

AUGUST  
2019

 BOUSFIELDS INC.

 **PLANNING  
& URBAN  
DESIGN  
RATIONALE**

**600 AND 620  
LOLITA GARDENS**  
CITY OF MISSISSAUGA

PREPARED FOR:  
HANSEATIC HOLDINGS LIMITED





Job Number - 16154-5

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# [1.01]

## INTRODUCTION

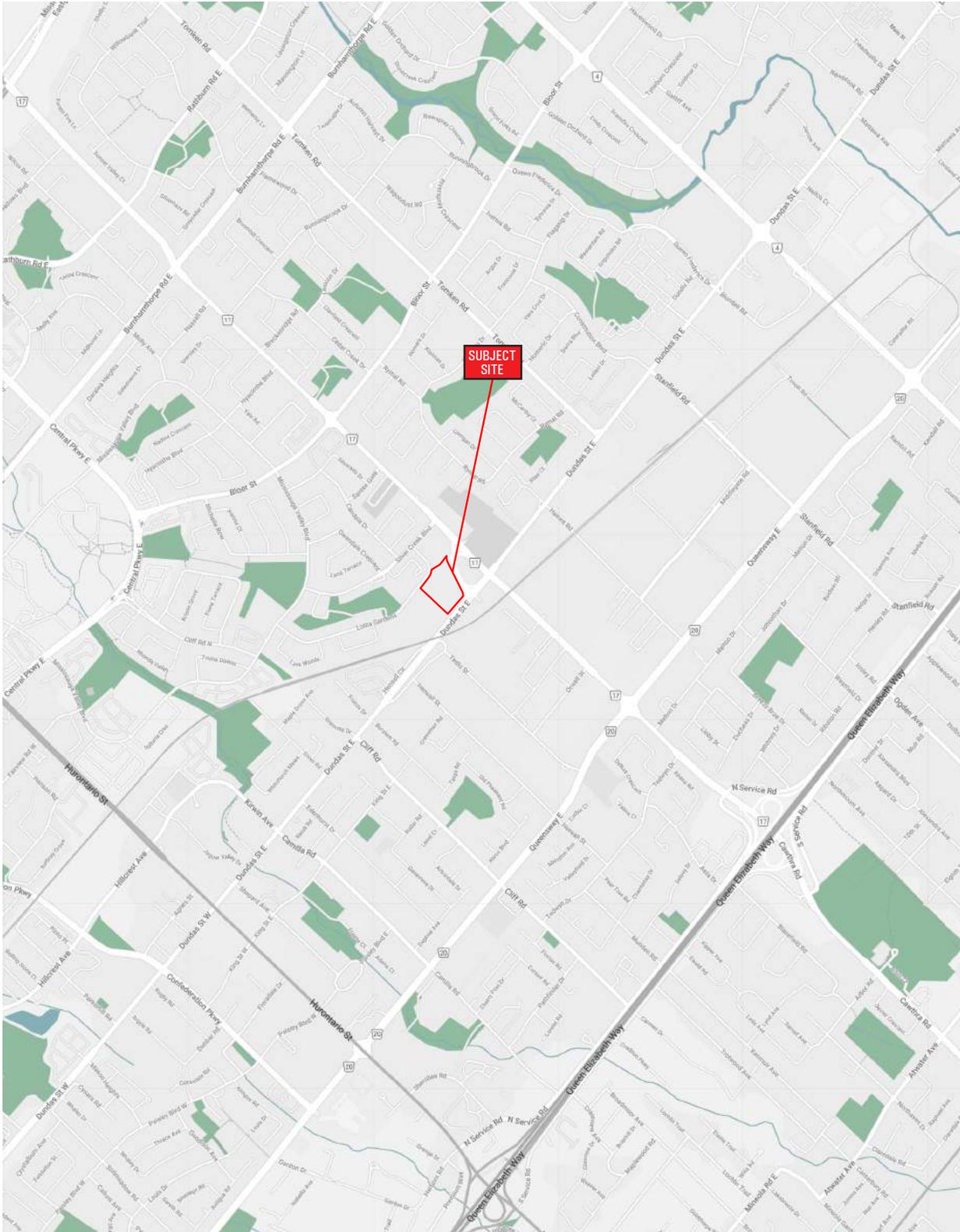


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application made by Hanseatic Holdings Limited to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007 with respect to a 2.6-hectare property located on the south side of Lolita Gardens, north of Dundas Street East, municipally known as 600 and 620 Lolita Gardens (the "subject site") (see **Figure 1**, Location Map).

The subject site is currently occupied by two rental residential towers constructed in 1973. The westerly tower is 17 storeys in height and the easterly tower is 21 storeys. There are extensive surface parking areas and landscaped areas surrounding the buildings, and an outdoor play area adjacent to the subject site's west property line. The existing layout of the site represents a classic "tower in the park" typology.

The official plan amendment and rezoning application (the "Application") provides for the redevelopment of the westerly portion of the subject site with an infill development consisting of a new 25-storey rental residential building (the "proposed building"). The existing 17- and 21-storey buildings on the subject site will be maintained (the "existing buildings") and will be connected to the proposed building via the underground parking garage (collectively the "proposal").

The proposal will make an important contribution to the available supply of purpose-built rental housing in the City as it will provide an additional 271 new purpose-built rental units while maintaining all of the existing rental housing stock. The proposed gross floor area of both the existing and proposed buildings on the subject site will be approximately 60,596 square metres, resulting in a density of 2.31 FSI. An official plan amendment is required, however, in order to permit an additional apartment building on the subject site and to increase the maximum density permission of 1.4 FSI, as currently set out in the applicable Mississauga Valleys Character Area policies (Map 16-19) in the Official Plan.

This report concludes that the proposal is consistent with the planning framework established in the Provincial Policy Statement (the "PPS"), conforms to the policies of the A Place to Grow: Growth Plan for the Greater Golden

Horseshoe (the "Growth Plan"), the Region of Peel Official Plan and the intent of the City of Mississauga Official Plan, all of which support residential intensification in built-up areas.

From a land use perspective, the proposal will contribute to the achievement of numerous policy objectives that promote intensification and a range of housing choices within built-up urban areas, particularly in locations that are well-served by municipal infrastructure, including public transit, parks and schools. As is typical of the "tower in the park" type of development, the existing built form on the subject site represents a significant underutilization of a property as it is located adjacent to Dundas Street East, which has frequent transit service and is a planned higher order transit corridor as identified in both the Regional of Peel Official Plan and the Mississauga Official Plan, as well as through the Council-endorsed Dundas Connects Master Plan. The subject site is also located adjacent to Cedarbrae Park and is within close walking distance of commercial plazas (containing a supermarket) and an elementary school (Silver Creek Public School).

From a built-form and urban design perspective, the proposal represents an appropriate design response that will establish an appropriate built-form presence along Lolita Gardens, while minimizing adverse impacts on the existing buildings on the subject site and on adjacent properties where there are low-rise buildings. The proposal will improve the landscaping and enhance the pedestrian environment both on the subject site and within the public realm, and will provide a formalized pedestrian connection to Dundas Street East. The height and setbacks of the proposed building will fit well within the existing built form context and conform with the built form and urban design policies of the Mississauga Official Plan.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design, is consistent with the PPS and conforms to the Growth Plan, the Region of Peel Official Plan and the intent of the City of Mississauga Official Plan. Accordingly, we recommend approval of the Application.

[2.01]

S I T E &  
S U R R O U N D I N G S

## 2.1 Subject Site

The subject site, municipally known as 600 and 620 Lolita Gardens, is located on the south side of Lolita Gardens, northwest of the Dundas Street East and Cawthra connector Road intersection. It is irregular in shape, with an area of approximately 26,285 square metres (6.5 acres) and a frontage of approximately 90 metres on Lolita Gardens. Although the subject site is adjacent to Dundas Street East, due to the grade change from the Dundas Street overpass (to the west), pedestrian connections to Dundas Street East from the subject site are provided only at the southeast corner of the property. See **Figure 2**, Aerial Photograph.

There are two rental residential towers on the subject site; the westerly tower at 600 Lolita Gardens is 17 storeys (+/- 41.9 metres) in height and the easterly tower at 620 Lolita Gardens is 21 storeys (+/- 51.7 metres) in height. The easterly tower, which is closer to the Lolita Gardens frontage, is setback approximately 25.8 metres from the street edge. The remainder of the subject site has a significant amount of surface parking, both at the rear and at the northwest corner adjacent to Lolita Gardens, as well as extensive landscaped open space areas. An outdoor amenity area which consists of a playground and a basketball court (combined, approximately 319 square metres in size) is located along the west property line.



Subject site, existing 21-storey building (620 Lolita Gardens)



Subject site, existing 17-storey building (600 Lolita Gardens)

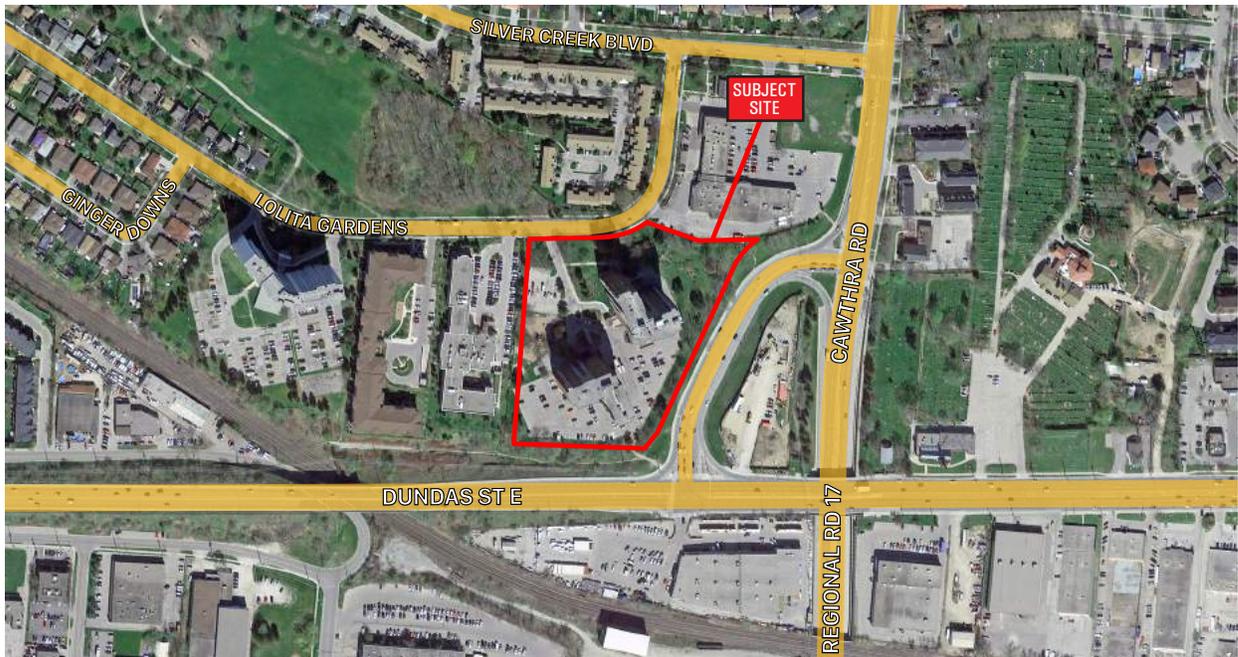


Figure 2 - Aerial Photograph



Existing playground on the subject site



Existing basketball court on the subject site



Single-storey building containing the indoor pool and entry/exit to underground parking garage



Existing bicycle parking on subject site

The existing buildings were constructed in 1973 and are "slab" style L-shaped apartment towers. Combined, the existing buildings contain a total of 408 purpose-built rental units (185 units in the 17-storey building and 223 units in the 21-storey building) and have an estimated gross floor area of approximately 38,681 square metres. A range of unit sizes are provided, including 1 bachelor unit, 79 one-bedroom units, 292 two-bedroom units and 36 three-bedroom units. In terms of existing indoor building amenities, there is currently a gym located within the easterly tower at 620 Lolita Gardens and an indoor pool located in a single-storey building which is connected to this tower (combined, approximately 414 square metres in size). Two bicycle racks are provided on-site; one rack is located within the surface parking area adjacent to the westerly tower, and the other is located along the east property line within the surface parking area. Garbage for each tower is stored in bins located outside at the rear of each tower.



Existing bicycle parking on subject site



Waste Storage and loading area at rear of 620 Lolita Gardens

There is a single level underground parking garage underneath the existing buildings containing a total of 303 parking spaces. An additional 249 parking spaces are located at-grade. The underground parking spaces are available for rent by the residential tenants, while the surface parking area includes 193 spaces for residents and 56 spaces for visitors. Driveways to the underground parking are located on either side of the pool building and are accessed via the private driveway which connects to Lolita Gardens. Each tower has its own passenger drop-off area in front of each tower's primary entrance, accessed via the private driveway.

There are a number of existing trees, shrubs and landscaped areas on the subject site. The majority of the property is fenced except for the driveway from Lolita Gardens and a pedestrian connection at the southeast corner of the subject site, which provides an informal pedestrian linkage to Dundas Street East. Most of the subject site is relatively flat; however, there is a significant grade change at the northeast corner of the subject site, in between the easterly tower and the adjacent commercial plaza located at 680 Silver Creek Boulevard.



Passenger drop-off and entrance to 600 Lolita Gardens



Passenger drop-off and entrance to 620 Lolita Gardens



Existing surface parking area on the subject site



Entrance to subject site from Lolita Gardens



Rear of 2-storey townhouses on Lolita Gardens - north of the subject site



Cedarbrae Park adjacent to the Lolita Gardens frontage



3-storey long-term care residence, west of subject site (590 Lolita Gardens)

## 2.2 Surroundings

To the north of the subject site is a 2-storey townhouse complex located at 600 Silver Creek Boulevard. Immediately north of the site, the closest townhouse block backs on to Lolita Gardens, where there is 2-metre high retaining wall (due to the grade change) and a landscaped boulevard within the Lolita Gardens right-of-way. North of the townhouse complex is a residential neighbourhood comprised of single- and semi-detached dwelling units.

To the northeast of the subject site, at the southeast corner of Cawthra Road and Silver Creek Boulevard, is a commercial plaza located at 680 Silver Creek Boulevard, which has a supermarket (No Frills) and a variety of other smaller commercial uses. The rear of the plaza is well-screened from the pedestrian walkways and surface parking on the subject site due to the significant grade change and the existing trees and shrubbery. The Cherry Hill House, a designated heritage property built in 1822, is located within this plaza at the Silver Creek Boulevard and Lolita Gardens intersection.

To the northwest of the subject site is Cedarbrae Park (approximately 3.6 hectares in size) and Silver Creek Public School (460 Silver Creek Boulevard).

Immediately east of the subject site is the Cawthra Road connector road which provides vehicular access from Dundas Street East to Cawthra Road. East of Cawthra Road, adjacent to Dundas Street East, is the Dixie Union Chapel and Cemetery and St. John's Anglican Church.

Directly south of the subject site is Dundas Street East. A relatively large commercial property is located on the south side of Dundas Street East, currently occupied by a Rona, which is adjacent to the CP rail corridor. South of this rail corridor is an employment area.

West of the subject site is a 3-storey long-term care residence located at 590 Lolita Gardens, with a surface parking lot located adjacent to the subject site's west property line. Further west is a 4-storey condominium building located at 570 Lolita Gardens, and a 19-storey condominium building located at 530 Lolita Gardens. Further west are single- and semi-detached dwellings.



4-storey condominium building, west of subject site (570 Lolita Gardens)



19-storey condominium building at 530 Lolita Gardens

## 2.3 Transportation Network

Road classifications and right-of way ("ROW") widths are established in the Mississauga Official Plan (OP). Schedule 5 – Long Term Road Network outlines the road classifications (see **Figure 3**) and Schedule 8 – Designated Right-of-Way

Widths outlines the ROW widths (see **Figure 4**). Further, Schedule 6 – Long Term Transit Network identifies the transit corridors (see **Figure 5**) and Schedule 7 – Long Term Cycling Routes identifies the cycling routes in Mississauga (see **Figure 6**).

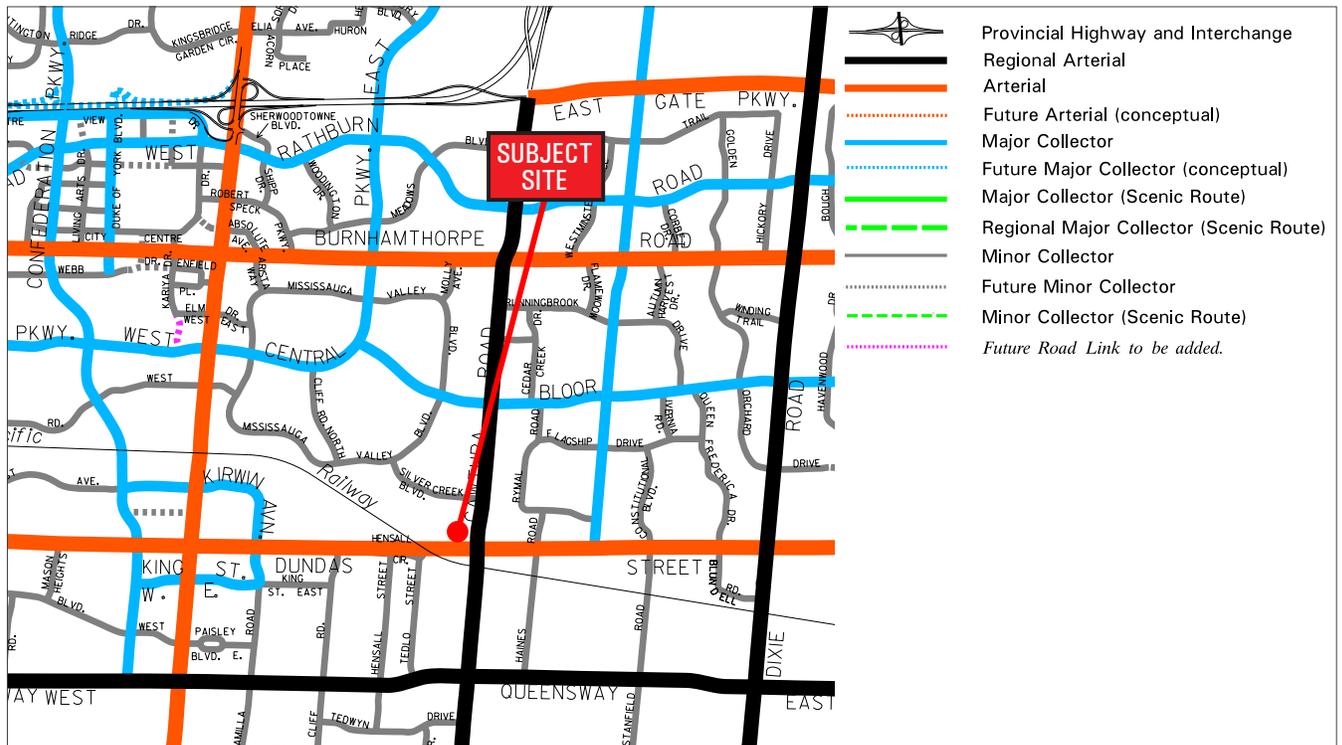


Figure 3 - Schedule 5, Mississauga Official Plan

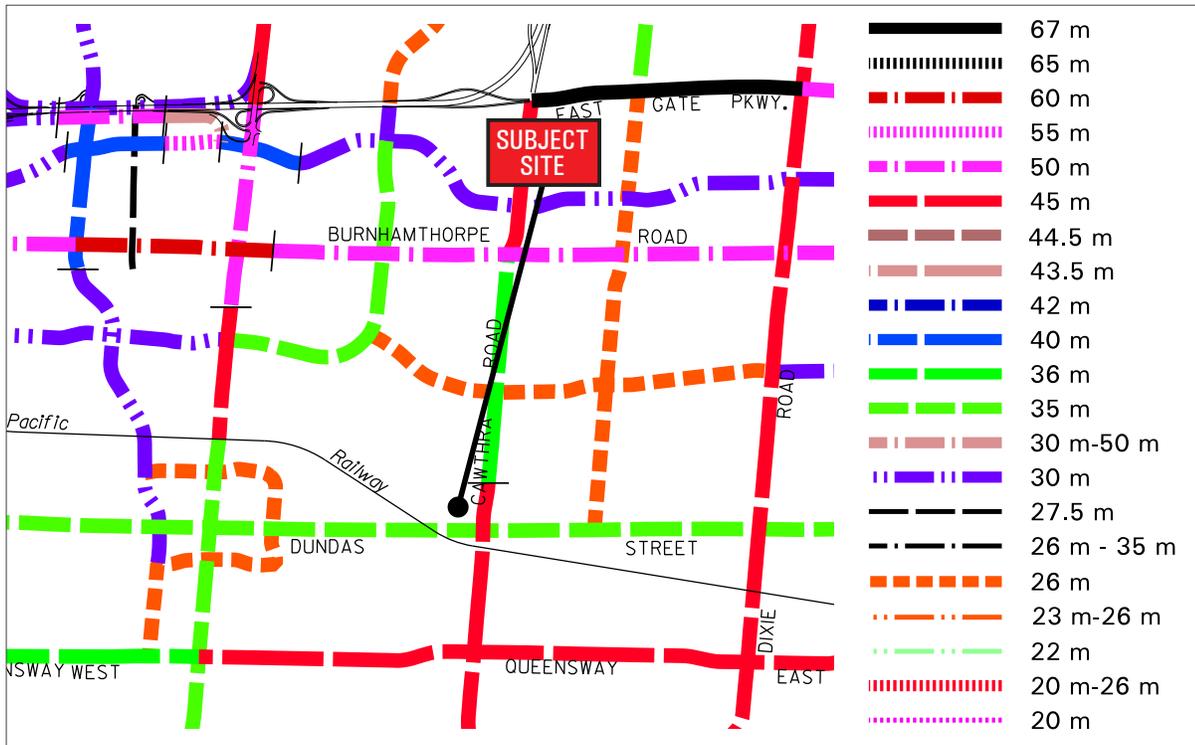


Figure 4 - Schedule 8, Mississauga Official Plan

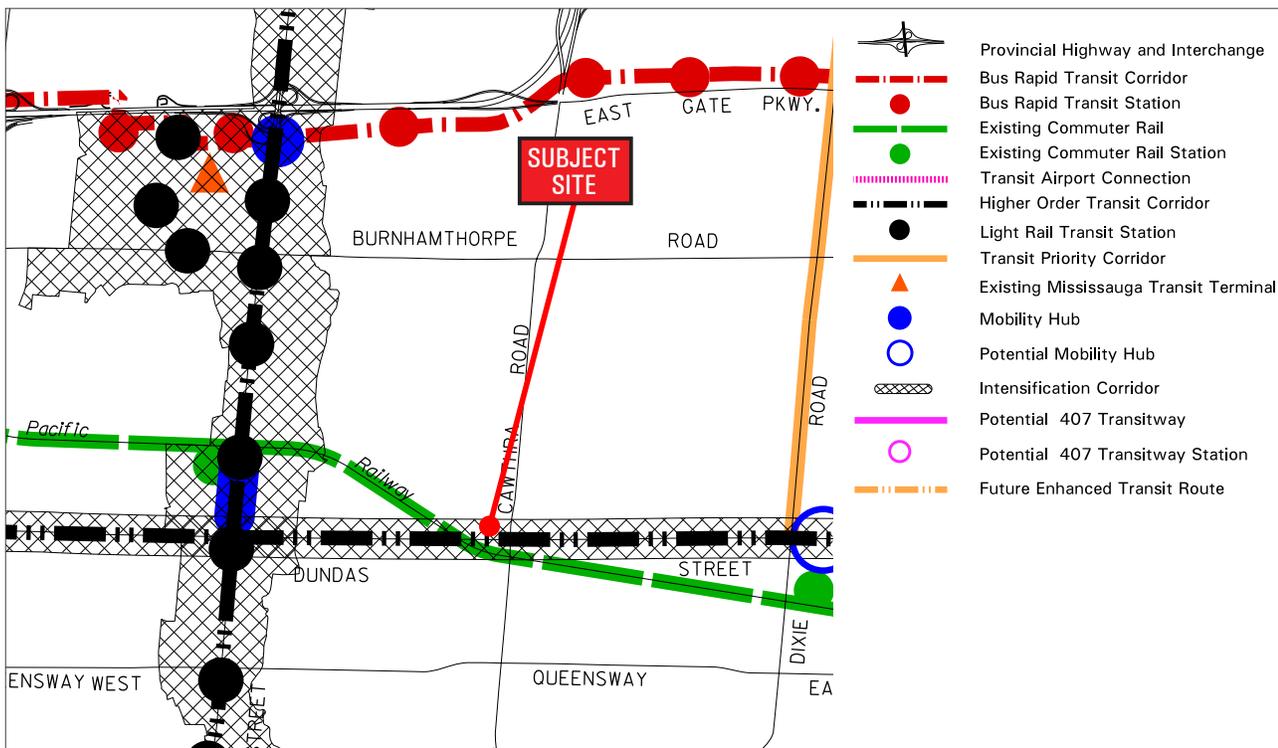
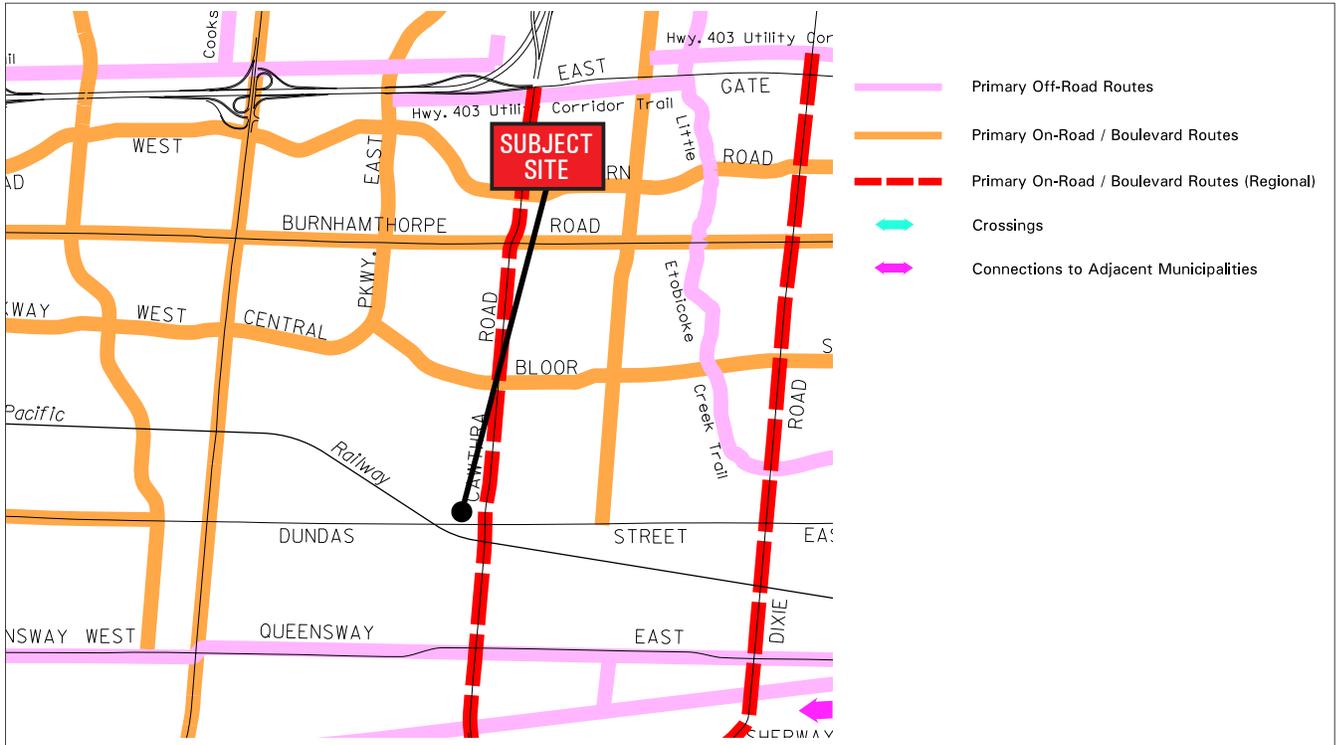


Figure 5 - Schedule 6, Mississauga Official Plan



**Figure 6 - Schedule 7, Mississauga Official Plan**

Dundas Street East, in the vicinity of the subject site, is classified (as per Schedule 5) as an Arterial Road that runs in an east-west direction and has a planned right-of-way width of 35 metres (Schedule 8). Dundas Street East is identified as a Higher Order Transit Corridor and *Intensification Corridor* (Schedule 6). As well, Dundas Street East is identified as an Other Rapid Transit Corridor on Schedule G of the Region’s Official Plan. In the area surrounding the subject site, Dundas Street East has sidewalks and transit stops located along both sides of the street.

Cawthra Road is a Regional Arterial Road that runs in a north-south direction (Schedule 5) and has a planned right-of-way width of 45 metres for the portion of Cawthra Road that is located within proximity to the subject site. Further, Schedule 7 identifies Cawthra Road as Primary On-Road/Boulevard Routes (Regional) in terms of long-term cycling routes.

From a public transit perspective, (see **Figures 7, 8 and 9 - MiWay Transit System Map – Weekday, Saturday and Sunday, respectively**), the subject site has good access to existing public transit service and is within approximately 150 to 250 metres of stops for the following MiWay Transit routes:

- Route 1 Dundas/1C Dundas-Collegeway: operates between the South Common Centre Bus Terminal and Islington Station Bus Terminal. The route makes stops along Dundas Street from the general area of Winston Churchill Boulevard to Islington Station. The bus provides service from Monday to Sunday. 1 Dundas is slightly different to 1C Dundas-Collegeway as the 1C runs through the U. of T. Mississauga campus whereas the 1 offers service slightly to the west of Winston Churchill Boulevard. The closest Route 1/1C bus stop is at the intersection of Dundas Street and Cawthra Road, approximately 150 metres from the subject site.

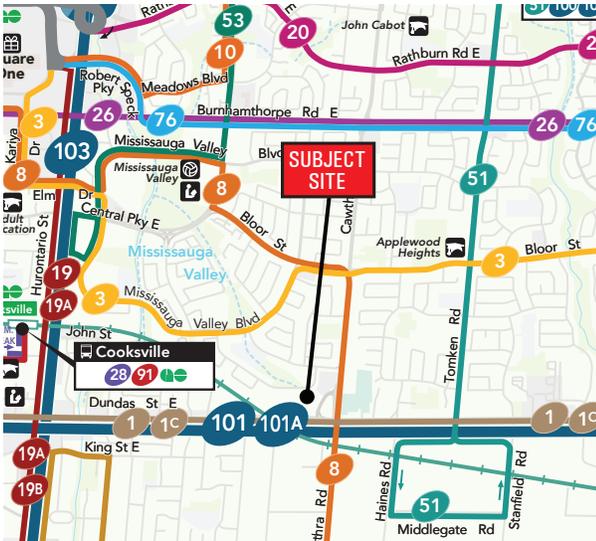


Figure 7 - MiWay Transit Map - Weekday Schedule



Figure 8 - MiWay Transit Map - Saturday Schedule

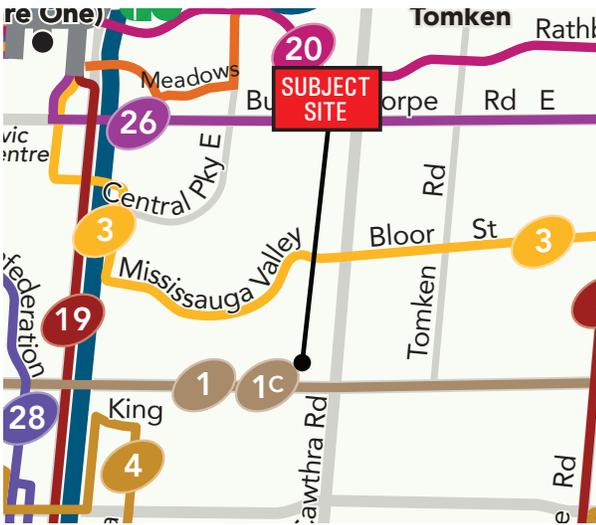


Figure 9 - MiWay Transit Map - Sunday Schedule

- **Route 101/101A Dundas Express:** operated as an all-day service along Dundas Street between the general areas of South Common Centre Bus Terminal and Islington Station Bus Terminal. The 101 operates Monday-Saturday looping around the South Common Centre and U. of T. Mississauga. 101A offers west end service, looping around Vega Boulevard to Laird Road and Ridgeway Drive. The 101A also operates at the U. of T. Mississauga campus but there is no service to UTM during summer term and winter holidays. The closest Route 101/101A bus stop is at the intersection of Dundas Street and Cawthra Road, approximately 150 metres from the subject site.
- **Route 8 Cawthra:** operates between Square One and Port Credit GO Station from Monday-Saturday. The route makes stops along Bloor Street, Cawthra Road and Hurontario Street. Cawthra Senior's Centre (off-peak only) and Cawthra Park are identified on the service map, offering service mainly in a north-south direction. The closest Route 8 bus stop is at the intersection of Dundas Street and Cawthra Road, approximately 250 metres from the subject site.

The subject site is located approximately mid-way between two GO transit stations along the Milton GO train line. The Cooksville GO station is located at 3210 Hurontario Street, approximately 2.2 kilometres west of the subject site, and the Dixie GO station is located at 2445 Dixie Road, approximately 2.6 metres east of the subject site. Both stations can be accessed via the local bus routes operating along Dundas Street East and connecting to local bus routes along Hurontario Street or Dixie Road (or walking). The Milton GO train line provides train service to and from Union Station during the morning and afternoon commuting hours.

In June 2018, City of Mississauga Council endorsed the Dundas Connects Master Plan which proposes bus-rapid-transit (BRT) along Dundas Street East in a dedicated right-of-way, located in the median of the street. One of the proposed BRT stops is to be located at Dundas Street East and Cawthra Road, approximately 150 to 200 metres from the subject site. The Dundas Connects Master Plan is discussed further in Section 4.7 of this report.

# [3.0]

P R O P O S A L

### 3.1 Description of the Proposal

The proposal provides for a new 25-storey apartment building comprised of 271 new purpose-built rental units. This proposed building will be located on the west portion of the subject site in the area that is currently occupied by surface parking and an outdoor play area (see **Figure 10**, Site Plan). The proposal includes four levels of below-grade parking, the upper level of which will connect to the existing underground parking garage.

The proposed building will have a total height of 73.8 metres to the top of the main roof (79.8 metres inclusive of the mechanical penthouse) and a total residential gross floor area of approximately 21,915 square metres. The combined gross floor area of the existing apartment buildings (approximately 38,681 square metres) and the proposed building is approximately 60,596 square metres, resulting in a total FSI of 2.31 times the area of the lot.

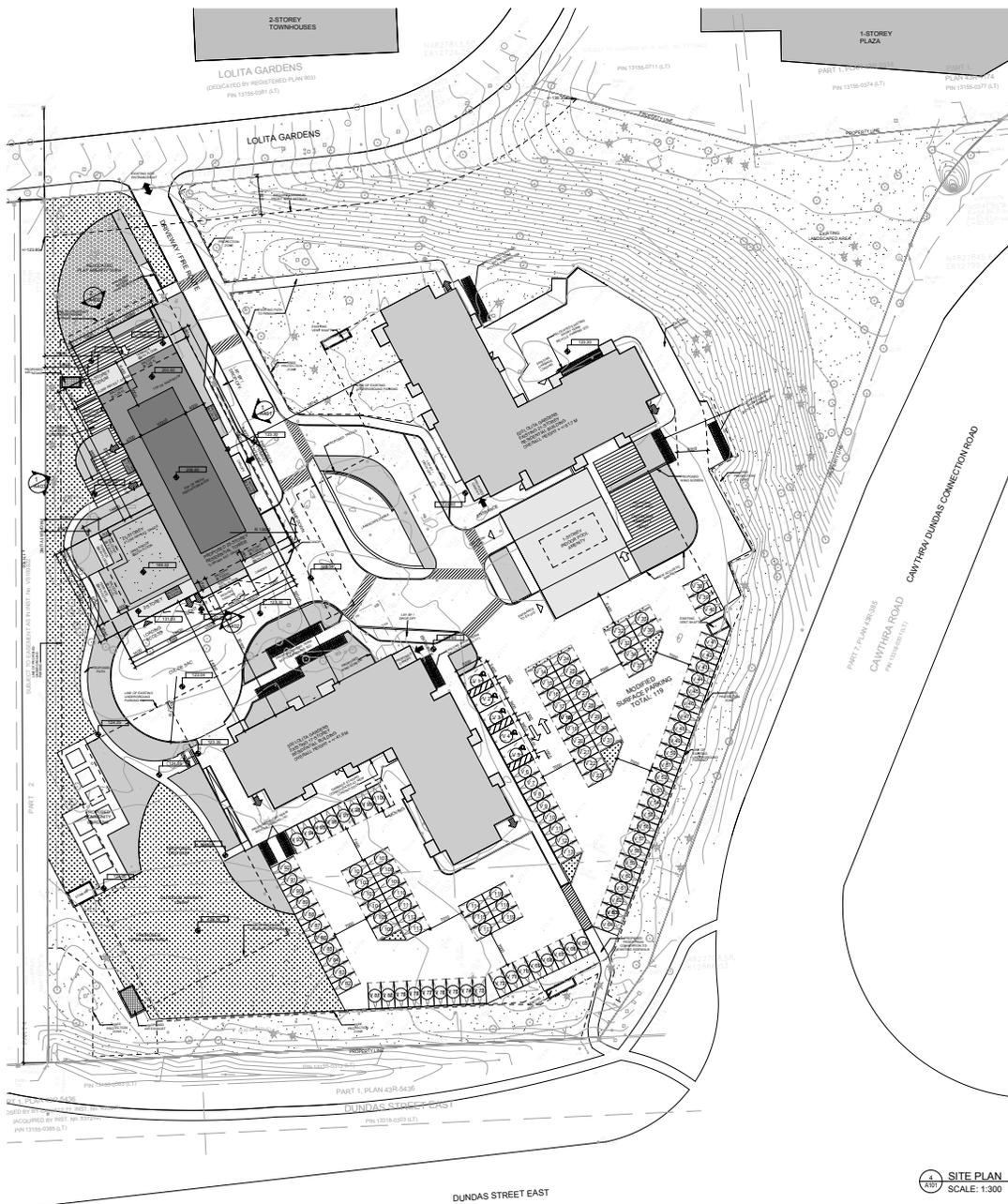


Figure 10 - Site Plan

While portions of the existing underground parking garage and surface parking areas will be removed to accommodate the new rental building, the new parking structure will form an extension of the existing garage and will provide an appropriate ratio of resident and visitor parking spaces to serve both the proposed and existing buildings. The existing entrance to the underground parking garage located adjacent to the existing 21-storey building (the easterly tower) will be maintained, and a new entrance to the underground parking garage will be provided in the proposed building.

A total of 902 parking spaces will be provided on the subject site. There will be 783 parking spaces in the parking garage for the use of residents of both the existing and proposed buildings, of which 543 will be new parking spaces and 240 will be retained spaces. The surface parking will be reduced from 249 spaces to 119 spaces, all which will be for visitors.

There will be 140 bicycle parking spaces for the residents of the existing and proposed buildings. The new and existing bicycle parking spaces are to be located adjacent to the new cul-de-sac and adjacent to the existing easterly and westerly towers.

With respect to site organization and circulation, the existing driveway from Lolita Gardens will be maintained, the internal driveway loop will be re-configured, and a new cul-de-sac will be located in between the proposed building and the existing 17-storey building (the westerly tower), which will provide access to the loading and waste pick-up areas of the proposed building. Each building will have their own passenger drop-off lay-by areas, and pedestrian connections above and below grade will provide access to all buildings and will allow residents to safely and comfortably walk between the buildings in order to access shared amenities and outdoor spaces.

## **PODIUM**

The five-storey podium has an "L"-shaped configuration, similar in shape to the existing buildings on the site. The podium is set back a minimum of 8.5 metres from the west property line. At grade the podium is a minimum of 28.0 metres from the existing 17-storey building which increases to 30.4 metres beginning at the second

storey. The podium is in excess of 38.0 metres from the existing 21-storey building.

An indoor amenity area (approximately 298 square metres), which is directly connected to an outdoor amenity area (approximately 256 square metres) is located on the ground floor of the new building. A larger outdoor play amenity area (approximately 319 square metres), which will replace the outdoor play amenity area that exists on the subject site today, will be re-located to the north of this outdoor amenity area, adjacent to the Lolita Gardens frontage.

The ground floor of the podium also includes the lobby entrance, adjacent to the driveway, an internal loading and waste storage area, accessed by vehicle from the proposed cul-de-sac, and an internal vehicular ramp which will provide access to the new underground parking garage. The upper floors of the podium contain residential dwelling units which have a range of unit types and sizes. The majority of these units have private balconies.

## **TOWER**

The tower begins on the 6<sup>th</sup> floor and its reduced floor plate (856 square metres excluding balconies/terraces) allows all of the dwelling units on this floor to have private terraces (with the exception of two units that have private balconies). Floors 7 to 21 have a floor plate size of 925 square metres (excluding balconies/terraces). The floor plate of the tower is reduced to 724 square metres (excluding balconies/terraces) from floors 22 to 25.

## **UNIT DISTRIBUTION AND AMENITY SPACE**

The new building is proposed to contain 271 new residential rental units, with a mix of one (1) bachelor, 84 one-bedroom units (31 percent), 135 two-bedroom units (50 percent) and 51 three-bedroom units (19 percent). The existing buildings contain 408 residential rental units combined and has a broad mix of unit types, although a smaller number of larger units including 1 bachelor unit, 79 one-bedroom units, 292 two-bedroom units and 36 three-bedroom units. Overall, the proposal will result in a total of 679 purpose-built residential rental units on the subject site.

The proposal incorporates a total of approximately 2,059 square metres of new amenity space, in addition to the indoor amenity space in the existing 21-storey building (approximately 414 square metres) and the re-located outdoor play area (approximately 319 square metres) along the Lolita Gardens frontage, for a total of 2,792 square metres of amenity space on the subject site. Of the 2,792 square metres of amenity space, 2,057 square metres will be outdoor amenity area and 735 square metres will be indoor amenity area. All of the amenity spaces will be fully accessible to tenants in both the existing and proposed buildings.

As noted, the indoor amenity space in the new building will be directly connected to the outdoor amenity areas. These spaces are designed to accommodate a range of activities for the new and the existing residents. Community gardens are also proposed, as well as a more passive openspace area, at the southwest corner of the subject site. The gym and pool in the existing building which is connected to the existing 21-storey building will remain, and a new lounge area surrounded by new landscaping is to be located adjacent to the pool.

## **ACCESS, PARKING AND LOADING**

The existing driveway access from Lolita Gardens remains, while the internal driveway loop will be re-configured to improve access to, and circulation within, the subject site. New landscaping, a trellis/screen and seating are all proposed on the driveway loop's island. A new cul-de-sac is proposed on the west portion of the site, accessed via the driveway loop, and will provide vehicular access for the loading and waste pick-up of the proposed building.

A significant reduction in the number of surface parking spaces is proposed. As noted, 130 surface parking spaces will be removed from the west side of the existing 17-storey building and the east side of the existing 21-storey building and will be replaced by the proposed building's amenity spaces and landscaping. With the removal of this surface parking area, the amount of site area devoted to landscaped open space will increase from approximately 13,359 square metres to 14,079 square metres.

240 of the existing underground parking spaces will be retained and an additional 543 spaces will be constructed in the new parking structure on four levels of underground parking. This new parking structure will extend from the retained portion of the existing underground garage and a vehicular connection will be provided between the new and existing parking structures. 119 surface parking spaces will remain for visitor use.

The proposal maintains the ramp to the underground garage in its existing location on either side of the pool building, which is connected to the existing 21-storey building. A second ramp is provided within the proposed building. Both ramps will provide access to the entirety of the underground parking structure.

One loading space is proposed within the new building, accessed via the new cul-de-sac and located adjacent to the indoor waste management area (for the storage and collection of garbage). The existing waste management areas within the existing buildings will remain.

## **3.2 Key Statistics**

The table below provides a summary of the key statistics for the proposal. This includes the statistics as identified on the Architectural Plans from Quadrangle Architects dated July 5, 2019, as well as the statistics as included in the Draft Zoning By-law Amendment that has been prepared to implement the proposal. The standards in the Draft Zoning By-law Amendment provide for minor adjustments that may arise during the detailed design stage.

Statistic	Architectural Plans dated July 5, 2019	Proposal per Draft Zoning By-law Amendment
<b>Site Area</b>	26,285.54 square metres	-
<b>Gross Floor Area</b> New Residential GFA Existing Residential GFA (approximate) <b>Total GFA</b>	21,915 square metres 38,681 square metres <b>60,596 square metres</b>	-
Combined Existing and Proposed Residential FSI	2.31	2.35
<b>New Building Height</b>	25 storeys (73.8 metres to top of main roof and 79.8 metres to top of mechanical penthouse – from the ground floor)	73.75 metres to the top of the main roof (from established grade)
<b>New Residential Units</b> 1 Bedroom 2 Bedroom 3 Bedroom <b>Total</b>	85 units (31%) 135 units (50%) 51 units (19%) <b>271 units</b>	-
<b>Existing Residential Units</b>	408 units	-
<b>Total Residential Units</b>	679 units	700 units
<b>New Amenity Space</b> Indoor Outdoor <b>Total</b>	321 square metres 1,738 square metres <b>2,059 square metres</b>	5.6 m <sup>2</sup> per dwelling unit
<b>Existing Amenity Space to Remain</b>	733 square metres	-
<b>Car Parking Spaces</b> Residential Visitor <b>Total</b>	783 spaces 119 spaces <b>902 spaces</b>	Minimum number of resident parking spaces per dwelling unit: Bachelor: 1.0 1 bedroom: 0.85 2 bedroom: 1.13 3+ bedroom: 1.22 Minimum number of visitor parking spaces per dwelling unit: 0.14
<b>Bicycle Parking Spaces</b> Existing Proposed <b>Total</b>	72 spaces 68 spaces <b>140 spaces</b>	
<b>Landscaped Open Space</b>	14,079 square metres	

### 3.3 Required Approvals

The Mississauga Official Plan sets out policies for the development of new buildings within the Mississauga Valleys Character Area, particularly with respect to minimum and maximum densities. Amendments to the City of Mississauga Official Plan and the Zoning By-law No. 0225-2007, as amended, are necessary in order to permit the

proposal, increase the permitted density, and to revise other development standards to reflect the development proposal.

# [4.0]

POLICY &  
REGULATORY  
CONTEXT

## 4.1 Overview

The proposal conforms to or is consistent with the policy directions set out in the *Planning Act*, the PPS, the Growth Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote and encourage intensification within built-up urban areas, particularly in proximity to transit infrastructure.

## 4.2 The Planning Act R.S.O 1990 c. P.13

Section 2 of the *Planning Act*, R.S.O.1990, c.P13 (the "Planning Act") sets out matters of provincial interest which Councils shall have regard to, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are: the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f); the orderly development of safe and healthy communities (h); the adequate provision of a full range of housing, including affordable housing (j); the appropriate location of growth and development (p); and the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q).

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

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

## 4.3 Provincial Policy Statement (PPS 2014)

The PPS came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, as set out in Section 4.2 of this report, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

Part IV of the PPS sets out the Province's vision for Ontario, and directs municipalities to use all resources wisely:

*"Efficient development patterns optimize<sup>1</sup> the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They also support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources."*

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

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<sup>1</sup> While *efficient* and *optimize* are not defined terms in the PPS, for the purpose of this Report, we have used the *Oxford Living Dictionary* definitions to interpret the provincial policy directions. In this respect, "efficient" is defined as "achieving maximum productivity with minimum wasted effort or expense" and "optimize" is defined as "to make the best or most effective use of a situation or resource".

In particular, Policies 1.1.1(a), 1.1.1(b) and 1.1.1(e) provide that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses; and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.2 directs that 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, and within settlement areas, sufficient land shall be made available through intensification and redevelopment. Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development, and their vitality and regeneration promoted.

Accordingly, Policy 1.1.3.2(a) requires that land use patterns within settlement areas be based on densities and a mix of land uses, which are appropriate for and efficiently use land, resources, infrastructure<sup>2</sup> and public service facilities, support active transportation and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.2(b) further requires that the land use patterns in settlement area be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3.

Policy 1.1.3.3 requires planning authorities to identify and promote opportunities for intensification<sup>3</sup> and redevelopment<sup>4</sup>, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and

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

With respect to housing, Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the *regional market area*, by:

a. maintaining 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;

Policy 1.4.3 includes specific directions with respect to providing an appropriate range and mix of housing types and densities. Relevant policies with respect to the proposal are:

b. permitting and facilitating all forms of *residential intensification*, including second units, and *redevelopment* in accordance with policy 1.1.3.3;

c. directing the development of new housing towards locations where appropriate levels of *infrastructure* are available;

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; and

e. establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form.

Policy 1.6.3(a) provides that before consideration is given to developing new *infrastructure* and *public service facilities*, the use of existing *infrastructure* and *public service facilities* should be optimized. Policy 1.6.6.1(a) provides that planning for *sewage and water services* shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing (1) *municipal sewage services* and *municipal water services*.

**2 Infrastructure:** means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities

**3 Intensification:** means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings

**4 Redevelopment:** means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

The efficient use of infrastructure (particularly transit) is a key element of the PPS (Section 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: b) optimizing the use of land, resources, infrastructure and public service facilities; c) maintaining and enhancing the vitality and viability of downtowns and main streets; and 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.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: a) promote compact form and a structure of nodes and corridors; b) promote the use of active transportation and transit in and between residential, employment and other areas; and e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 4.0 establishes how the PPS is to be implemented. Policy 4.2 requires that every decision of a municipal council that affects planning matters must be consistent with the PPS. This requirement also includes any comments, submissions or advice provided by the council of a municipality that affect a planning matter must also be consistent with the PPS.

In accordance with Policy 4.4, the PPS is to be read in its entirety and all relevant policies are to be applied to each situation. Policy 4.7 identifies that the official plan is the most important vehicle in the implementation of the PPS, at the local level, and that the policies of the PPS continue to apply after the adoption of an official plan. However, in accordance with Policy 4.8, zoning by-laws are also important for implementation of the PPS which directs planning authorities to

keep their zoning by-laws up-to-date with both their official plans and the PPS. Finally, Policy 4.9 provides that the policies of the PPS represent minimum standards, and the PPS does not prevent planning authorities from going beyond these minimum standards, unless doing so would conflict with any policy of the PPS.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal and the requested official plan amendment and implementing zoning by-law are consistent with the PPS, specifically those policies relating to optimization, intensification and the efficient use of land and infrastructure.

## 4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“A Place to Grow”) came into effect and replaced the 2017 Growth Plan for the Greater Golden Horseshoe. As noted in Section 1.2.2 of A Place to Grow, all municipal decisions made after May 16, 2019 will have to conform to A Place to Grow, subject to any legislative or regulatory provisions providing otherwise.

A Place to Grow provides a framework for implementing the Province’s vision for managing growth across the region to the year 2041 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the proposal include:

- Supporting the achievement of complete communities<sup>5</sup> that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;

<sup>5</sup> **Complete Communities** *Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.*

- Prioritizing intensification and higher densities in Strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Section 1.2.3 provides that A Place to Grow is to be read in its entirety and the relevant policies are to be applied to each situation.

A Place to Grow policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. A Place to Grow includes objectives to support the development of a complete community and promotes transit-supportive development adjacent to existing and planned “frequent transit”. Section 2.1 of the Growth Plan states that:

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

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

*“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one*

*which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”*

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000, respectively, by 2041.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses; (c) providing a diverse range and mix of housing options; (d) expanding convenient access to a range of transportation options; and, (e) ensuring the development of compact built form and a vibrant public realm.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things,

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (a);
- identify the appropriate type and scale of development and transition of built form to adjacent areas (b);
- encourage intensification generally throughout the delineated built-up area (c);
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d); and

- o be implemented through official plan policies and designation, updated zoning and other supporting documents (f).

The subject site has characteristics of a "strategic growth area" pursuant to A Place to Grow (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form<sup>6</sup>). Strategic growth areas include urban growth centres, *major transit station areas*, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The subject site is located adjacent to Dundas Street East, which is a planned higher order transit corridor due to the proposed bus-rapid-transit (BRT) through the Council-endorsed Dundas Connects Master Plan, and currently accommodates frequent transit service through the various bus routes that travel along Dundas Street East (a minimum of every 15 minutes all day every day). The Dundas Connects Master Plan identifies a BRT station stop at the intersection of Cawthra Road and Dundas Street East. Therefore, based on the definition of *major transit station areas* (as set out below), the subject site would be considered to be within a *major transit station area*, as it is within 500 to 800 metres of a planned higher order transit station stop.

A Place to Grow defines a *major transit station areas* as "*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*" Higher Order Transit is defined by A Place to Grow as *transit that generally operates in partially or*

<sup>6</sup> **Compact Built Form** *A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.*

*completely dedicated rights-of-way ... and can include buses in dedicated rights-of-way.*

The A Place to Grow Growth Plan includes a number of policies applying to *major transit station areas*. In particular, Policy 2.2.4(2) requires upper tier municipalities in consultation with lower tier municipalities to delineate the boundaries of *major transit station areas* on *priority transit corridors* or subway lines "in a *transit supportive* manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station".

Policy 2.2.4(3)(b) goes on to require that *major transit station areas* on Priority Transit Corridors be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by bus rapid transit.

Policy 2.2.4(8) states that *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve connections to local and regional transit and connections to *major trip generators* (i.e. downtown Toronto) by providing, where appropriate, infrastructure that supports active transportation, and commuter pick up and drop off areas.

Policy 2.2.4(9) provides that, within all *major transit station areas*, development will be supported, where appropriate, by: providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, supports the achievement of the minimum intensification and density targets in A Place to Grow and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents (a). The strategy is to be implemented through official plan policies and designations and zoning by-law amendments (d).

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density

targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of A Place to Grow (2019) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

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

A cornerstone of Section 4 is the policies regarding climate change. Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaptation goals. These are to include supporting the achievement of complete communities as well as the minimum intensification and densification targets in A Place to Grow (a), and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for *infrastructure*, including transit and energy.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Policy 5.1, Context, provides that:

*"The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide*

*more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) [...]*

*It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.*

*Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation." (our emphasis)*

Policy 5.2.1 assists in determining how A Place to Grow should be interpreted by providing that the A Place to Grow sets out an integrated policy framework (5.2.1(1)) and that a municipal comprehensive review undertaken in accordance with A Place to Grow will be deemed to fulfill the municipal comprehensive review requirements of the PPS (5.2.1(2)).

Policy 5.2.5(1) clearly states that the targets set out in A Place to Grow are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the area which should be delineated in official plans in order to implement the minimum targets, including *major transit station areas and strategic growth areas*. Within each delineated

area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal not only conforms with A Place to Grow but specifically implements its policies promoting growth and intensification on lands that have characteristics of a "strategic growth area" and would be considered to be within a *major transit station area*.

## 4.5 Region of Peel Official Plan

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

### REGIONAL STRUCTURE

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

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

To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities. These communities will be served and connected by a 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.

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

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

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

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

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

## GROWTH MANAGEMENT

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

- optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit station areas;
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;
- support planning for complete communities that are compact, well designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.
- optimize the use of existing and planned infrastructure and services.

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

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

- achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;

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

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

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

Policy 5.5.3.2.7 of the Regional Official Plan requires that area municipalities develop intensification strategies that, among other matters, 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. Further, Policy 5.5.3.2.9 requires that area municipalities identify in their official plans the appropriate type and scale of development in intensification areas.

## HOUSING

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

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

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

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

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

Annual Minimum New Housing Unit Targets in Peel:

- Social Housing: 17%
- Affordable Rental: 3%
- Market Rental and Affordable Ownership: 35%
- Market Ownership: 45%

## TRANSPORTATION

The transportation policies of the Regional Official Plan are set out in Section 5.9. These policies, among other matters, are to maximize the use of existing transportation infrastructure and to promote the integration of transportation planning and land use planning. In particular, Policy 5.9.5.1.4 provides that an objective is to support and encourage *transit-supportive development* densities and patterns, particularly along *rapid transit corridors* and at designated nodes such as transit terminals, urban growth centres, GO stations and *mobility hubs*.

Schedule E (Major Road Network) identify both Dundas Street East and Cawthra Road as Major Roads. Schedule G (Rapid Transit Corridors (Long Term Concept)) identifies the portion of Dundas Street East abutting the subject site as Other Rapid Transit Corridor. Policy 5.9.5.2.10 encourages the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.

## 4.6 City of Mississauga Official Plan

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

## GROWTH MANAGEMENT POLICIES

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

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

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

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

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

Policy 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas. The subject site is located along Dundas Street East which is identified as an *Intensification Corridor* as shown on Schedule 2 (Intensification Areas) (**See Figure 11**).

The Dundas Connects Master Plan (the "Master Plan"), discussed subsequently, recommends a bus rapid transit system along Dundas Street (located in dedicated lanes in the median) and proposes a bus rapid stop at the jug-handle intersection of Cawthra Road and Dundas Street

East. This Master Plan has been endorsed by Mississauga City Council (in June 2018). While not specifically identified in the Official Plan at this time, based on the Dundas Connects Master Plan, the site would be considered to be within a *Major Transit Station Area*, and an area which is also identified as an *Intensification Corridor* by the Mississauga Official Plan.

Section 5.3 sets out the City Structure, which is intended to organize the city into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of various elements, including: the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, as well as Special Purpose Areas. The subject site is located within the *Neighbourhoods* element of the City Structure as shown on Schedule 1 (Urban System) (**See Figure 12**).

Figure 5.5 sets out height and density permissions for each of the City Structure elements. Within *Neighbourhoods*, the maximum permitted building height is four storeys and there are no prescribed density limitations. The minimum height within *Intensification Corridors* is two storeys and the maximum height and density is the same as the City Structure Element, which in this case is *Neighbourhoods*.

Section 5.3.5 sets out the general policies for *Neighbourhoods*. The Official Plan states that *Neighbourhoods* are characterized as physically stable areas with a character that is to be protected and are not appropriate for significant intensification. The Mississauga Official Plan notes that the policies for *Neighbourhoods* are not intended to imply that these areas will remain static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the *Neighbourhood's* existing and planned character.

To that end, Policy 5.3.5.3 states that, where higher density uses are proposed within *Neighbourhoods*, they should be located on sites identified by a local area review, along *Corridors* or in conjunction with existing apartment sites or commercial centres. As described above, the subject site is both along a *Corridor* and is an existing apartment site.

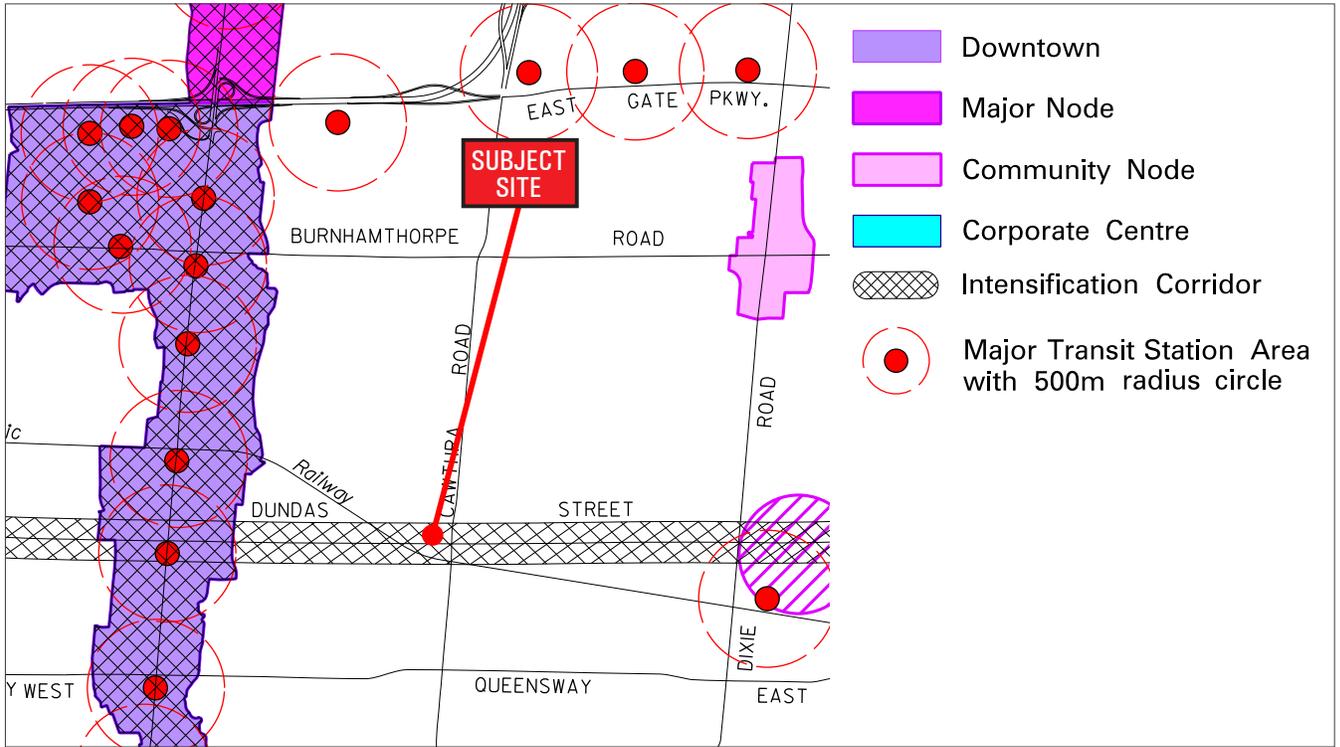


Figure 11 - Schedule 2 (Intensification Areas), Mississauga Official Plan

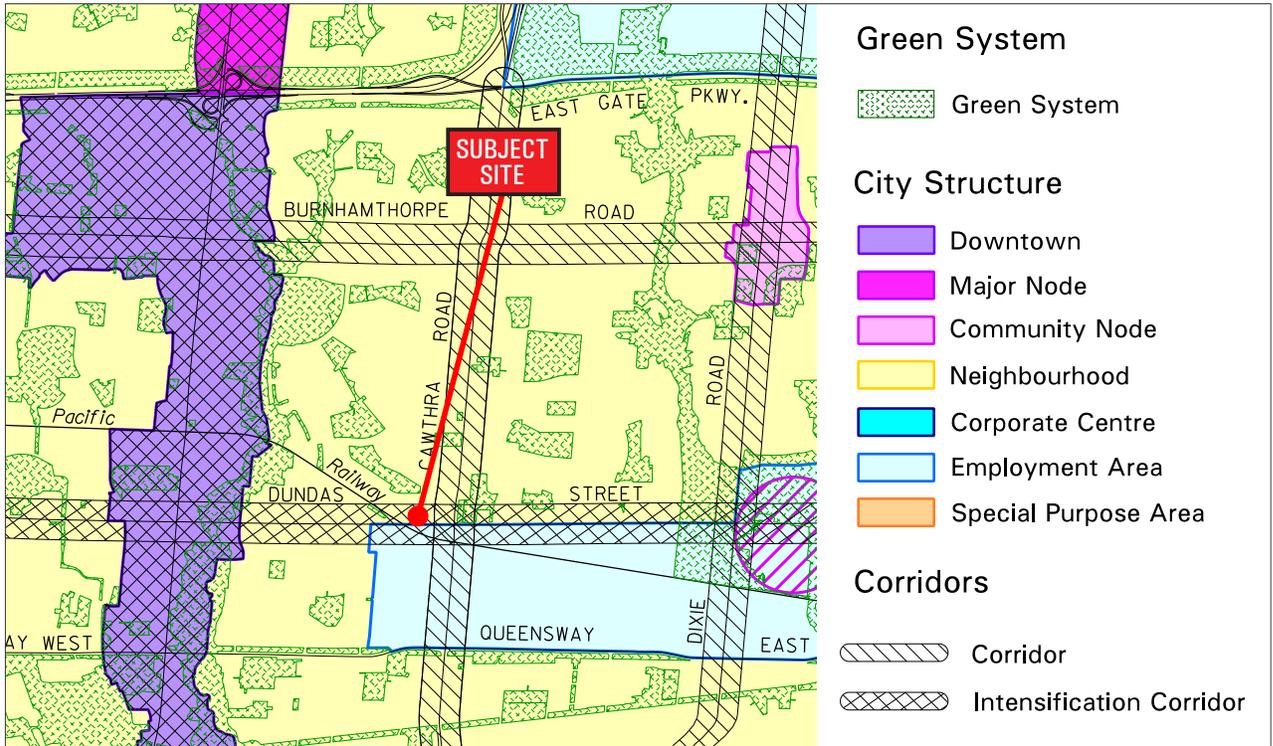


Figure 12 - Schedule 1 (Urban System), Mississauga Official Plan

Policy 5.3.5.5 provides that intensification within *Neighbourhoods* may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. Further, Policy 5.3.5.6 states that new development in *Neighbourhoods* will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Section 5.4 speaks to *Corridors* and states that a *Corridor* is generally comprised of the road right-of-way as well as the lands on either side of the road. As the site is located adjacent to Dundas Street East, in our opinion it comprises part of the Dundas Street East Corridor.

With regard to development along the *Corridors* in *Neighborhood's*, Policy 5.4.4 states that development on *Corridors* should be compact, mixed use and transit friendly and appropriate to the context of the surrounding *Neighbourhood*. Policy 5.4.5 states that where higher density uses within *Neighbourhoods* are directed to *Corridors*, development will be required to have regard for the character of the *Neighbourhoods* and provide appropriate transitions in height, built form and density to the surrounding lands. Policy 5.4.8 provides that *Corridors* will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.

Moreover, Policy 5.4.11 states Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. Further, as mentioned earlier, the Dundas Connects Master Plan proposes a Bus Rapid Transit station within close proximity to the subject site, and as such, and while not identified in the Official Plan, the subject site would meet the definition of a *Major Transit Station Area*, as defined by the A Place to Grow Growth Plan and the Mississauga Official Plan.

Section 5.5 speaks to Intensification Areas and states that future growth will primarily be directed to Intensification Areas. The plan envisions these areas to be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. Section

5.5 also states that it is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multi-storey developments and structured parking facilities. This Section also projects that more than three-quarters of the city's growth in population and employment to 2031 will be accommodated in Intensification Areas. To that end, Policy 5.5.1 states the focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, *Intensification Corridors* and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. Policy 5.5.3 provides that planning studies will delineate the boundaries of *Intensification Corridors* and Major Transit Station Areas and identify appropriate densities, land uses and building heights.

With respect to development in Intensification Areas, Policy 5.5.5 states that development will promote the qualities of complete communities and Policy 5.5.8 states residential and employment density should be sufficiently high to support transit usage and low density development will be discouraged. Intensification Areas will be planned to maximize the use of existing and planned infrastructure (Policy 5.5.9).

## COMPLETE COMMUNITY POLICIES

The complete community policies of the Mississauga Official Plan are set out in Chapter 7 ("Complete Communities"). These policies are intended to ensure the creation of new communities and completion of existing communities that meet the needs of people of different ages, cultures, income groups, and other segments of the population; fosters a sense of community and civic pride; has a wide mix and range of housing options; has community and cultural infrastructure; and respects cultural and archeological heritage and the city's diverse identities.

To that end, Policy 7.1.3 states 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.

Furthermore, Policy 7.1.6 states Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

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

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

In accordance with Policy 7.2.7 Mississauga is to directly assist all levels of government in the provision of rental housing by (b) assisting the development of new rental units through the

promotion of, and participation in, programs aimed at producing rental housing; and, (c) supporting the preservation of the rental housing stock.

## TRANSPORTATION POLICIES

The transportation policies of the Mississauga Official Plan are set out in Chapter 8 ("Create a Multi-Modal City"). At a high level, these policies encourage a multi-modal transportation network, provide a broad framework for the City's road, cycling, and higher order transit networks and assign right-of-way's and street classifications for public roads.

Section 8.1 provides the following: "Creating a multi-modal transportation system that supports transit and active transportation options goes hand-in-hand with creating compact, complete communities, and providing future generations with the opportunity to lead healthier, longer, more active lives. Transportation planning will complement environmental planning, land use planning and urban design."

With respect to the subject site, *Table 8-1 Road Classification – Arterials* classifies the stretch of Dundas Street East abutting the subject site as an *Arterial* with a right-of-way of 35 metres. Lolita Gardens is not identified as any form of *Arterial* or *Collector Road*. *Schedule 6 - Long Term Transit Network* classifies the stretch of Dundas Street East abutting the subject site as a *Higher Order Transit Corridor* (See Figure 13).

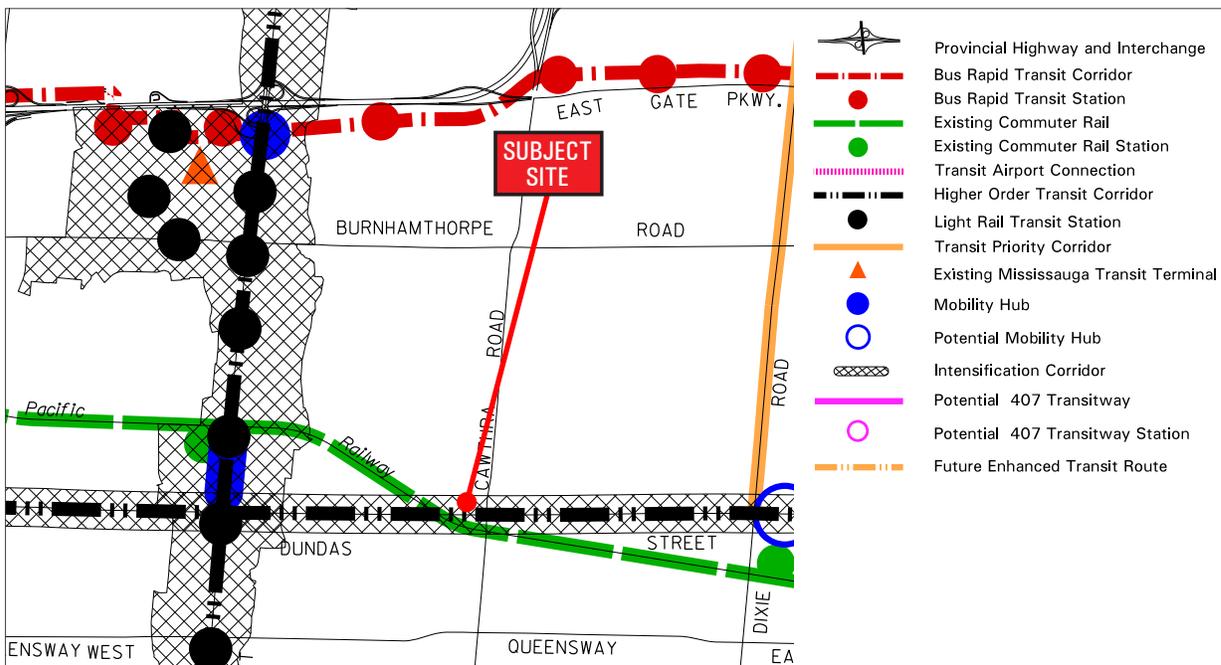


Figure 13 - Schedule 6, Mississauga Official Plan

## BUILT FORM POLICIES

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

Section 9.1 states Mississauga envisions that growth will be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Established residential Neighbourhoods, the Natural Heritage System and valuable cultural heritage resources will be protected and strengthened with infill and redevelopment, compatible with the existing or planned character. As discussed earlier, the subject site is both within an *Intensification Corridor* and Intensification Area, and also has an underlying *Neighbourhoods* city structure classification.

Section 9.1 goes on to state appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.

Policy 9.1.2 provides that within Intensification Areas, an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. With respect to *Neighbourhoods*, Policy 9.1.3 states that infill and redevelopment will respect the existing and planned character of the area, while Policy 9.1.9 provides that urban form will support the creation of an efficient multi-modal transportation system that encourages

a greater utilization of transit and active transportation modes.

With respect to *Corridors*, Policy 9.1.5 provides that development on *Corridors* will be consistent with existing or planned character, seek opportunities to enhance the *Corridor* and provide appropriate transitions to neighbouring uses. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

- a. respects the urban hierarchy;
- b. utilizes best sustainable practices;
- c. demonstrates context sensitivity, including the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence.

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

Distinct from the City Structure set out in Chapter 5 of the Mississauga Official Plan, Section 9.2 outlines the City Pattern that defines Mississauga and includes: Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage. The city pattern is a reflection of policies and land use decisions that direct growth, and is the major driver of the city's image creating order, scale, a sense of place, purpose and identity. Section 9.2 goes on to state Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports and is integrated with a multi-modal transportation system.

The subject site is located both within an Intensification Area (as it is located adjacent to Dundas Street East which is classified as an Intensification Corridor) and a Non-Intensification Area (as it is located in an area with an underlying

city structure designation of *Neighbourhoods*, as shown on Schedule 1 – Urban System of the Mississauga Official Plan).

Section 9.2.1 speaks to Intensification Areas which are identified as the principal location for future growth. Generally, these areas are a major building block of the city pattern and are envisioned to have high urban design standards which will result in vibrant and memorable urban places. These are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

To achieve this built form, Policy 9.2.1.1 states development will create distinctive places and locales and Policy 9.2.1.4 provides that Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. Policy 9.2.1.6 states that Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

Policy 9.2.1.8 specifies that the preferred location of tall buildings will be in proximity to existing and planned *Major Transit Station Areas* while Policy 9.2.1.10 provides that appropriate height and built form transitions will be required between sites and their surrounding areas.

With regard to tall buildings in Intensification Areas, Policy 9.2.1.11 states tall buildings will be sited and designed to enhance an area's skyline while Policy 9.2.1.12 requires tall buildings will be sited to preserve, reinforce and define view corridors and Policy 9.2.1.13 provides that tall buildings will be appropriately spaced to provide privacy and permit light and sky views. Policy 9.2.1.15 states tall buildings will address pedestrian scale through building articulation, massing and materials while Policy 9.2.1.16 states that tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.

Section 9.2.2 speaks to Non-Intensification Areas (the subject site is located in an area with an underlying city structure designation of *Neighbourhoods*) and the preamble of this

section provides that where increases in density are considered in *Neighbourhoods*, they will be directed to *Corridors*. Policy 9.2.2.1 specifies that, in Non-Intensification Areas, building heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. While Policy 9.2.2.2 indicates that tall buildings will generally not be permitted, Policy 9.2.2.4 provides that while "new development need not mirror existing development" new development in *Neighbourhoods* will:

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

Policy 9.2.2.6 states that development on *Corridors* will be encouraged to:

- b. face the street, except where predominate development patterns dictate otherwise;
- c. not locate parking between the building and the street;
- d. site buildings to frame the street and where non-residential uses are proposed, to create a continuous street wall;
- e. support transit and active transportation modes;
- f. consolidate access points and encourage shared parking, service areas and driveway entrances.

Under Section 9.4, which speaks to movement, Policy 9.4.1.2 directs that a transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along *Corridors* and encouraged throughout the rest of the city.

Under Section 9.5 (Site Development and Buildings), Policy 9.5.1.2 provides that developments should be compatible with, and provide appropriate transition to, existing and planned development, having regard to matters such as street and block patterns, the size and configurations of properties along a street (including lot frontages and areas), the continuity and enhancement of streetscapes, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures and landscapes on a property, and views, sunlight and wind conditions, among other matters.

Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context, while Policy 9.5.1.5 requires developments to provide a transition in building height and form between Intensification Areas and adjacent *Neighbourhoods* with lower density and heights.

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

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

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

- a. ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;

- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

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

With respect to tall buildings, Policy 9.5.3.9 seeks to minimize undue physical and visual negative impact relating to: microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.

## LAND USE POLICIES

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11, and the policies for Neighbourhood Character Areas are set out in Chapter 16. The subject site forms part of the *Mississauga Valleys Character Area* as shown on Schedule 9 (Character Areas) and is designated as *Residential High Density* on Schedule 10 (Land Use Designations) to the Mississauga Official Plan (**See Figures 14 and 15**).

Section 11.2.5 of the Mississauga Official Plan sets out the general land use policies for residential designations. Within the *Residential High Density* designation, Policy 11.2.5.6 states that the only permitted use is an apartment dwelling. Convenience commercial uses are also permitted within an apartment building in the *Residential High Density* designation, provided that it forms an integral part of the ground floor of the building and that it is oriented towards pedestrian use. Policy 11.2.5.11 provides that lands subject to minimum and maximum FSI requirements are shown on the Character Area Maps in Chapters 12, 13, 14, and 16.

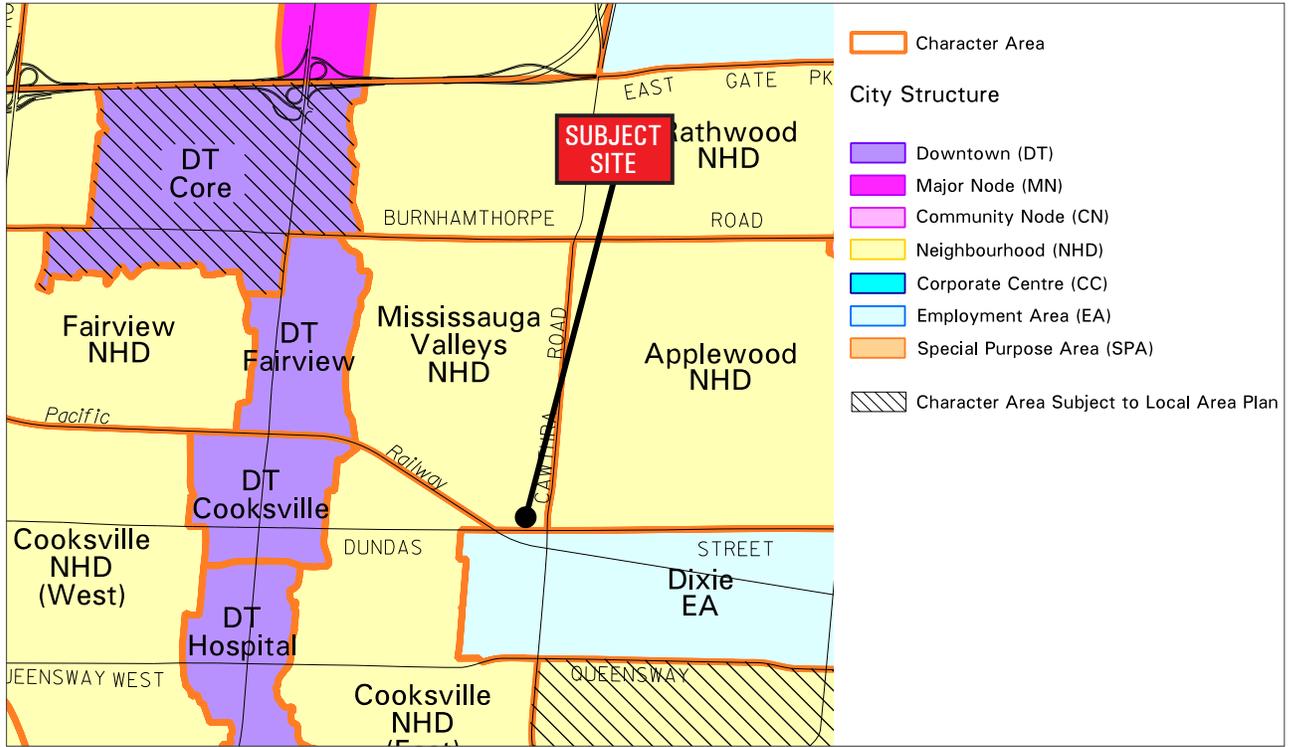


Figure 14 - Schedule 9, Mississauga Official Plan

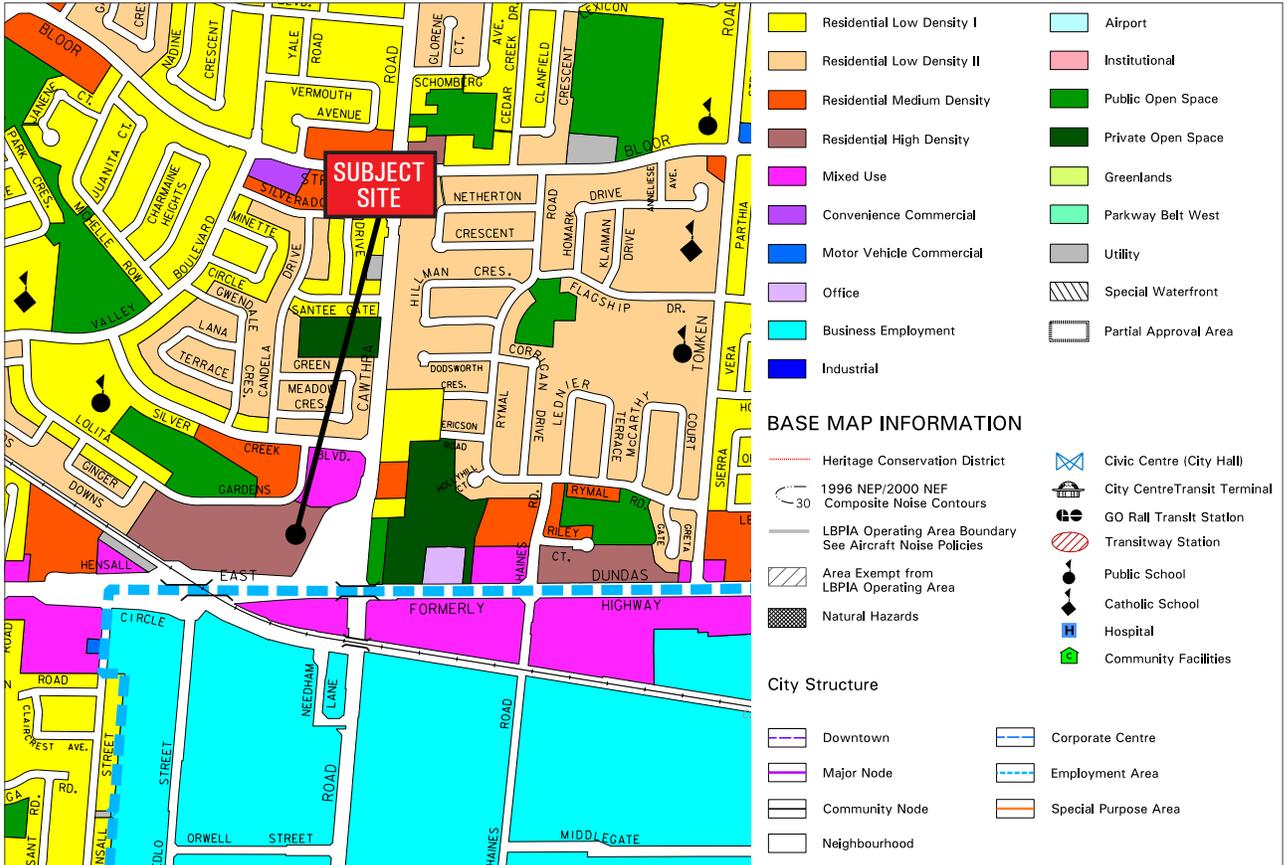


Figure 15 - Schedule 10, Mississauga Official Plan

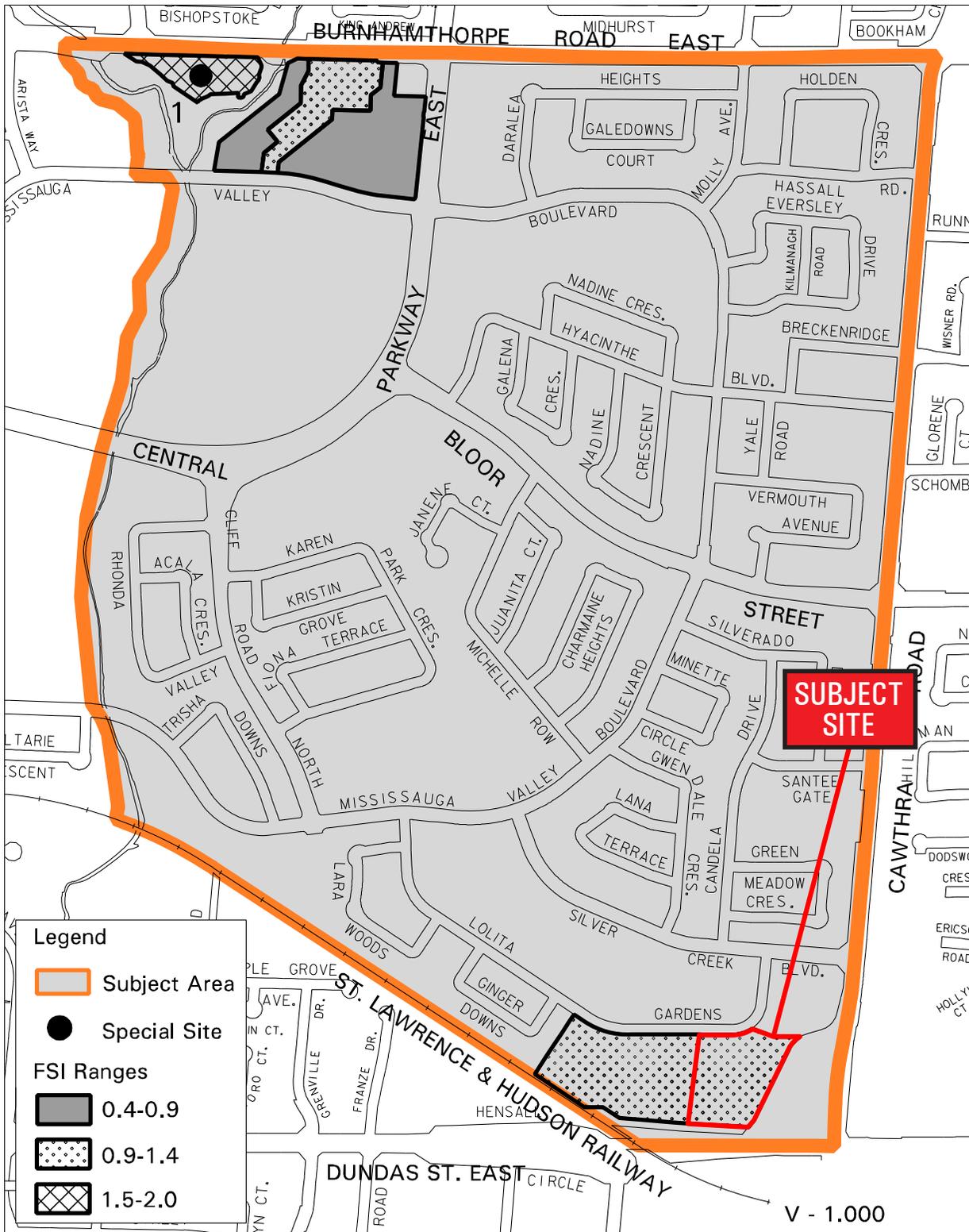


Figure 16 - Map 16-19

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

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of the Plan.

Policy 16.1.2.5 states that, proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan:

- a. on lands designated *Residential High Density*, development in addition to existing buildings will be restricted to uses permitted in the *Residential Medium Density* designation; and
- b. as a condition of development, demonstrate the following: that the site in its entirety meets site plan and landscaping requirements; compliance with the property standards bylaw; and compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).

Uses permitted in the *Residential Medium Density* designation include all forms of townhouse dwellings (Policy 11.2.5.5), and as per Policy 16.19.2.2, lands designated *Residential Medium Density* within the Mississauga Valleys Character Area will also permit low-rise apartment dwellings.

The policies applicable to the *Mississauga Valleys Character Area* are set out in Section 16.19 of

the Mississauga Official Plan. Policies deal mostly with landscaping, and fencing. Map 16-19 illustrates the range of permitted densities on the subject site to be between 0.9 FSI and 1.4 FSI (See Figure 16).

## 4.7 Dundas Connects Master Plan

Work on the Dundas Connects Master Plan was initiated in 2016 to plan for a projected increase of 52,000 people and 9,600 jobs along the Dundas Street Corridor in Mississauga over the next 35 to 40 years. The completed master plan was endorsed as the recommended plan for the Dundas Corridor by City of Mississauga Council on June 20, 2018. This plan applies to lands adjacent to and within approximately two kilometres in either direction from Dundas Street East.

At a high level, the plan establishes a vision and recommends a land-use, built form, and transportation framework for lands within the study area. The vision for the Dundas Street corridor includes a walkable, bikeable and transit supportive corridor with a vibrant pedestrian realm, grade-oriented retail, and intensification that is contextually appropriate. The plan recommends that the corridor be serviced by bus-rapid-transit and be developed with a midrise built form with higher densities at key nodes. The plan also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed use, and transit oriented built forms.

The plan proposes a bus-rapid-transit (BRT) along Dundas Street East in a dedicated right-of-way in a central median and a bus rapid transit stop at the existing jug-handle intersection of Dundas Street and Cawthra Road: the proposed development is within 150 to 200 metres of this stop, as shown in Figure 1-7 of the master plan. The proposed BRT meets the Growth Plan's definition of Higher Order Transit and location of the subject site meets the Growth Plan's definition of Major Transit Station Areas.

The subject site is located within the Cawthra focus area. The plan notes that there are opportunities to apply tower renewal principles to existing apartment sites in this focus area. The plan recommends a minimum height of three storeys and a maximum height equivalent to the right-of-way width of Dundas Street up to 12



Figure 17 - Zoning Map

storeys or 40 metres for the subject site, as well as a minimum 4.5 metre first floor height, the plan also establishes a 45-degree angular plane. The portion of Dundas Street East on which the subject site is located is recommended to generally have a right-of-way of 42 metres.

The plan also considers reconfiguring the Cawthra Road in order to normalize the Cawthra Road/Dundas Street East intersection. While the plan notes that changing the alignment and grading would unlock development potential for lands abutting Dundas Street East from Cawthra Road to Hensall Circle, it concludes that any reconfiguration of the existing road both in terms of alignment and grade would have significant impacts to the surrounding property and a nearby cemetery and ultimately recommends it be maintained. The plan recommends that the existing bridge be demolished and rebuilt as a wider bridge to accommodate the proposed bus-rapid-transit line.

Moving forward, the next phase of the project will include a Transit Project Assessment (TPAP) where alternative design concepts will be considered as well as an Environmental Project Report. The City of Mississauga has indicated that future work will also be completed to implement the new land use policies, guidelines, and regulations recommended by the plan.

## 4.8 Zoning

The subject site is zoned Residential Apartment ("RA5-3") on Map 21 to Schedule 'B' of the City of Mississauga Zoning By-law No. 0225-2007, as amended (See Figure 17).

Within the RA5-3 zone, permitted uses include apartment dwellings, long-term care dwellings and retirement dwellings. The maximum permitted height is 25 storeys (77.0 metres). The site-specific exception prescribes a minimum floor space index of 0.8 times the lot area and a maximum floor space index of 1.4 times the lot area.

A summary of the key regulations for the RA5-3 zone is provided below in Table 1.

**Table 1: Summary of Key RA5-3 Zoning Regulations**

<b>Zoning Provision</b>	<b>Regulation</b>
<b>Min. Lot Frontage (m)</b>	30.0 m
<b>Max. Building Height (m / storeys)</b>	77.0 m / 25 storeys
<b>Min. Floor Space Index</b>	0.8 FSI
<b>Max. Floor Space Index</b>	1.4 FSI
<b>Min. Front Yard Setback (m):</b>	
<i>Height is equal to 13.0m or less</i>	7.5m
<i>Height is greater than 13.0m or less than or equal to 20.0m</i>	8.5m
<i>Height is greater than 20.0m or less than or equal to 26.0m</i>	9.5m
<i>Height is greater than 26.0m</i>	10.5m
<b>Min. Exterior Side Yard Setback (m):</b>	
<i>Height is equal to 13.0m or less</i>	7.5m
<i>Height is greater than 13.0m or less than or equal to 20.0m</i>	8.5m
<i>Height is greater than 20.0m or less than or equal to 26.0m</i>	9.5m
<i>Height is greater than 26.0m</i>	10.5m
<b>Min. Interior Side Yard Setback (m):</b>	
<i>Height is equal to 13.0m or less</i>	4.5m
<i>Height is greater than 13.0m or less than or equal to 20.0m</i>	6.0m
<i>Height is greater than 20.0m or less than or equal to 26.0m</i>	7.5m
<i>Height is greater than 26.0m</i>	9.0 m
<i>Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof.</i>	4.5 m
<b>Min. Rear Yard Setback (m):</b>	
<i>Height is equal to 13.0m or less</i>	7.5m
<i>Height is greater than 13.0m or less than or equal to 20.0m</i>	10.0m
<i>Height is greater than 20.0m or less than or equal to 26.0m</i>	12.5m
<i>Height is greater than 26.0m</i>	15.0m
<b>Min. Landscaped Open Space (%)</b>	40.0%
<b>Minimum Above Grade Separation Between Buildings:</b>	
<i>For that portion of the dwelling with a height less than or equal to 13.0m or less</i>	3.0m
<i>For that portion of the dwelling with a Height greater than 13.0m or less than or equal to 20.0m</i>	9.0m
<i>For that portion of the dwelling with a Height greater than 20.0m or less than or equal to 26.0m</i>	12.0m
<i>For that portion of the dwelling with a height greater than 26.0m</i>	15.0m
<b>Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone</b>	4.5m
<b>Minimum depth of a landscaped buffer along any other lot line</b>	3.0m
<b>Minimum amenity area</b>	The greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area
<b>Minimum percentage of total required amenity area to be provided in one contiguous area</b>	50%
<b>Minimum amenity area to be provided outside at grade</b>	55.0 m <sup>2</sup>

# [5.01]

U R B A N D E S I G N  
P L A N N I N G &  
A N A L Y S I S

## 5.1 Intensification

The proposal features a carefully designed infill development that implements the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (A Place to Grow), the Region of Peel Official Plan and the intent of the City of Mississauga Official Plan, all of which promote intensification on sites within the built-up urban area that are well served by municipal infrastructure, including public transit.

The proposal is consistent and in conformity with the intensification policies of both the Provincial Policy Statement and the A Place to Grow Growth Plan, respectively. In particular, the subject site has characteristics of a Strategic Growth Area and meets the definition of a Major Transit Station Area as it is located along Dundas Street East, which is identified as an Other Rapid Transit Corridor and a Higher Order Transit Corridor in the Regional and Mississauga Official Plans, and by the proposed bus-rapid-transit through the Council-endorsed Dundas Connects Master Plan.

Strategic growth areas are areas the province or the municipality has identified as being a focus for accommodating intensification and higher density mixed uses in a more compact built form. Because of the size of the subject site (approximately 2.6 hectares), and the configuration of existing development on the subject site, the subject site is very well suited for intensification in a manner that will provide a good quality of life for both new and existing residents, while making efficient use of land, resources, infrastructure and other public service facilities.

Infill development on the subject site conforms with and is further supported by policies set out in the Regional Official Plan which seek to optimize all intensification opportunities across the Region in manner that contributes to the achievement of compact and efficient urban form; optimizes the use of existing infrastructure and services; revitalizes or enhances existing neighbourhoods; and, intensifies development on underutilized lands. The Regional Plan identifies Dundas Street East adjacent to the subject site as an Other Rapid Transit Corridor and supports transit-supportive development densities.

The Mississauga Official Plan supports intensification in *Neighbourhoods* that is compatible with, and sensitive to, the existing and planned built context through the use of appropriate transitions in built form, density and scale. Recognizing that *Neighbourhoods* will not remain static, the Mississauga Official Plan provides that higher density land uses may be permitted on sites identified through a local area review, along Corridors, or in conjunction with existing apartment sties or commercial centres. In this respect, Dundas Street East is identified as an Intensification Corridor, a Higher Order Transit Corridor and the subject site is located within an Intensification Area.

The Official Plan's density maximum of 1.4 FSI for the subject site, as well as the zoning that currently applies to the subject site under Zoning By-law 0225-2007, both fail to implement the tests of optimizing the efficient use of land, intensifying development in appropriate locations, and creating a complete community, in accordance with the current planning policy framework as set out in Section 4 of this report. In our opinion, the Mississauga Official Plan and By-law 0225-2007 do not recognize the intensification potential of the subject site and are neither consistent with the PPS nor conform with the Growth Plan and the Regional Official Plan.

Prior to the Official Plan's identification of Dundas Street East as an *Intensification Corridor*, the site was subject to a density maximum of 1.4 FSI. Mississauga's previous Official Plan, City Plan, which was approved by the Ministry on July 8, 1997 (2001 consolidation), identified Dundas Street East on the Urban Structure schedule as a Corridor from Hurontario Street east to the railway tracks, such that the portion of Dundas Street East adjacent to the subject site was not identified as a corridor. And within this 2001 consolidation of City Plan, the Mississauga Valley District Plan indicated that the maximum density of the subject site was the same as it is today, which is 0.9 – 1.4 FSI.

The subsequent Official Plan, the Mississauga Plan, which was approved by the Region of Peel on May 5, 2003 (2005 consolidation), then identified Dundas Street East as a Rapid Transit Corridor adjacent to the subject site, and the FSI maximum of 1.4 remained. Therefore, the 1.4 density

maximum that applies to the subject site today has not been updated to reflect the identification of Dundas Street East as an *Intensification Corridor* and its associated policies

The existing buildings on the subject site occupy a limited portion of the overall site area; the balance of the land is inefficiently used for a significant amount of surface parking, grassed areas and an outdoor amenity area. In the current provincial policy and planning context, this represents an underutilization of land and infrastructure. The optimization of density (for example, making the best possible use of density) on the subject site is consistent with both good planning practice and overarching provincial and City policy direction, subject to achieving appropriate built form relationships. In this respect, the proposed building has been carefully designed to conform to approved Regional policies and the overall intent of the Intensification Area policies within the City of Mississauga Official Plan.

The Application, including the proposed Official Plan and Zoning By-law Amendments, is consistent with the PPS, including Policies 1.1.1(a) (b) and (e), 1.1.2, 1.1.3.1, 1.1.3.2(a) and (b), 1.1.3.3, 1.1.3.4, 1.4.3(b), (c), (d) and (e), 1.6.7.4, 1.7.1 (b) and (d), 1.8.1, 4.4 and 4.8. The Application also conforms to the Growth Plan, including Policies 2.2.1(2)(c), 2.2.1(3)(c), 2.2.1(4)(a), (c), (d) and (e), 2.2.2(3) (a), (b), (c), (d) and (f), 2.2.4(9)(a), 2.2.4(10), 2.2.6(2) and 5.2.5(5). Importantly the Application also conforms to the Region of Peel Official Plan.

Rental residential intensification on the subject site will assist in improving the livability of the urban region through reurbanization, assist in meeting population forecasts for the City as set out in the Growth Plan, and will provide additional housing options through an important contribution to the City's rental housing stock that includes both retention of existing rental units and the provision of new, purpose-built rental units.

## 5.2 Land Use

The proposed apartment residential use is compatible with the existing use on the subject site, as this use is permitted in the *Residential High Density* designation of the Mississauga Official Plan and in the Residential Apartment (RA5-3) zone in Zoning By-law No. 0225-2007, as amended.

The introduction of a significant number of new, well designed rental residential dwelling units on the subject site represents a continuation of the existing apartment use, and a comprehensive approach to improved shared amenity spaces, enhanced landscaping and a reduction in surface parking, which will ensure that the revitalized site will be compatible with the surrounding land use context while providing additional ridership opportunities for the existing and planned public transit along the Dundas Street East corridor (an *Intensification Corridor*).

From an Official Plan perspective, the subject site is located in both an Intensification Area (as it is within an *Intensification Corridor*) and a *Neighbourhood*. In this regard, it is our opinion that Official Plan Policy 16.1.2.5(a), which provides that development in addition to existing buildings in the *Residential High Density* designation will be restricted to uses permitted in the *Residential Medium Density* designation (townhouses) and low-rise apartment dwellings through Policy 16.19.2.2, the FSI maximum of 1.4 that applies to the subject site (through the Mississauga Valley Character Area), and the height limit of 4 storeys that applies to lands within *Neighbourhoods*, do not properly give effect to the overarching Provincial and Regional policy directions that support optimizing the use of land and infrastructure in locations such as this.

Furthermore, the Official Plan development criteria for Non-intensification areas provide that new development need not mirror existing development but will respect existing lotting patterns, scale and character of the surrounding area. Section 9.2.2, Non-Intensification Areas, provides that where increases in density is considered in *Neighbourhoods*, they will be directed to Corridors, like Dundas Street East, which has been identified as an *Intensification Corridor* on Schedule 1, Urban System. It is intended that physical changes to established neighbourhoods should be sensitive, gradual and generally "fit" the existing physical and cultural character. As detailed in Sections 5.3 through 5.5 of this report, the proposed development will fit harmoniously with the surrounding built form and landscape context, and the subject site, an Intensification Area, can appropriately accommodate the scale of infill development proposed.

In response to Policies 5.4.8, 5.5.3 and 16.1.1.1 of the Mississauga Official Plan, and based on a thorough review of the site, surroundings, the existing and planned transit network and the applicable policy and regulatory context - all as detailed in this Planning and Urban Design Rationale report - it is our opinion that this report effectively identifies and provides a sound rationale as to why the proposal is appropriate for the subject site.

### 5.3 Height, Massing and Density

Based on our analysis, we have concluded that the subject site, in land use policy terms, is an appropriate location for residential intensification. From a built-form perspective, the subject site is also in a contextually appropriate location for a tall building given:

- its location along the Dundas Street East corridor, a major arterial road with frequent transit service and planned higher order transit (Dundas Connects);
- its *Residential High Density* land use designation and Residential Apartment (RA5) zoning; and,
- its overall site size and dimensions.

The existing site layout is characteristic of "tower in the park" apartment neighbourhoods located throughout Mississauga, typically fronting on or adjacent to arterial roads, at the edge of low-rise residential areas, and surrounded by large open spaces and surface parking areas with substantial separation distances to adjacent low-rise residential areas. Within the immediate vicinity of the subject site, along the south side of Lolita Gardens, there are a mix of low- and high-rise residential apartment buildings ranging in height from 3- to 4- to 19-stories.

The placement of the proposed building has been strategically positioned on the subject site so that it provides appropriate separation distances to the existing 17- and 21-storey buildings,

is well setback from the adjacent 3-storey apartment building to the west (located at 590 Lolita Gardens) and has a presence along Lolita Gardens while maintaining an appropriate separation distance to the 2-storey townhouses located on the north side of Lolita Gardens (600 Silver Creek Boulevard). The proposed building

will replace the existing surface parking area located close to the Lolita Gardens frontage while maintaining the existing landscaped entryway into the subject site, which in our opinion will result in a visual improvement of the site from the Lolita Gardens street frontage.

The new building's proposed height of 25 storeys and 73.8 metres (excluding mechanical penthouse) will fit harmoniously with the existing built form context as it will provide a stepping down of heights from 25 storeys to the existing 21-storey building (approximately 51.7 metres) and 17-storey building (41.9 metres) on the subject site. The higher metric height, in comparison to the existing buildings on the subject site, is not only a result of 4 additional stories but also a result of incorporating modern building standards into the proposed building which includes taller floor-to-ceiling heights. Furthermore, the proposed building's height is permitted by the RA5 zoning, which allows for 77 metres excluding mechanical penthouse, and is compatible with the existing buildings on site in terms of configuration and articulation, and will provide interest and variation in the sky view.

The proposal implements the development criteria for buildings taller than four stories within *Neighbourhoods*, as set out in Policy 16.1.1.2 of the Mississauga Official Plan, which seeks to provide for an appropriate transition in heights, to enhance the existing or planned development, and to maintain the existing City Structure hierarchy.

In this regard, the proposal, which is separated from lower rise forms of housing to the north by the Lolita Gardens right-of-way and an approximate 2.0-metre high retaining wall, will provide for a transition in height that respects the surrounding context by locating the tallest building (the proposed building) closer to Lolita Gardens where it will provide minimal additional shadow impact on adjacent properties, and the proposed overall site design will provide direct pedestrian access to Dundas Street East via a formalized and safer pedestrian connection. A comprehensive approach to enhanced landscaping and new indoor and outdoor shared amenities will substantially enhance the physical quality of the existing apartment buildings on the site.

From a massing perspective, the proposed building has been designed to fit within and complement the existing built context on the subject site. The proposed building incorporates two distinct building elements, a 5-storey base element and a 20-storey "tower" element that is primarily distinguished through the use of materials. A combination of brick and/or precast walls with aluminum plate accents and aluminum punched windows will help to visually ground the building along the private driveway and appropriately addresses the Lolita Gardens street edge at a pedestrian scale.

The proposed building has a minimum front yard setback of 29.5 metres and has been organized on the subject site to generally align with the existing 21-storey building. The northern portion on the ground floor of the 5-storey podium contains the indoor and outdoor amenity areas which will animate the Lolita Gardens street frontage and will create a visual sense of openness from the entrance to the subject site. Together, the existing and proposed buildings on the subject site will frame the re-configured drive aisle with good proportion.

From a density perspective, it is our opinion that the proposed density of 2.31 is desirable and appropriate, and represents a modest increase over the density permissions for the RA5 zone. While the Mississauga Official Plan does not generally provide for density limitations in the *Neighbourhoods* city structure element or the *Residential High Density* designation, the policies for the Mississauga Valleys Character Area identify minimum and maximum densities of 0.9 FSI and 1.4 FSI, respectively.

However, the Dundas Connects Master Plan, which was endorsed by City of Mississauga Council in June 2018 after the Mississauga Official Plan came into effect, recommends that within the Cawthra Focus Area and on certain lands designated *Residential High Density*, infill development of apartment dwellings is permitted and development standards for such infill development should be established. As the subject site is part of the Cawthra Focus Area, optimization of the potential density on the subject site through an infill development of an apartment building that achieves appropriate built form relationships is central to the revitalization of the Dundas Street East corridor.

From a planning policy perspective, it is appropriate and desirable to optimize density on the subject site given its location in a *Residential High Density* designation and the lack of built form impacts on nearby low-rise neighbourhoods and parks, as well as the proximity to high frequency transit service. A quantitative assessment of density should not be determinative in evaluating proposals for new development, and should also consider potential built form impacts resulting from the proposed increase in density. A detailed evaluation of the potential built form impacts resulting from the proposal is provided in Section 5.4 of this report.

## 5.4 Built Form Impacts

As set out below, it is our opinion that the proposal will have minimal and acceptable built form impacts on surrounding properties, including the surrounding low- and high-rise apartment buildings within the *Residential High Density* designation to the west, as well as adjacent properties within the *Residential Medium Density* designation and Cedarbrae Park to the north.

### LIGHT, VIEW AND PRIVACY

Light, view and privacy (LVP) impacts are considered to ensure that the residents of existing and proposed buildings have adequate light, view and privacy. LVP impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. As there are no design guidelines for the development of tall buildings outside of Downtown Mississauga, the built form and urban design policies (Chapter 9: "Build a Desirable Urban Form") within the Mississauga Official Plan have been reviewed and it is our opinion that the proposal conforms to those policies that address LVP impacts on-site, as well as impacts from the proposal on adjacent properties.

As described in Section 2 of this report, the five-storey "L" shaped podium extends along the subject site's west property line, and a minimum building setback of 8.5 metres is provided between the podium and the west property line. As the building begins to step-back above the fifth floor, the setback increases to a minimum of 10.5 metres. In our opinion, a generous separation distance between the proposed building and the existing 3-storey long-term care building

to the west of the subject site (located at 590 Lolita Gardens) will be provided. It is noted that the 3-storey long-term care building (where it is directly adjacent to the proposed new building) is located approximately 40 metres from its east property line. Combined, a minimum separation distance of 48.5 metres will be provided between the proposed new building and the existing 3-storey long-term care building which is an appropriate separation distance for these two built forms.

Regarding the 2-storey townhouses to the north, north of Lolita Gardens, the townhouse block closest to the subject site backs onto Lolita Gardens and there is an approximate 2-metre high retaining wall and trees and shrubbery along the Lolita Gardens frontage. Together with the 20-metre Lolita Gardens right-of-way and the proposed building's minimum 29.5-metre setback to Lolita Gardens, a generous separation distance between the proposed building and the existing 2-storey townhouses will result.

With respect to the existing buildings on the subject site, the separation distance between the proposed building and the existing 17- and 21-storey buildings will be in the order of a minimum of 28 metres and 38 metres, respectively.

Based on the foregoing, it is our opinion that the design, placement and separation distances between the new building and existing buildings on and adjacent to the subject site are appropriate and will not result in unacceptable LVP conditions.

## SHADOW IMPACTS

A Shadow Study was prepared by Bousfields Inc. in support of the proposed development and in accordance with the City of Mississauga's Urban Design Terms of Reference Standards for Shadow Studies dated June 2013 ("the shadow study"). The shadow study includes an assessment of the net incremental shadow impact of the proposed development on residential private outdoor amenity space (e.g., private rear yards, patios, and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g., sidewalks, open spaces, plazas, as well as turf and flower gardens) and building facings to allow for the possibility of using solar energy.

## RESIDENTIAL PRIVATE OUTDOOR AMENITY SPACE:

Testing times include June 21st and September 21st to maximize the use of these spaces.

The criteria is met if there is shadow impact for no more than two consecutive hourly test times within the space between the exterior wall of the dwelling that abuts the amenity space and the line of impact assessment.

The findings of the shadow analysis show that the proposal for no more than two consecutive hourly test times are in accordance with this standard. As such, the criteria for section 3.1 is met.

## COMMUNAL OUTDOOR AMENITY AREAS:

Testing times include June 21st, September 21st, and December 21st.

As defined by the Terms of Reference, shadows from a proposed development should allow for full sun on identified areas at least half the time, or 50% sun coverage all the time. If the "sun access factor" is at least 50% or 0.5 on each of the test dates ( $As(ave)/AT = 0.5$  or more), then the shadow impact is considered to be in compliance with these terms of reference.

The findings of the shadow analysis show that the proposal for full sun on the communal outdoor amenity areas are in accordance with this standard. As such, the criteria for section 3.2 is met.

## PUBLIC REALM ELEMENTS:

### Low and medium density residential streets

As defined by the Terms of Reference, Low and Medium Density Residential Streets should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21st for a total of at least 4 hours between 9:12 am and 11:12 am, and between 3:12 pm and 5:12 pm.

As demonstrated by the shadow study, there is shadow from the proposed development on Lolita Gardens sidewalk from 8:35 am to 12:12 pm but no shadows on Dundas Street East sidewalk,

therefore criteria 3.3 Low and Medium Density Residential Streets is not met. There is shadowing on the sidewalk adjacent to the park until 10:12 am and shadowing on the sidewalk that abuts residential side and back yards until 12:12pm.

### **Public open spaces, parks and plazas**

As defined by the Terms of Reference, shadows from proposed developments should allow for

full sun on public open spaces, parks and plazas at least half the time, or 50% sun coverage all the time. If the "sun access factor" is at least 50% or 0.5 on each of the test dates ( $As(ave)/AT = 0.5$  or more), then the shadow impact is considered to be in compliance with these terms of reference. The findings of the shadow study conclude that the proposed development complies with this standard.

There are no turf and flower gardens in parks identified on the study area.

### **BUILDING FACINGS TO ALLOW FOR THE POSSIBILITY OF USING SOLAR ENERGY:**

This criteria is met if there is shadow impact for no more than two consecutive hourly test times in the "No Impact Zone" i.e. the space between the front, rear and exterior side walls of the adjacent low rise residential buildings and the respective lines of impact assessment.

The findings of the shadow analysis show that the proposal for full sun on building faces to allow for the possibility of using solar energy areas are in accordance with this standard. As such, criteria for section 3.5 is met.

Based on the analysis provided for in the submitted Shadow Study, it is our opinion that the proposed development will create minimal and acceptable shadowing impacts on adjacent low-rise neighbourhoods, residential streets, private amenity areas, and public parks in accordance with Policy 9.2.2.3 and Policy 9.5.3.9 of the Mississauga Official Plan.

### **WIND IMPACTS**

Novus Environmental Inc. (Novus) has been retained by Hanseatic Holdings Limited to conduct a pedestrian wind study for the proposed development at 600-620 Lolita Gardens. The

pedestrian wind conditions have been assessed through wind tunnel modelling techniques. The following conclusions and recommendations have been reached by Novus:

- an existing exceedance of the wind safety criterion was eliminated under the Proposed Configuration, and all locations tested met the wind safety criterion in the Proposed Configuration;
- wind conditions at the main entrance to the proposed building are satisfactory throughout the year. A windscreen and canopy at this entrance have been incorporated into the design;
- wind conditions in the outdoor amenity spaces are generally suitable for the intended usage;
- existing wind conditions at the main entrances to the existing buildings are improved in the Proposed Configuration. On the walkways surrounding the two buildings, wind conditions are generally similar to, or better than, the Proposed Configuration;
- existing uncomfortable wind conditions have been eliminated at three of four areas in the Proposed Configuration. The remaining uncomfortable area is in a non-designated pedestrian-use area. Mitigation features are described in the Novus study; and,
- along the surrounding sidewalks and properties, wind conditions are comfortable for walking or better throughout the year in both the Existing and Proposed Configurations.

## **5.5 Urban Design**

In accordance with the criteria for development in Intensification Areas as set out in Policies 9.2.1.6, 9.2.1.8, 9.2.1.10, 9.2.1.13, 9.2.1.14, 9.2.1.15, 9.2.1.16, 9.2.1.32 of the Mississauga Official Plan, the proposed building will provide appropriate separation distances between the existing apartment buildings in order to protect privacy and permit light and sky views. A clearly defined primary entrance within the proposed 5-storey podium will be accessed from the private driveway, and vehicular entry into and out of the subject site will be provided via the existing single vehicular access from Lolita Gardens.

The proposal has been designed in accordance with the site organization and building policies set out in Policies 9.5.1.2, 9.5.1.3, 9.5.1.4, 9.5.1.5, 9.5.1.7, 9.5.1.9, 9.5.2.2, 9.5.3.3, 9.5.3.7, 9.5.3.9,

9.5.3.10, 9.5.3.16, 9.5.4.2, 9.5.4.3, 9.5.5.1, 9.5.5.5, 9.5.5.7, 9.5.6.1 and 9.5.6.4 of the Mississauga Official Plan. From an urban design perspective, the new building will be a high-quality addition to the area as the proposal has been designed to:

- respect the existing building pattern and orientation on the subject site and the continuity of front yard setbacks adjacent to Lolita Gardens;
- create a sense of enclosure along Lolita Gardens by establishing a cohesive relationship between the existing and proposed buildings on the subject site by framing the internal private driveway with the proposed new building;
- minimize negative impacts on adjacent low-rise buildings and public parkland (Cedarbrae Park) by ensuring that adequate privacy, sunlight and sky views are maintained and microclimatic conditions are mitigated;
- provide a high-quality design that utilizes a variety of materials and complements the existing buildings on the subject site;
- enhance the perception of safety within and adjacent to the subject site by incorporating amenity areas on the ground floor of the new building and providing clearly defined and illuminated pedestrian entrances and connections;
- provide a comprehensive approach to landscaping on site through the enhancement of existing outdoor amenity and open space areas;
- enhance the existing vehicular and pedestrian network on the subject site through the creation of new pedestrian connections and the use of the existing Lolita Gardens vehicular access (no new connections from Lolita Gardens are proposed); and,
- integrate the entrance to the underground parking and loading areas within the new building and provide all new parking underground.

## **5.6 Transportation and Servicing**

### **5.6.1 TRANSPORTATION**

WSP has been retained by Hanseatic Holdings Limited to prepare a Transportation Impact Study for the proposed development at 600-620 Lolita Gardens. In short, and based on

the Study's findings, it is expected that the traffic generated by the proposed development can be readily accommodated by the local transportation network in the study area (from a transportation perspective). The proposed auto parking arrangements will also adequately serve the needs of the existing and proposed buildings.

The proposed addition of 271 units to the site is forecast to generate a total of 140 and 103 auto trips during the a.m. and p.m. peak hours, respectively. The analysis results indicates that the traffic impacts of the development proposal on the boundary road network are minimal and that the site-generated auto trips can be readily accommodated by the current road network.

The proposed loading supply features one loading space for the new building to be shared with the existing building at 600 Lolita Gardens, which is adequate for the redevelopment's loading needs. From an auto parking perspective, the proposed overall parking supply of 902 spaces will more than adequately serve the site-specific needs of the existing and proposed uses, while maintaining a 10% buffer.

### **5.6.2 SERVICING**

Counterpoint Engineering has been retained by Hanseatic Holdings Limited to prepare a Functional Servicing Report for the proposed development at 600-620 Lolita Gardens. The servicing strategy for the proposed development is summarized as follows:

#### **WATER SERVICING:**

There is an existing 300mm watermain along Lolita Gardens, and an existing 300mm watermain along Dundas Street E towards the southeast. The proposed development can be serviced through a new connection to the 300mm watermain on Lolita Gardens. The existing watermain connections to Lolita Gardens and to Dundas Street E will remain.

A total maximum day plus fire flow demand was calculated to be 4,713 L/min. The supply capacity of the existing surrounding water distribution system will be confirmed through further testing that will be scheduled in the summer of 2019.

#### SANITARY SERVICING:

The site is connected to an existing 300mm sanitary sewer along Lolita Gardens via an existing

200mm service connection. The existing 300mm sanitary sewer drains into an existing 1200mm trunk sanitary sewer that runs along the southwest side of the site. The proposed development can be serviced through a new sanitary connection to Lolita Gardens. The connection from the existing underground parking garage will be relocated and connected to the proposed sanitary system at an existing manhole.

In the proposed dry weather conditions, the development proposes a new 200m sanitary connection, which will operate at 72.4% of the full flow capacity, which is an increase of 21.1% compared to the existing contribution of 51.3% from the existing 200mm connection that will be removed. Sanitary sewer capacity within the municipal system will be confirmed by the Region to ensure adequate capacity is available.

#### STORMWATER SERVICING:

The site is currently serviced through one 375mm storm connection to the existing 675mm storm sewer on Lolita Gardens. The existing storm system on Lolita Gardens conveys flows to the southwest and drains into a 900mm storm sewer downstream. The proposed development will be serviced through a new service connection to the existing storm sewer network on Lolita Gardens at an existing storm sewer manhole. The existing storm connection from the underground parking garage will be relocated as required.

During the 100-year storm event, in order to match the allowable release rate of 42 L/s, 89m<sup>3</sup>

of storage will be required within the site. 90m<sup>3</sup> of storage has been proposed, which satisfies

the storage requirement. This storage will be provided by the underground storage tank within the parking garage of the proposed building. The site can also implement low impact development (LID) measures, which includes a green roof and an infiltration gallery to promote water balance/retention and water quality.

## 5.7 Noise

HGC Engineering has been retained by Hanseatic Holdings Limited to prepare a Noise Feasibility Study for the proposed development at 600-620 Lolita Gardens. The results of this study indicate that the proposed development is feasible on this site from a noise impact perspective, with the inclusion of appropriate acoustical features. HGC's recommendations are as follows:

1. A heating and cooling system which will allow windows to remain closed is required in the residential units under MECP guidelines, as discussed in Section 4.4.2. Such a system is expected to be provided in any event.
2. Certain minimum building and glazing constructions will be required for the residential suites, as outlined in Section 4.4.1. When detailed floor plans and building elevations are available, a review should be conducted to verify acoustical requirements for glazing and building façade constructions based on actual window to floor area ratios.
3. The perimeter barrier shown on the site plan shielding the northeast outdoor amenity area is required to extend to 2.7 m above the elevation of the amenity space, as discussed in Section 4.4.3.
4. Noise warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the residential suites to inform future residents of potential noise intrusions from the roads in the area. Recommended wording for these clauses is provided in Section 7.
5. Demising assemblies must be selected to meet the minimum requirements of the Ontario Building Code (OBC). Mechanical and electrical equipment associated with the development may impact the neighboring residential buildings, possibly warranting upgraded control measures. This aspect should be studied further by an acoustical consultant as the plans become available, and appropriate mitigation measures included in the design.

# [6.0]

## C O N C L U S I O N

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given its location within Mississauga's built up area, which is well served by existing municipal infrastructure, including public transit.

The proposal incorporates a well-designed infill development, which is consistent with the PPS and is in conformity with the policies of the A Place to Grow Growth Plan, the Region of Peel Official Plan and the intent of the Mississauga Official Plan policies, all of which promote intensification on underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including public transit. Not only will infill development on the subject site support broad public policy objectives, it will result in significant improvements for the existing tenants in terms of the amenities which will be provided, and the physical and open space improvements within and around the subject site.

From a land use perspective, the proposal implements the development criteria for buildings taller than four stories within *Neighbourhoods*, as set out in Policy 16.1.1.2 of the Mississauga Official Plan, which seeks to provide for an appropriate transition in heights, to enhance the existing or planned development, and to maintain the existing City Structure hierarchy. The proposal will contribute to the diversification of housing options in the City and the achievement of a complete community.

From a built-form and urban design perspective, and based on a review of the Official Plan policies in Sections 9.2, 9.3 and 9.5, the proposed building will implement the built form and urban design policies of the Official Plan as the proposal will be compatible with the scale of the existing buildings on the subject site, as well as the built form context of the surrounding community. The proposal has been carefully designed to enhance the quality of life of on-site and nearby residents and conforms to the Official Plan policies which require transitions between areas of different development intensity and scale and the adequate limiting of shadow and other impacts on adjacent lands.

The applicable density maximum of 1.4 FSI in the Mississauga Official Plan and Zoning By-law No. 0225-2007, as amended, on the subject site is not consistent with the PPS and is not in conformity with the Growth Plan or the Region of Peel Official Plan. The proposal, as implemented through the proposed Application, including the proposed Official Plan and Zoning By-law Amendments, will bring the applicable official plan policies and zoning of the subject site into consistency with the PPS and conformity with the Growth Plan and Regional Official Plan.

In summary, it is our opinion that the proposal will result in an appropriate and desirable use for an underutilized property and represents good planning and urban design. As such, we recommend that the proposed Official Plan and Zoning By-law Amendments be approved.





BOUSFIELDS INC.