provide a gradual transition with the immediate surrounding area and integrate the proposed development with the existing and proposed built-form, while enhancing the portion of Dundas Street.

The proposed development offers a transition between the townhouses proposed to the south and the high-rise residential existing on the north side of Agnes Street. The provision of the proposed 16 storey development allows for a “tiering” in height from north to south.

The overall urban design of the building and built form will enhance the existing area by improving the streetscape and providing transit-supportive densities and a walkable connection to transit along Novar Road.

In summary, the proposed development is compatible with the existing area as an appropriate transition site with good urban design, appropriate massing and enhanced landscaping. Further, the development has been planned for and envisioned through the Dundas Connect Master Plan and follows the appropriate setbacks, and design requirements to enhance the Cooksville Focus Area.

## 10.6 Housing

The proposed development provides a range of housing options through a variety in unit types and sizes. The variety of unit types include one bedroom, one bedroom plus den, two bedroom, and two bedroom plus den. The variety in unit sizes offers a unique living option, as the larger units are geared towards family-sized units. This will allow existing residents looking for larger units to remain within the neighbourhood. The smaller units offer existing residents an option to downsize to remain in the area. Further, there are two-storey apartment units that can be lived in as a function similar to a townhouse. The development offers high-rise apartment units, with indoor and outdoor amenity spaces for residents.

## 10.7 Servicing Infrastructure

The proposed development is located in area that is fully serviced by municipal water and wastewater and sewage. The Functional Servicing and Stormwater Management Report, which has been prepared by Skira will meet the requirements of the City of Mississauga and has been submitted in support of this application. The conclusion of the report states there are no issues with servicing connections and capacity or with stormwater management.

## 10.8 Transportation

The surrounding transportation network in the neighbourhood supports the proposed development and additional density proposed. In accordance with the current Provincial, Regional and City planning policies, transit supportive development that reduces dependency on the automobile is encouraged. The existing Cooksville GO Station and proposed Hurontario LRT provides various forms of travel for future residents of the proposed development. Further, the density proposed will support the Dundas Street West Bus Rapid Transit system.

The proposed development includes ride-sharing parking spaces for the future residents to reflect the changing structure of automobile ownership. As parking demand drops given increases in transit usage and ride-hailing services, ride-sharing parking spaces will be valuable to residents who require vehicle usage for longer periods of time.

The circulation of the site is proposed to allow for pedestrians, cyclists and vehicles to enter and exit the site without conflict. The bike lanes currently exist on Confederation Parkway, which is in close proximity, west of the subject lands.

Further, the proposed development includes the reconstruction of Novar Road’s sidewalks to bring them up to City standard and allow for improved pedestrian connect between Dundas Street and Agnes Street.



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## 11. CONCLUSION



The subject lands maintain various attributes which establish the site as well suited for residential intensification consisting of a high-rise mixed-use building containing 405 units. The proposal is supported by the existing policy regime, provides high-quality architecture, and offers a compatible built form to the current surrounding neighbourhood context and character. The proposed development will support the present and future higher-order transit infrastructure by incorporating 405 units within 4,184.7 square metres.

It is our opinion, in consideration of the analysis contained in this Planning Justification Report and supporting technical reports, that the proposed application for an Official Plan Amendment and Zoning By-law Amendment represent good planning, and have merit. Furthermore, it is our opinion that the proposed development compliments and supports provincial, regional and municipal policies. More specifically the development adheres to Provincial land use, intensification, and built form policies, and Mississauga Official Plan and policies that apply to the subject lands.

The proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan as it encourages intensification of the Region of Peel and Mississauga, making efficient use of underutilized and vacant lands, and existing resources. The proposed density will assist the City of Mississauga in achieving its population growth targets for 2031 as identified in its Official Plan. The introduction of a high-rise mixed-use development will add diversity to the City's housing market, as the proposed high-rise apartments contain a variety of sizes and unit types. Further, this housing form will contribute to the creation of a complete community, as described by the Growth Plan.

A high level of urban design quality has been incorporated into the proposed development to ensure that the physical and visual impact of the building is reduced from street level. The increased density being proposed can be adequately serviced by the City's existing water, sanitary and stormwater infrastructure. The proposed architecture provides a well-designed, high-quality residential development that will provide an enhanced public realm.

We recommend that the application proceed through the process prescribed under the Planning Act. It is our opinion that the subject proposal achieves several City and Provincial objectives and presents a form of development that balances principles of intensification with a context sensitive and compatible design approach.





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