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Planning Justification Report



Kirwin Avenue and Littlejohn Lane
City of Mississauga
March 2018
File 7665

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1. Introduction

Weston Consulting is the planning consultant for 2531388 Ontario Inc., the legal owner of the parcels municipally addressed as 3016, 3020, 3026 & 3032 Kirwin Avenue and 3031 Littlejohn Lane in the City of Mississauga, in the Region of Peel. This assembly of parcels will be herein referred to as the “subject property”. The proposed development is also referred to as *Kirwin Townhomes*.

In conjunction with the submission of this report, applications have been submitted to the City of Mississauga to amend the Official Plan and Zoning By-law 0225-2007, in order to permit the proposed development of the subject property. This report, along with the materials identified during the Pre-Application Meeting held on May 17, 2017 with the City of Mississauga, Region of Peel and Credit Valley Conservation Authority staff is intended to satisfy the requirements for Complete Applications under Sections 22(4) and 34(10) of the *Planning Act*.

It is recognized that following the approval of the aforementioned applications, Draft Plan of Condominium and Site Plan Approval applications would be required in order to fully implement the proposed development.

2. Purpose of Report

The purpose of this report is to provide the context for the proposed development in relation to Provincial, Regional and Municipal land use planning policies. It will evaluate the proposed development against the applicable policies of the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan (RPOP), the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007, in addition to other applicable Plans and Initiatives of the Region and Municipality. It provides planning analysis and justification as to why the proposed development application should be approved.

3. Site Description & Context

3.1 Legal Description

The parcels that comprise the subject property are legally described as:

- LT 27 PL C 14 TORONTO; MISSISSAUGA;
- LT 28 PL C 14 TORONTO CITY OF MISSISSAUGA;
- LT 29 PL C 14 TORONTO CITY OF MISSISSAUGA;
- LT 30 PL C 14 TORONTO; MISSISSAUGA;
- PT LT 15, CON 1 NDSTT & PT LT 5, EHS, "PL TOR-12", TORONTO, AS IN VS71301, EXCEPT VS74671 AND PL RD67; T/W VS71301; MISSISSAUGA. "AMENDED 1999/05/28, LAND REGISTRAR #17"

3.2 Description of Subject Lands

The subject property is municipally addressed as 3016, 3020, 3026, 3032 Kirwin Avenue and 3031 Littlejohn Lane, and is located in the City of Mississauga, within the Region of Peel. The subject property is an assembly of 5 separate parcels that have a total area of approximately 6,446 square metres (1.6 acres and 0.6446 hectares).



Figure 1: Aerial Photo of Subject Property

The assembly of parcels is generally rectangular in shape. The four parcels that front onto the west side of Kirwin Avenue previously contained uninhabited single storey residential structures that have since been demolished. The property fronting on to Littlejohn Lane is also currently



vacant and undeveloped; it is located in the rear of the 4 parcels fronting Kirwin Avenue. The subject property as a whole contains varying amounts of vegetation throughout with more vegetation on the western portion vs. sparsely vegetative lands on the east side of the property. The subject property slopes downward towards Littlejohn Lane to the west, with a drop in elevation of approximately 4 metres.

The subject property is currently accessed from both Kirwin Avenue and Littlejohn Lane, both being public roads that run perpendicular to Dundas Street to the south. The subject property has approximately 60 metres of frontage along Kirwin Avenue and approximately 52 metres of frontage along Littlejohn Lane. Refer to Figure 1 for an aerial photo of the subject property and surrounding context.

3.3 Regional and Neighbourhood Context

The subject property is located in the northeast quadrant of Hurontario Drive and Dundas Street East. It has its primary frontage along Kirwin Avenue, which is a collector road that connects to Dundas Street to the south and Hurontario Street to the northwest. Both Hurontario and Dundas have experienced considerable growth and development and are considered to be primary corridors within Mississauga's urban structure. The subject property is located within a built up area of the City and is to be considered an infill development.

Commercial uses are predominantly found to the south and west of the subject property along the major arterial corridors, while stable residential uses can be found to the east and north. The Cooksville Creek and its associated natural heritage features are located in the vicinity of the subject property to the west and north. Refer to Figure 2 for community context.

Surrounding Land Uses

The land uses in the vicinity of the subject property are as follows:

North: To the north of the subject property is John C. Price Park, which includes a pedestrian extension of Littlejohn Lane around the park and eastward to Kirwin Avenue. The park includes vegetated and manicured areas in addition to a community playground. The park is approximately 2.2 hectares in size. Along the west side of Kirwin Avenue there are six existing single family dwellings. The Cooksville Creek loops around the park and extends to the east on the north side of the existing dwellings. Beyond the Cooksville Creek are medium density uses in the form of townhouse and apartment complexes. Further north is the CP Rail line extending to the Cooksville Go Station.

South: Abutting the subject property to the south is an existing two storey commercial plaza containing a mixture of retail and commercial uses that front and access Dundas Street. The property at the corner of Kirwin Avenue and Dundas Street contains an autobody repair service station. Beyond Dundas Street is a mix of commercial and residential uses on separate parcels with stable low rise residential neighbourhoods beyond. To the southwest at 90 Dundas Street, there is an application for a 29-storey apartment building

as well as the King Gardens retirement community buildings. The King Gardens is comprised of 2 buildings, approximately 9 and 18-storeys.

East: Fronting onto Dundas Street to the east are multiple car-related dealerships, repair shops and rental stores. The commercial plaza at the northeast corner of Kirwin Avenue and Dundas Street contains a mix of retail uses. Directly adjacent to the subject property on the east side of Kirwin Avenue is single family detached dwellings in a low-rise urban form which front onto Kirwin Avenue. Beyond the parcels is a stable residential subdivision containing single detached dwellings. The Richard Jones Park is located to the northeast and extends to the CP Rail tracks to the north. Additional stable low-rise residential uses are located in the southeast quadrant of Dundas Street and Camilla Road.

West: Directly abutting the subject property to the west is Littlejohn Lane and a portion of the John C. Price Park beyond. Contained within the park, approximately 65 metres from the subject property is the Cooksville Creek. There is a two storey plaza with associated parking on the west side of Littlejohn Lane fronting onto Dundas Street. Beyond the Cooksville Creek are mid-rise and high rise apartment buildings that front onto Jaguar Valley Drive which extends to Kirwin Avenue in the north. Beyond the residential uses are various plazas and commercial uses that front onto Hurontario. Hurontario provides direct connections to Downtown and Lake Ontario in addition to Highway 403 and the QEW. The Cooksville Go Station is approximately 1km (walking distance) to the northwest.



Figure 2: Area Land Use Context Map



Community Services

The subject property is located in an existing neighbourhood that has experienced growth over the past few decades. The proposed development is an infill proposal within an existing built up area, therefore a wide range of community services and facilities are located within the area and greater community. Provided in this section is a listing of the various community services and facilities located within 1 km of the subject property. Refer to Figure 3 for the location of each facility and community context.

Educational Facilities:

- TL Kennedy Secondary School, Mississauga
- TEAM Primary School, Mississauga
- Clifton Public School, Mississauga
- Metropolitan Andrei Catholic School, Mississauga
- Thornwood Public School, Mississauga
- Floradale Public School, Mississauga
- Canadian Institute of Management and Technology College, Mississauga
- National Academy of Health & Business, Mississauga
- Algonquin Careers Academy, Mississauga
- Bright Scholars Academy Montessori Pre-school, Mississauga
- Silver Creek Public School, Mississauga
- Saint Timothy School, Mississauga
- Corsair Public School, Mississauga
- Camila Road Senior Public School, Mississauga
- JEI Learning Centre, Mississauga

Recreation Centre:

- Mississauga Hanson Road YMCA Child Care Center, Mississauga
- Cooksville Library, Mississauga
- Syrian Active Volunteer Community Centre, Mississauga
- Centre City Plaza Cultural Centre, Mississauga

Transportation:

- Cooksville Go Station
- Future LRT along Hurontario
- 1 Dundas, Bus
- 1C Dundas-Collegeway, Bus
- 4 Sherway Gardens, Bus
- 19 Hurontario, Bus
- 19A Hurontario-Britannia, Bus
- 19B Hurontario-Cantay, Bus
- 19C Hurontario-Heartland, Bus
- 101 Dundas Express, Bus
- 101A Dundas Express, Bus
- 103 Hurontario Express, Bus



Parks:

- Sargent David Yakichuk Park
- Camilla Park
- Cooksville Park
- Oaks Park
- Ashwood Park
- Richard Jones Park
- Floradale Park
- Fairview Park
- Stonebrook Park
- McKenzie Park
- Cedarbrae Park
- Maple Grove Park
- John C. Price Park

Places of Worship:

- Cooksville United Church, Mississauga
- Pentecostals of Mississauga, Mississauga
- Middle East Baptist Church, Mississauga
- St. Catherine of Siena, Mississauga
- Iglesia de Dios Ministerial de Jesucristo International, Mississauga
- Miracle Family Assembly, Mississauga
- Saint Timothy, Mississauga

Commercial Areas:

- Kaveri Supermarket Plaza, 27 Dundas Street East
 - Includes: Kaveri Supermarket, Dundas Dental Care, Pho Do Thi, Shear Cut Barber & Salon, Potluck, and Burrito Boyz
- Various Commercial Stores: CIBC Bank, GSM Cellphones, Print2Go Mississauga, Fabric World, Superstar Barber Shop, Discount Beauty Supply, Vasantha Jewelry, Al Mohammadia Perfumes, Bahar Jewelers, and Wintronic Computers Plus
- Panchvati Supermarket Plaza, 169 Dundas Street East
 - Includes: Panchvati Supermarket, Newcomer Centre, ICIT Canada, Art of Canada Drivers Driving School, Mississauga Total Rehabilitation, 888 Nail Design, and Man Doo Hyang

Healthcare Facilities:

- CML Healthcare, 3035 Hurontario Street, Suite 503
- Huron Square Medical Centre, 2500 Street
- CML HealthCare Inc., 71 King Street
- Cracovia Square Inc., 160 Dundas Street
- King-Shou Health Centre, 3024 Hurontario Street
- St. Lucia's Medical Centre, 160 Dundas Street
- Ontario TCM Centre, 3024 Hurontario Street
- 79 Dundas Rehab, 79 Dundas



- LifeLabs, 3025 Hurontario Street
- Dr. Jameela Jifri – Huron Dental Centre, 3085 Hurontario Street

Restaurants/Services:

- Willy's Jerk, 3024 Hurontario Street
- Subway, 3024 Hurontario Street
- Potluck, 21 Dundas Street
- Burrito Boyz, 19 Dundas Street
- Benab Family Restaurant, 3085 Hurontario Street
- Frederick Chinese Restaurant, 2515 Hurontario Street
- Semi Korean & Japanese Restaurant, 2580 Shepard Avenue
- McDonald's, 2500 Hurontario Street
- Popeyes Hurontario, 2500 Hurontario Street
- KFC, 60 Dundas Street
- Montfort Restaurant, 60 Dundas Street
- Bao Shin Restaurant, 3066 Hurontario Street
- Quality Restaurant and Lounge, 3085 Hurontario Street
- Tazah Taste, 3041 Hurontario Street
- Dollarama, 93 Dundas Street
- FreshCo, 2500 Hurontario Street
- Food Basics, 2550 Hurontario Street
- I.D.A, 60 Dundas Street
- Dollar Discount Store, 40 Dundas Street

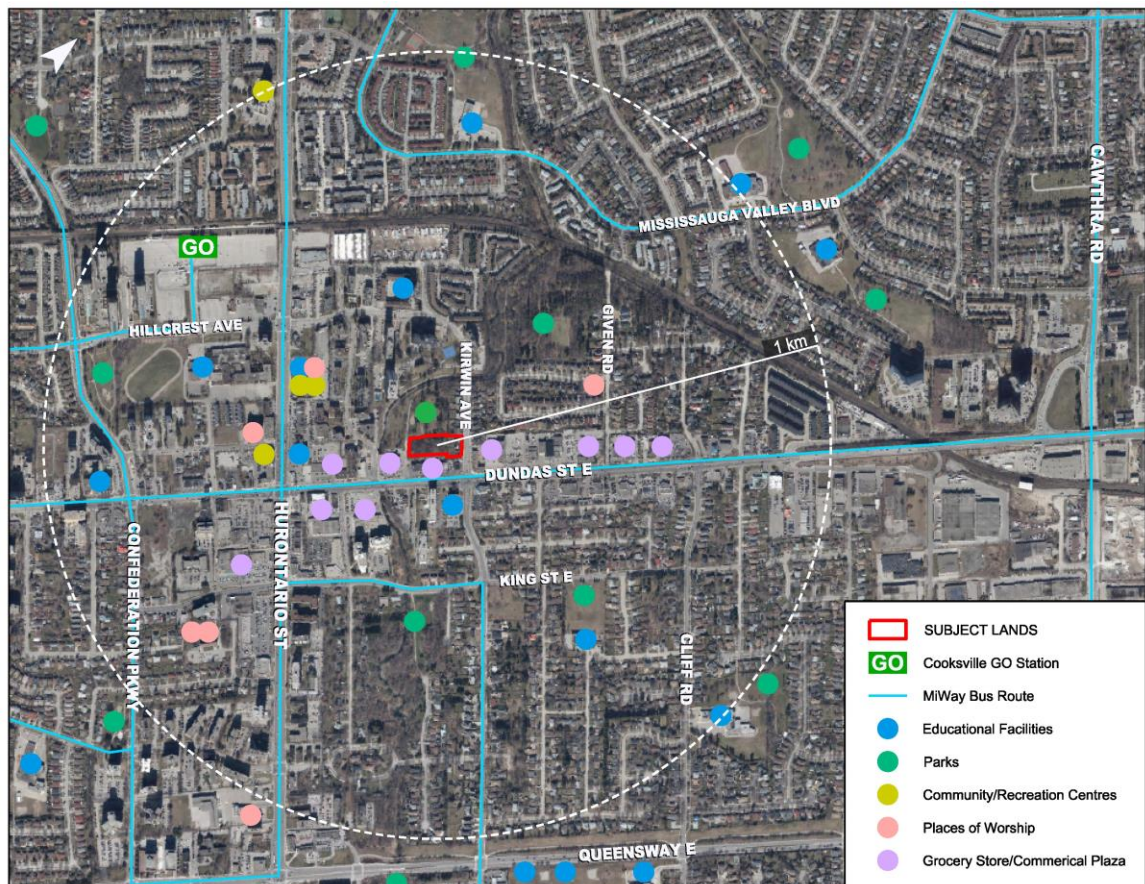


Figure 3: Community Services and Amenities Map

3.4 Transportation & Transit

The subject property fronts onto Kirwin Avenue just north of Dundas Street. The proposed development is well served by pedestrian, vehicle, transit and cycling infrastructure.

Roads

Kirwin Avenue is defined as a *Major Collector* road that intersects with both Hurontario Street and Dundas Street. In accordance with Table 8-2 in the Official Plan, the planned right-of-way width for Kirwin Avenue is 26m. Hurontario and Dundas are both defined as Arterials and require a 35-metre right-of-way width. Both Dundas Street and Hurontario Street have been designated as intensification corridors that will include future planned transit connections. Littlejohn Lane functions as a laneway and is located on the western boundary of the subject property, which terminates at John C. Price Park.

Highways

The subject property is located approximately three kilometres south of Highway 403 and can be accessed from the Hurontario Interchange. In addition, the Queen Elizabeth Way (QEW) is located approximately 2 kilometres south of the subject property and can also be accessed via Hurontario. Both of these highways are part of the provincially operated 400 Series network that provides connections to other highways within the Province and Greater Toronto Area (GTA).



Transit

At present, three Mississauga Transit bus lines serve the subject property: the 101, 101A and the 103, which run along Dundas Street and Hurontario Street, respectively. In addition to these bus lines, Dundas Street and Hurontario have future planned transit networks being developed. Dundas Connects is a multi-phased master plan that will direct the way the identified 17 km long corridor of Dundas will grow in terms of land use, transit and public spaces. It is anticipated that this corridor will have a multi-modal street design that will consist of bike lanes, vehicle lanes and a Bus Rapid Transit (BRT) line. Hurontario Street has a planned and funded Light Rapid Transit (LRT) line that will include 22 stops, running from Port Credit Go Station in south Mississauga to the Gateway Bus Terminal in Brampton. The Cooksville Go Train station is located less than 1 kilometre away from the subject property which provides connections to the rest of the Metrolinx system and to the GTA.

Trails and Cycling

Trails are an important component of the active transportation network in the Region of Peel. The Region of Peel has established their trail network called, “Walk + Roll”, to denote their system containing trails for walking and cycling. Kirwin Avenue contains a dedicated bicycle lane from Dundas Street to Hillcrest Avenue. In addition to these, Littlejohn Lane has a paved multi-use trail, which connects north to Richard Jones Park and south to Cooksville Park. Along the Confederation Parkway there are also dedicated bicycle lanes with connections that lead to Kirwin Avenue. With the Dundas Connects Master Plan nearing completion, Dundas will soon contain a dedicated bike lane.



4. Proposed Development

4.1 Description of Development Proposal

The development concept proposes (3) three blocks of back-to-back stacked townhomes on the subject property containing a total of 64 residential dwelling units. Block A will contain 28 dwelling units and is located in the northeast corner of the site. Block B will contain 16 dwelling units and is located in the southeast corner of the site. Block C will contain 20 dwelling units and is located internal to the site.

The proposed residential units will range in size from 64 sq. m to 150 sq. m and a total residential gross floor area (GFA) of approximately 6,838 sq. m (73,605 sq. ft). The proposed development achieves a floor space index (FSI) of 1.07 and approximate lot coverage of 25%. The units have been designed to appear as 3 storey structures with three levels above grade and one in the basement. The developable area as determined through consultation with the City of Mississauga and the CVCA is approximately 4,027 sq. m and maintains the development limits for the proposed habitable structures and servicing infrastructure. The proposed development limits are generally the same as the previously approved site plan application for the hotel development. Mailboxes will be located on the side of Block A.

Amenity

The proposed development includes approximately 2,811 sq. m of private outdoor amenity space on the western portion of the subject property. One outdoor amenity area is located above the proposed underground access ramp while the other is located in the rear of the development. The outdoor amenity area is indicated within the red outline on the proposed site plan. Access pathways connect the townhouses blocks to the amenity courtyard located in the centre of the amenity area. The access pathways provide further pedestrian circulation opportunities to Littlejohn Lane and John C. Price Park for additional amenity and playground activities, which is consistent with previous site plan approvals for the hotel development.

Parking and Access

The proposed development is accessed by a 7 metre wide driveway that connects to Kirwin Avenue. The driveway provides access to the proposed tenant and visitor parking areas that are located underground. The access ramp to the parking level is located in the southwest corner of the development area and is approximately 6 metres wide. The proposed development includes a total of 89 parking spaces, 79 for the future residents and 10 for visitors. Two barrier free parking spaces have been provided and are located at grade in front of Block C and adjacent to the underground access ramp. The barrier free parking spaces have been design in accordance with AODA guidelines. In addition to vehicular parking, the proposed development includes 6 above ground and 44 underground bike racks for residents and visitors.

Garbage and Loading

The development proposal contains a segregated enclosed waste collection area that is 37.7 square metres (123.68 sq. ft.) that is located internal to the property and screened by public view, behind the proposed Block B. Private garbage collection is proposed for this development, in which trucks will be able to pull in to frontload their vehicles and reverse to turn back onto Kirwin



Avenue. The loading area measures 2.7 metres by 9.8 metres and is located directly in front of the garbage area which is separated from the underground access ramp by approximately 7.5 metres.

4.2 Planning Applications

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

The subject property is designated *Mixed-Use* under the City of Mississauga Official Plan which encourages a wide variety and mixture of uses. The proposed development contemplates only residential uses on the subject property. A portion of the subject lands is also identified as being part of a *Natural Hazard* and no amendments are required to this portion of the subject property. An OPA is submitted to permit residential development as a singular use within the *Mixed-Use* designation. Although it is our opinion that in some instances the Official Plan permits a single use within the *Mixed-Use* designation, an Official Plan Amendment application has been submitted at the request of the City of Mississauga Planning Department.

The City of Mississauga Zoning By-law zones the subject lands Mainstreet Commercial (C4-52). An amendment to the Zoning By-law is required to permit the proposed residential use. Through the proposed Zoning By-law Amendment application, the proposed residential use will be added to the existing zoning.

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

4.3 Public Consultation

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

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality detailing the nature of the application and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the subject property by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject property.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

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



5. Supporting Materials

In accordance with the information obtained as a result of the Pre-Submission Consultation meeting conducted with the Region of Peel, City of Mississauga and Credit Valley Conservation Authority, and subsequent correspondence, the following studies are submitted in support of the proposed development.

Report	Author/Consultant
Acoustical Feasibility Study	Valcoustics
Archaeological Assessment	AMICK Consultants
Environmental Impact Study	Beacon Environmental
Functional Servicing and Stormwater Management Report	LEA Consulting Ltd.
Phase 1-2 Environmental Site Assessment	OHE Consultants
Transportation Impact Study	LEA Consulting Ltd.
Tree Inventory and Preservation Plan	Beacon Environmental

Acoustical Feasibility Study

To examine and evaluate the acoustical impacts from surrounding operations on the proposed development, Valcoustics was retained by the proponent. The study examined noise sources to ensure that the prospective residents of the proposed development would not be negatively impacted. The assessment evaluated adjacent land uses; particularly the commercial uses located along Dundas Street East and environmental noise guidelines.

To mitigate the noise impacts, Valcoustics provided two recommendations that are to be discussed further with the adjacent land owner regarding the noise produced by the neighbouring mechanical units on the roof. The report concludes that provided the recommendations are implemented the proposed residential development is feasible. For further information, please see the accompanying report.

Archaeological Assessment

AMICK Consultants were retained by the proponent to conduct the appropriate undertakings to evaluate the archaeological history of the subject property. AMICK conducted a Stage 1-2 Archaeological Assessment for the entirety of the study area and found no archaeological resources on site. As such, AMICK recommends that no further archaeological assessment of the study area is warranted and that the proposed undertaking is clear of any archaeological concern. The Stage 1-2 Archaeological Assessment has been included within this submission should further information be necessary.

Environmental Impact Study

The proponent has retained Beacon Environmental to prepare the Environmental Impact Study in order to examine the impacts of the proposed development to the natural features and ecological functions of the natural heritage system located in the surrounding area. The scope of the Study is



considerate of previous approvals and associated analysis in consultation with Credit Valley Conservation Authority.

It is the opinion of Beacon Environmental that *“the proposed redevelopment will not adversely impact upon the Significant Natural Area or any significant natural heritage features and ecological functions associated with the Natural Heritage System”* and that the proposed development is in conformity with the applicable environmental policies. Furthermore, the proposed development will enhance and restore the existing woodlot and vegetative features located on the western portion of the subject property. Refer to the EIS prepared by Beacon Environmental for further details.

Functional Servicing & Stormwater Management Report

LEA Consulting was retained by the proponent to prepare a Functional Servicing and Stormwater Management Report in support of the proposed development. The report examined the potential impacts of the proposed development on water quality and quantity in accordance with the City's and CVCA's requirements, and reviewed the existing water, sanitary and stormwater services available in the area and proposed to be utilized by this proposal.

The FSR proposes on-site storage for the purposes of stormwater management to the satisfaction of the applicable regulations and policies of the City and CVCA. The report concludes that the proposed development could be appropriately serviced through existing infrastructure located along Kirwin Avenue. The proposed development is not anticipated to create any negative impacts off-site or to City infrastructure. Please see the FSR prepared by LEA Consulting for further information.

Phase One/Two Environmental Site Assessment

The proponent has retained OHE Consultants to prepare the Phase One and Phase Two Environmental Site Assessment, dated October 13th, 2017. The purpose of the report was to verify the soil and groundwater conditions in proximity to any areas of potential environmental concerns identified through the assessment process. Through the findings of the work completed as part of the Phase One and Phase Two Environmental Site Assessments and the subsequent analysis of soil and groundwater samples, the Phase Two report concludes that no further environmental work is required. Following the completion of the reports, OHE filed a Record of Site Condition (RSC) Application to the Ministry of the Environment and Climate Change for review. For further information, please refer to the Phase One and Two Environmental Site Assessments submitted in support of the proposed development application.

Transportation Impact Study

In support of the proposed development LEA Consulting Ltd (LEA) was retained by the proponent to evaluate and analyze potential transportation impacts as a result of the proposed development. The study evaluated the existing and future transportation conditions, trip generation, transportation demand management and completed a parking supply and loading assessment. The necessity of the road widening along Kirwin Avenue was also evaluated. The Transportation



Impact Study concluded that the proposed development would operate at acceptable levels of service under existing and future conditions. The proposed development would support an appropriate quantity of parking spaces in accordance with future demand projections in consideration of transit and infrastructure improvements in the immediate area. The study supports the proposed parking and bicycle supply. The TIS supports the design and configuration of the proposed development, and further information can be found in the aforementioned report.

Tree Preservation & Preservation Plan & Arborist Report

Beacon Environmental was retained by the proponent to prepare the Arborist Report, Tree Inventory and Preservation Plan in support of the proposed development. The report notes that 65 trees are proposed to be removed as a result of the proposed development, and another 155 trees are proposed to be removed to enable woodland restoration, which includes tree protection measures. Please see the full report submitted under separate cover for additional information.



6. Planning Policy Framework

The development of the property is subject to the following provincial, regional and municipal planning policies and regulations that have been explored in this report:

- Planning Act, RSO 1990, c.P.13;
- Provincial Policy Statement, 2014;
- Growth Plan for the Greater Golden Horseshoe, 2017;
- Region of Peel Official Plan, 2016;
- City of Mississauga Official Plan, 2017; and,
- City of Mississauga Zoning By-law 0225-2007.

This section of the report provides an overview of the key policies pertaining to the subject property. The merits of the proposed development as it pertains to the land use planning regime of the Province of Ontario, Peel Region and the City of Mississauga, are evaluated below.

6.1 Planning Act, R.S.O. 1990, c.P.13

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

Section 2 Provincial Interest

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

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



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

The policies and direction of Section 2 of the *Planning Act* inform the Provincial Policy Statement, thereby ensuring that consistency with the PPS equates to consistency with Section 2. The Provincial Policy Statement is given consideration in Section 6.2 of this report.

6.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect on April 30th, 2014 and provides policy direction pertaining to land use matters of provincial interest that must be considered whenever land use planning decisions are being made. The PPS supports intensification and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are available. The PPS encourages appropriate development while maintaining public health and safety and the quality of the natural and built environments. Section 3 of the *Planning Act* requires that decisions affecting land use planning matters “*shall be consistent with*” the PPS. The following is an evaluation of the policies of the PPS that are applicable to the proposed development and a discussion on how the identified policies have been satisfied as part of this development application and are consistent with the PPS.

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*



The proposed development provides for the redevelopment of underutilized and currently vacant lands to create a compact and efficient use of land. It contributes to the available housing supply by providing a greater range and mix of housing than what is currently available in the surrounding area. The proposed development represents a new urban built form that achieves medium and high density growth rates while providing intensification that is sympathetic and characteristic of a low rise community built form.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:*
 - 1. Efficiently use land and resources*
 - 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion'*
 - 3. Minimize negative impact to air quality and climate change, and promote energy efficiency;*
 - 4. Support active transportation;*
 - 5. Are transit supportive, where transit is planned, exists or may be developed; and*
 - 6. Are freight supportive; and*
- b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The proposed development contemplates an efficient use of land with access to existing infrastructure and public services and facilities. The proposed development has access to transit and active transportation and contributes to creating a range of housing through intensification and redevelopment.

1.4 Housing

1.4.1 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, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

The proposed development provides an opportunity for increased intensification on underutilized lands to contribute to long term intensification goals within the City. Section 1.4.3 of the PPS



provides further direction towards the promotion of an appropriate range and mix of housing types and densities:

- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
 - b) *permitting and facilitating:*
 - 1. *all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
 - 2. *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 and public service facilities are or will be available to support current and projected needs;*
 - 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, while maintaining appropriate levels of public health and safety.*

The proposed development will efficiently utilize existing services and has access to existing infrastructure, including servicing capacity as demonstrated through the Functional Servicing Report prepared by LEA Consulting.

- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

The proposed development shall be serviced by existing infrastructure including municipal water and wastewater services as demonstrated through the Functional Service Report prepared by LEA Consulting dated December 8th, 2017.

- 1.8.1 *Planning authorities shall 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 (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which:*
 - i. *maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
 - ii. *maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
 - iii. *maximize vegetation within settlement areas, where feasible.*

The proposed development will support energy conservation and efficiency by provided a compact built form that is located within close proximity to transportation infrastructure as well as located adjacent to existing trails and pedestrian connections that connect the subject property to the larger community.

2.1 Natural Heritage

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

A portion of the subject property contains existing natural features, which have been evaluated and a proposal has been made to restore and improve this area. The provision of an enhanced and restored tree inventory will lead to an ecological gain for the area and enhancement of the natural heritage feature which has been degraded over time due to historic land uses.

Summary

The proposed development contemplates the intensification of a currently vacant and underutilized site with access to existing municipal infrastructure and public services and facilities. The proposed development is located in a built-up area with access to transit and active transportation and provides for a range and mix of housing types which provides for an efficient use of land while protecting public health and safety. It is our opinion that the proposed development is consistent with the PPS.

6.3 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (GGH) provides direction on the development and growth of communities within the Greater Golden Horseshoe. The Growth Plan was prepared under the *Places to Grow Act*, 2005 and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH). The Growth Plan (2017) came into effect on July 1, 2017 and applies to the development of the subject property.



Figure 4: The Growth Plan for the Greater Golden Horseshoe

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

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
 - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - public service facilities, co-located and integrated in community hubs;

- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development.*

The proposed development will contribute to creating a complete community that will provide a greater range and mix of housing types compared to the existing housing supply, while ensuring a high quality and compact built form. The proposed built form meets the prescribed density targets and intensification policies while being sympathetic and contextually consistent with adjacent stable residential uses.

2.2.2.4 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;*
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;*
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development will contribute to the City meeting and maintaining its intensification targets. The proposed development promotes a compact built form and efficient use of land which implements the goals and objectives of official plan policies.

2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas 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.

Section 2.2.6 provides direction on establishing a housing strategy that will lead to the creation of complete communities. The proposed development is located in close proximity to the Cooksville GO Train station and future Hurontario LRT, as well as adjacent to Dundas Street, an identified



transit corridor. The proposed development contemplates intensification within an area with existing and planned transit accessibility that promotes walkability and less dependency on motor vehicles. Furthermore, the proposed development provides a new form of housing type to the area and achieves appropriate development densities.

Section 2.2.6

- 1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:*
 - a) supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;*
 - b) identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
 - c) aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
 - d) will be implemented through official plan policies and designations and zoning by-laws.*
- 2. Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) planning to achieve the minimum intensification and density targets in this Plan;*
 - c) considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) planning to diversify their overall housing stock across the municipality.*
- 3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*
- 5. When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.*

Summary

The proposed development contemplates intensification of vacant and underutilized serviced lands to contribute to the area housing stock and provide a mix and range of housing forms. The proposed development contemplates a compact and high-quality build form. The proposed development is adjacent to major transit systems and promotes walkability and access to transit,

which contributes to creating a complete community. The proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

6.4 Peel Region Official Plan (December 2016 Consolidation)

The Region of Peel Official Plan was adopted by Regional Council on July 11, 1996 and the sections not under appeal came into effect as of October 1, 1997. The subject property is located within the *Urban System*, which is an area identified to accommodate additional growth and intensification. In particular, Section 5.3.1.4 states that “to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services”.

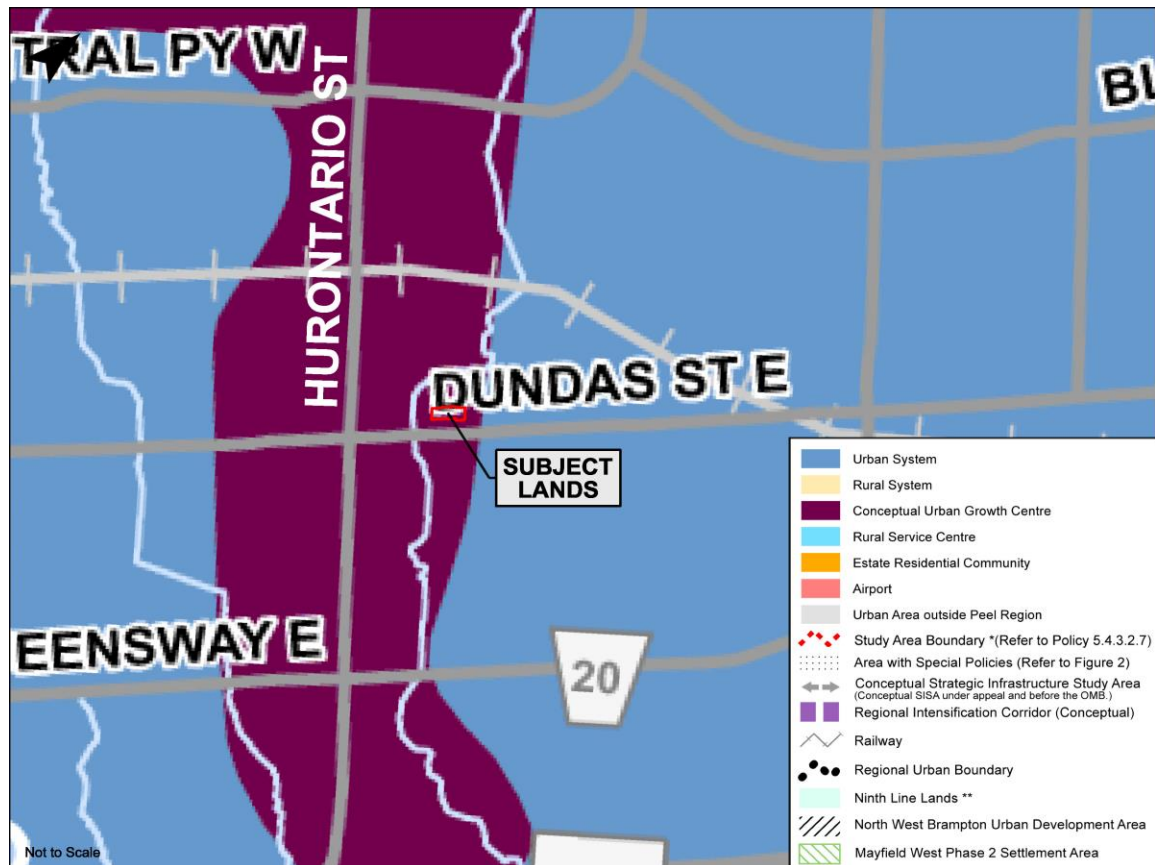


Figure 5: Schedule D, Regional Structure

The subject property is identified as a “*Conceptual Urban Growth Centre*” per Schedule D, Regional Structure (Figure 5). The subject property is within the Settlement Area on Schedule D3 - Greenbelt Plan Area and Land Use Designations and identified as within an Urban Growth Centre as defined by Mississauga

5.3.3 Urban Growth Centres and Regional Intensification Corridor

5.3.3.2 It is the policy of Regional Council to:

5.3.3.2.3 *Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*

- a) The specific role of each urban growth centre in the context of the Region and the Greater Toronto Area and Hamilton;*
- b) The provision of opportunities for residents to live and work within the urban growth centre;*
- c) The establishment of a higher intensity compact form, with a wide range and mix of land uses;*
- d) The provision of a transit-supportive and pedestrian-oriented urban form;*
- e) The provision and financing of necessary services; and*
- f) Other relevant issues*

The subject property is generally located on the outer limits the conceptual Urban Growth Centre of Hurontario and Dundas Street East as identified within the Region's Official Plan. The proposed development contributes to creating a transit supportive, pedestrian friendly development which is compact in form and provides a range in new housing stock typology for the area. It also provides an opportunity for transition of the Urban Growth Centre to the adjacent Urban System which consistent primarily of stable uses. The proposed development contributes to the creation of a vibrant urban centre along major transit corridors and creates an opportunity for residents to live and work within a single community.

5.8 Housing

5.8.2 *It is the policy of Regional Council to:*

5.8.2.1 *Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel Region in accordance with the projected requirements and available land resources.*

- a) Maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and lands which are designated and available for residential development; and*
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential intensification and redevelopment and land in draft approved and registered plans.*

5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*

- a) Residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
- b) Cost-effective development standards for new residential development, redevelopment and intensification*

The proposed development provides an opportunity for infill development to optimize the use of land for efficient residential development. The proposed development contributes to the regional and municipal intensification targets in an area identified for intensification and growth.



5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

The proposed development is located in close proximity to the Cooksville GO Station and adjacent to Dundas Street East which has been identified as a transit corridor. Furthermore, transit improvements have been planned and approved for the Hurontario corridor. The proposed development provides an opportunity for an efficient and compact development form that provides growth in a mandated intensification area supported by transit. The proposed development maintains the objectives of the Region's policies as it relates to intensification.

6.2.3.2 Ensure that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.

The proposed development will utilize public infrastructure for water and wastewater services. The proponent will enter into a Servicing Agreement, with the Region, as required, at the appropriate time in the planning process in order to facilitate development.

6.4.2.5 Require new development to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient waste collection and diversion through consultation with the area municipalities and applicants.

The proposed development will incorporate design standards based on the Peel Waste Collection requirements in order to comply with Regional requirements.

Summary

The proposed development contributes to meeting the goals and objectives of the Region of Peel Official Plan in providing an opportunity for intensification within an Urban Centre, adjacent to a transit corridor and within close proximity to a Transportation Mobility Hub. The proposed development includes a compact built form with access to existing infrastructure and services. The proposed development conforms to the Region of Peel Official Plan.

6.5 Credit Valley Conservation Authority

The subject property is contained within a watershed that is controlled and regulated by the Credit Valley Conservation Authority (CVCA). The regulation limit is generally associated with the Cooksville Creek and its associated watershed area. The proponent has conducted discussions with CVCA staff. The proposed development limits, shown on the Site Plan are generally consistent with the limit indicated by CVCA during the formal pre-consultation (DARC) process and subsequent discussions on the matter.

6.6 City of Mississauga Official Plan (March 13th, 2017 Office Consolidation)

Since the adoption of the Mississauga Official Plan (MOP) by City Council on September 29, 2010 and the Region of Peel's approval on September 22, 2011, the Municipality has undergone significant changes. The subject property is located within the *Downtown*, along an *Intensification Corridor* and within the *Green System* per Schedule 1, Urban System (Figure 6). The City of Mississauga is intended to accommodate significant growth to 2031 including a population of 805,000 residents within this planning horizon, most of which are to be accommodated within the *Downtown* and *Corridor* areas.

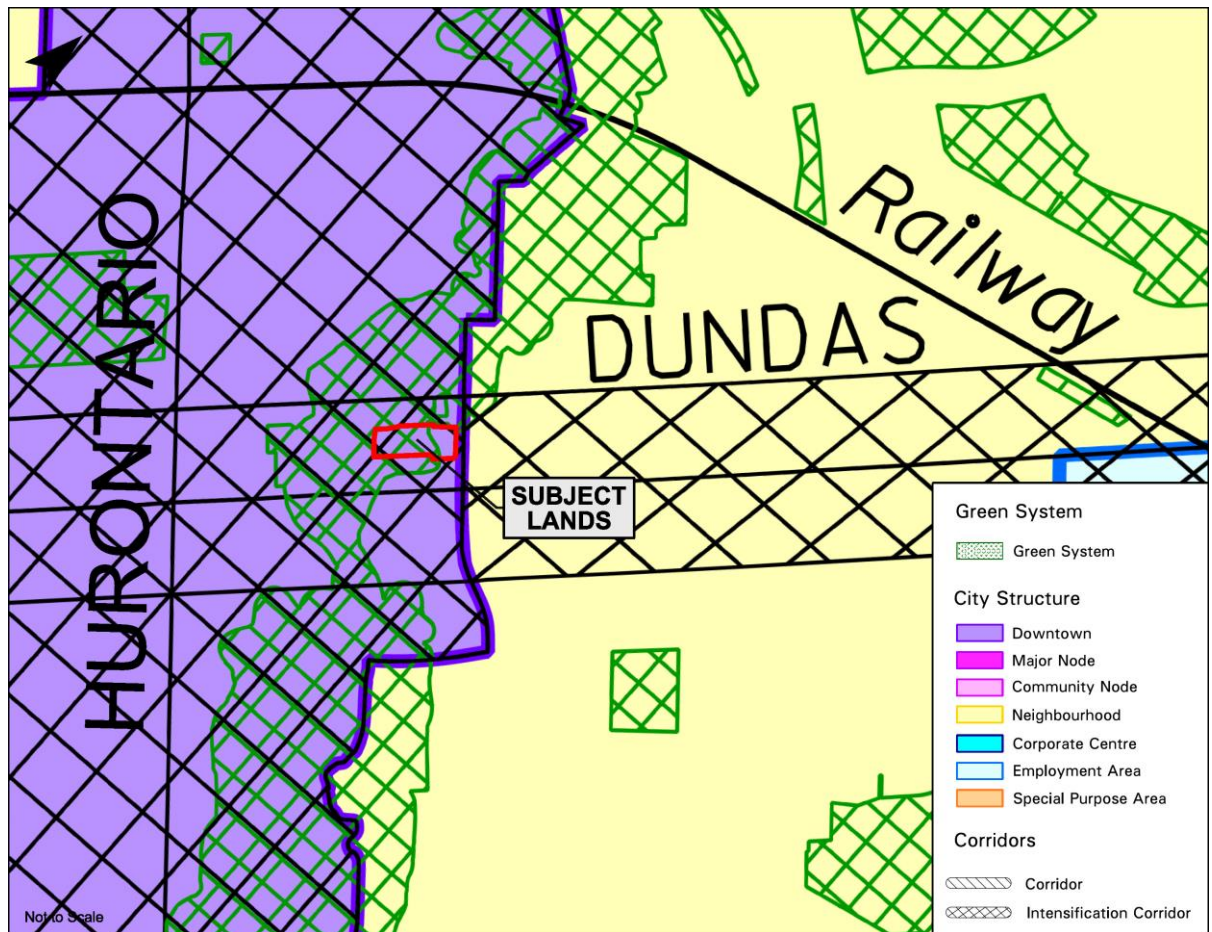


Figure 6: Schedule 1, Urban System

Section 5 of the MOP provides policy direction as it relates to growth management and the appropriate directing of intensification within the City. The proposed development is considered a form of infill intensification and should be directed towards intensification areas as indicated in Section 5.1.4. The proposed development provides a medium density, compact form of development that is transit supportive due to its location in the vicinity of two transportation corridors (Section 5.1.6). The proposed development respects and achieves the following objectives for growth:



- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- a. *protect ecological functions, public health and safety;*
 - b. *utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
 - c. *minimize environmental and social impacts;*
 - d. *meet long term needs;*
 - e. *build strong, livable, universally accessible communities; and*
 - f. *promote economic prosperity.*

The subject property is located within the *Downtown Cooksville Character Area* and is one of four *Downtown Character Areas* that have been identified as intensification areas (Section 5.3.1.3).

The proposed development is considered intensification as it seeks to increase the density of a defined area that is currently vacant and formerly the site of single detached residential homes. The proposed development represents a form of intensification that is desirable and compatible with existing and planned uses for the surrounding area. It is located along the boundary of the *Downtown Character Area* and provides a transition to the low density and stable residential uses to the east of Kirwin Avenue.

As the subject property is located within the *Downtown* area, it is expected to achieve certain density targets as a focus area for intensification and growth. As such, the following policies in respect to density are applicable to the proposed development:

- 5.3.1.4 *The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.*
- 5.3.1.6 *The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.*
- 5.3.1.9 *The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.*

The proposed development includes a total of 64 residential units, which averages approximately 100 units per net residential hectare when calculated to include the private open space and amenity areas proposed on the western portion of the subject property. This calculation is consistent with the MOP's definition of net residential density. The subject property is unique in that a large portion of the lands is environmentally constrained which limits the net developable area that could be utilized for development. Approximately 0.27 hectares of the subject property is considered to be constrained and has been proposed to be utilized for private open space and amenity area due to its inability to accommodate development. This results in a density calculation that is significantly lower than what is actually being achieved through the compact built form and would be more accurately represented through a density calculation which excludes the natural heritage area identified as private open space. When calculating density only on the lands subject to intensification and excluding the environmentally constrained lands, the proposed development

achieves a density of approximately 175 units per residential hectare and is a more accurate reflection of the density being achieved on site.

Assuming a rate of 2 residents per proposed unit, the proposed development will achieve a density rate of 200 residents per net residential hectare, consistent with the City's minimum density requirements. When considering that the private open space and amenity area are not included in the calculation, the proposed development achieves a density rate of approximately 350 residents per residential hectare and is in line with the City's density targets for the *Downtown* area. The proposed development conforms to the density provisions for *Downtown* and *Corridor* areas and will assist the City in meeting its overall growth obligations to the next planning horizon. It will contribute to the overall growth and intensification target for the *Downtown Cooksville Character Area*. It is the intent of the policy that the *Downtown* area as a whole achieve a density target of 200 residents and jobs per hectare and that more intensive developments be focused along the corridors and in the core of the *Downtown* which will be able to achieve higher density rates.

The subject property is external to the prime intensification areas and functions more appropriately as a transition to the lower density residential neighbourhoods that surround and abut the intensification areas. The subject property is located on the edge of the *Downtown* area and does not have frontage onto the *Intensification Corridor*. It would function as an appropriate and compatible interface between the intensifying lands west and south, within the *Cooksville Downtown* and *Intensification Corridor* to the lands immediately east of Kirwin Avenue, which is considered a stable neighbourhood containing existing low density residential uses. The proposed built form provides a form of intensification that varies from the existing residential housing stock in providing a greater variety of unit types while also providing a transitional built form between low and high density residential development that still achieves the minimum density requirements.

As per the applicable corridor policies below, the proposed development includes a compact urban form that will be contextually compatible with the existing neighbourhood to the east and has regard for the appropriate transition in height, built form and density.

- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.5 *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.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*
- 5.4.11 *Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.*



5.4.13 Low density residential development will be discouraged from locating within Intensification Corridors.

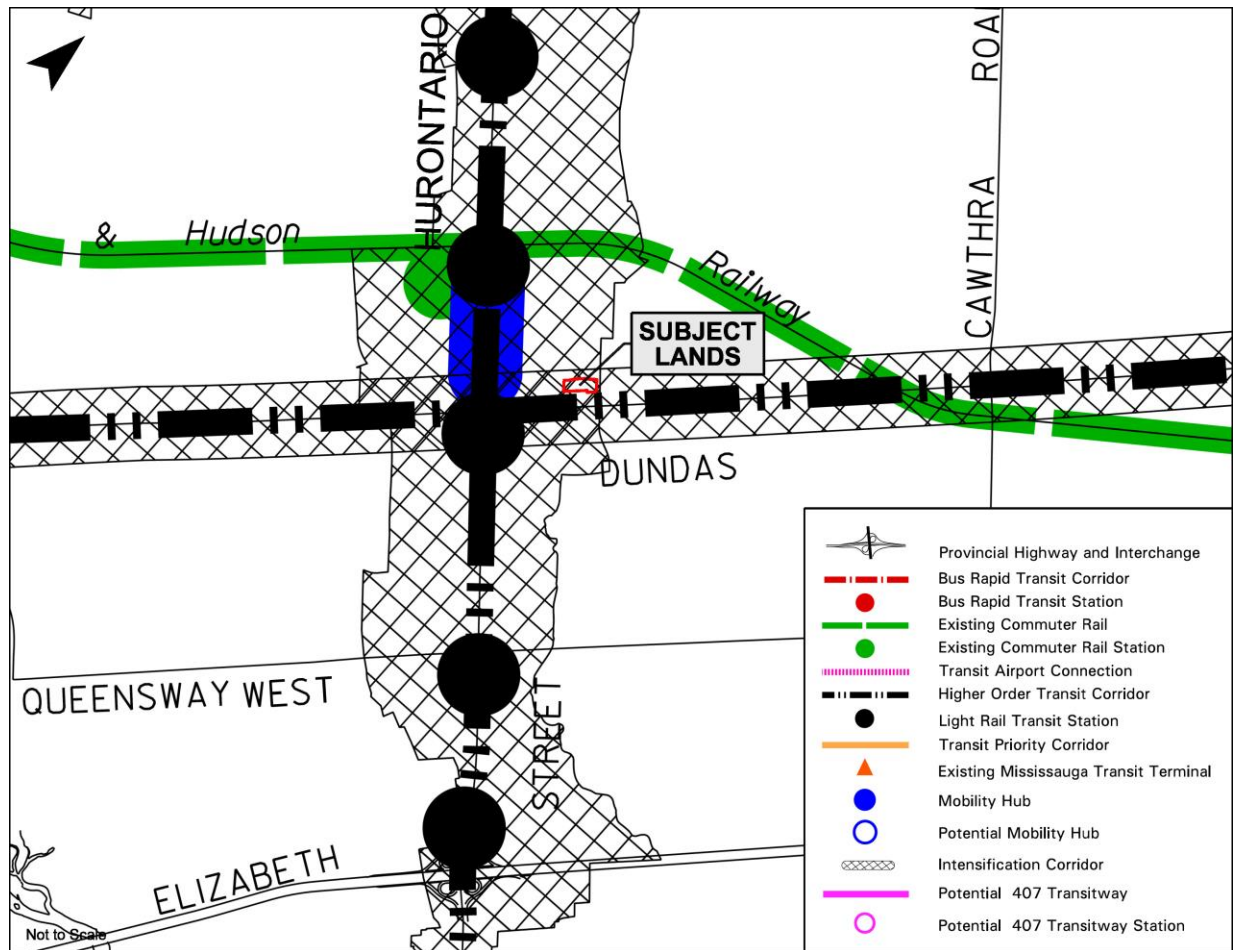
It is the intent of the *Downtown* and *Intensification Corridor* policies to focus growth along major corridors in order to provide a consistent built form and enhanced urban streetscape. Properties fronting onto Hurontario and Dundas shall be the prime focus areas for high rise development as they are located along larger streets that can accommodate increased density and a built form that won't negatively impact abutting land uses.

The proposed development constitutes a form of medium density development. The design of the site would help the City to achieve its intensification goals and would be compatible with existing and planned high and low density residential uses in the immediate area. The proposed development achieves the following policies:

- 5.5.3 Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.*
- 5.5.5 Development will promote the qualities of complete communities.*
- 5.5.7 A mix of medium and high-density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.12 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.*
- 5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*
- 5.5.16 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.*

The City of Mississauga Official Plan delineates the boundaries of the *Downtown Cooksville Character Area*. The proposed development constitutes infilling, a form of intensification that achieves the height and density targets for this area while respecting existing and planned land uses in the immediate area. This is achieved through the provision of a medium density built form that meets density requirements while providing a lower scale form of development that is respectable of stable communities that surround the subject property. The proposed built form provides a housing alternative for the area that allows for intensification that will be compatible with the adjacent uses. The location and design of the proposed development encourages non-automotive transportation and the efficient utilization of existing parks, open spaces and community infrastructure. The proposed development will achieve the intensification goals contributes to creating a complete community.

The subject property is located within the 500 metres radius of the Hurontario and Dundas Street East intersection, which is classified as a major transit station. The proposed development would support and promote pedestrianism as various linkages are provided throughout the site. An east-west pedestrian linkage is provided, as well as access to the park north of the subject property. Residents and visitors would also be able to readily utilize transit located along Dundas Street East.



Value the Environment

Mississauga is located on the shore of Lake Ontario and contains multiple major watersheds and environmentally sensitive lands. “Living Green” is part of the 5 pillars identified in the City’s Strategic Plan to help protect sensitive lands, species and habitats. The western portion of the subject property is located within the City’s Green System and is further delineated by *Natural Hazard* and *Special Management Areas* as per Schedule 3, Natural System (Figure 8). The following policies provide direction on the matters pertaining to the Natural System. In particular, the following objectives shall be achieved as per Policy 6.1.1:

Mississauga will:

- a. protect, enhance, restore and expand the Natural Heritage System;
- b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;
- c. protect life and property from natural and human made hazards;
- d. promote pollution prevention, reduction of natural resource consumption and increased use of renewable energy;
- e. ensure land use compatibility; and
- f. develop monitoring and information/education programs.

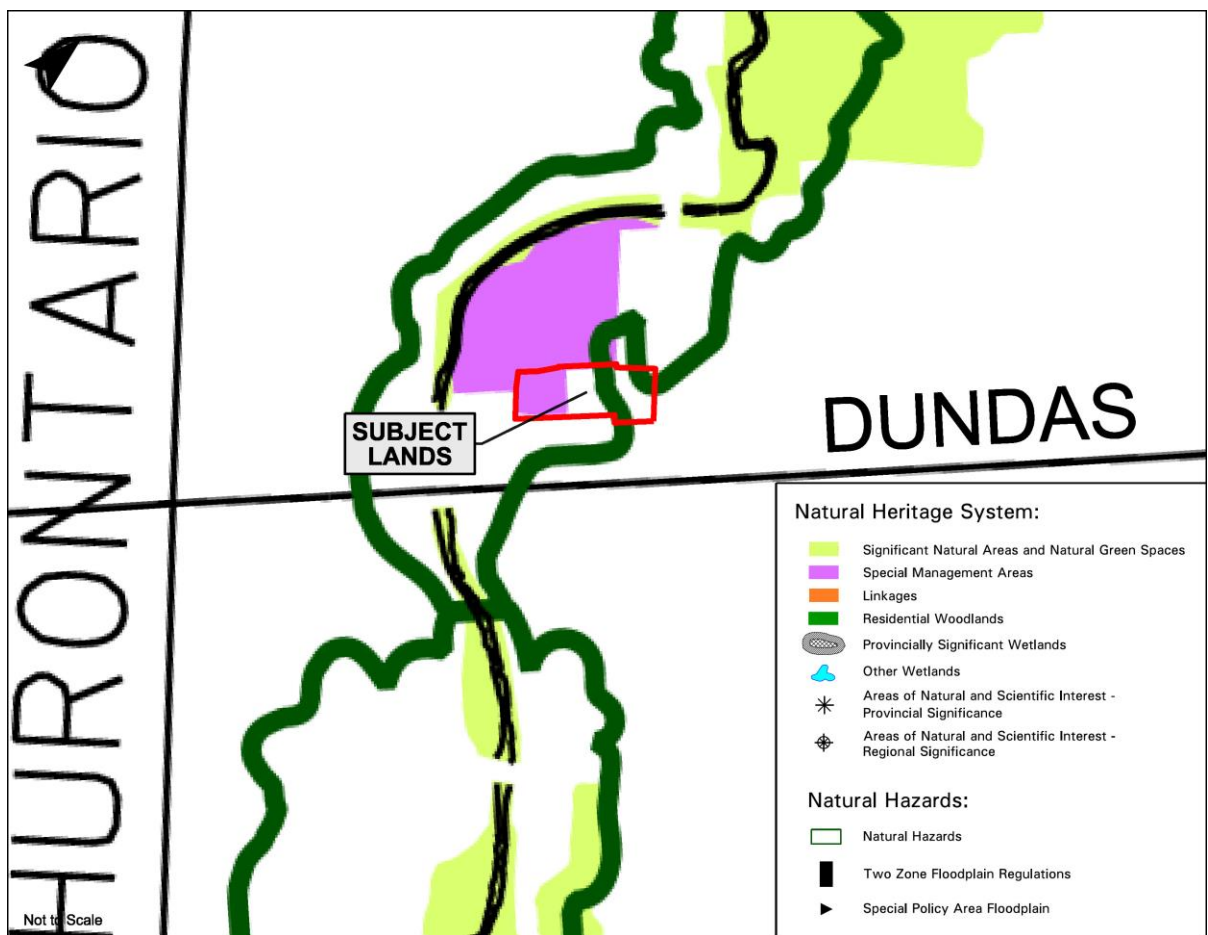


Figure 8: Mississauga Official Plan - Natural System

As discussed in Section 5 of this report and consistent with the City's Natural Heritage mapping, a portion of the subject property predominantly consists of natural features and is within the floodplain associated with the Cooksville Creek located directly west of the property. The proposed development will be contained within an area previously evaluated and approved for development by the City of Mississauga, in cooperation with the Credit Valley Conservation Authority (CVCA). The proposed development will respect and appropriately integrate into the natural heritage



system and the green system, and has been designed to prevent risk associated with natural and human made hazards as required by the following policies:

- 6.1.3 *Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.*
- 6.1.4 *Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.*
- 6.1.12 *Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.*

Appropriate engineering and servicing considerations have been considered as part of the preparation of the development proposal in order to ensure there are no negative impacts on water, air or land quality. Intensification and infill development will effectively mitigate pollution and due to access to non-auto transportation modes in the immediate area, non-automotive transportation modes would also be supported.

- 6.2.7 *Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.*
- 6.2.8 *Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.*
- 6.2.12 *Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy.*

In accordance with the above noted policies, the proposed development has incorporated stormwater management best practices, which are further discussed in Section 5 of this report and by the Functional Servicing and Stormwater Management report prepared by LEA Consulting. As the developable area associated with the proposed development is located on the east side of the subject property, the majority of the existing tree cover and urban forest canopy will be maintained through replanting and enhancements. Additional landscaping is proposed to enhance the development and associated private open space and amenity areas.

- 6.3.8 *Buffers shall be determined on a site-specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.*
- 6.3.15 *Special Management Areas are lands adjacent to or near Significant Natural Areas or Natural Green Spaces and will be managed or restored to enhance and support the Significant Natural Area or Natural Green Space.*
- 6.3.16 *Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.*
- 6.3.23 *Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Heritage System in all decisions.*

The development limits proposed are consistent with limits that have been previously approved by the City of Mississauga, in consultation with the CVCA as part of previous development approvals.



The proposed development will help to manage and restore the Special Management Area located on the western portion of the site and to the north. The proposed development maintains the long term ecological integrity of the natural heritage system by enhancing the private open space located on the western portion of the site as promoted in policy 6.3.16. The proposed development conforms to and achieves the following measures outlined in Policy 6.3.24 in respects to the protection, enhancement and restoration of the natural heritage system:

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;*
- b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;*
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;*
- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;*
- e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;*
- f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and*
- g. regulation of encroachment into the Natural Heritage System and other public open spaces.*

The proposed development respects the development limits previously approved by the City of Mississauga and would maintain a naturalized area on the westerly portion of the site. The appropriate engineering and environmental investigations have been conducted to ensure that there is no negative impact to the Cooksville Creek and its associated natural heritage features. Based on the Special Management Area designation and the applicable policy regime associated with the natural heritage features identified on and adjacent to the site, an Environmental Impact Study (EIS) was prepared by Beacon Environmental and is explored further in Section 5 of this report.

The EIS submitted with this report identifies that the subject property contains no significant natural heritage features and that any significant features within the broader area are limited to the Cooksville Creek which are located approximately 70 metres to the south and west. Therefore, the subject property does not meet the criteria of a Significant Natural Area as determined through the EIS investigation.

6.3.26 Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenland and zoned to ensure their long-



term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

- 6.3.27 Development and site alteration as permitted in accordance with the Greenland designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*
- 6.3.31 Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which will conform to approved fisheries management plans.*
- 6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*
- 6.3.33 Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.*

The completed EIS is consistent with Policy 6.3.33 as it delineates the area of the natural heritage features and evaluates the ecological sensitivity of the area in relation to the development proposal. The impact assessment presented in the EIS has confirmed that the proposed development will not adversely impact the Significant Natural Area nor any habitats associated with the Cooksville Creek to the west.

The EIS has established that the western portion of the subject property, which is designated as a Special Management Area is partially wooded and in very poor condition due to previous land uses and the predominance of non-native and invasive species on site. The proposed development will include woodland restoration to correct previous negative effects that have been imposed on this area of the site. The proposed woodland restoration will have a positive impact on the Natural Heritage System and is consistent with the City's Special Management Area policies.

- 6.3.35 The expansion and connection of the Natural Heritage System will be encouraged. Where appropriate, Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Heritage System policies.*



- 6.3.38 *Privately owned lands in the Natural Heritage System are not intended to be open to the public. Consideration will be given to public acquisition of these areas through the development approval process or through the City's land securement program.*

The western portion of the subject property is proposed to be used as open amenity space and will allow for the enhancement and replanting of the woodland feature. It is proposed that these lands remain in private ownership as the EIS has demonstrated that they do not consist of environmentally significant features and do not warrant further protection from the CVCA.

- 6.3.47 *Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.*
- 6.3.48 *Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.*
- 6.3.49 *Development on lands containing a watercourse system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the watercourse is stable, either with or without the installation of erosion protection works, to the satisfaction of the City and the appropriate conservation authority.*

In accordance with historic approvals for the subject property, the development limits are now smaller than previously proposed and represents less of an impact to the valley and watercourse corridor. The limits of development have been approved in principle the CVCA.

- 6.3.64 *Mississauga will value and wisely manage its parkland and open spaces.*
- 6.3.73 *In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.*
- 6.3.74 *Land conveyed to Mississauga for use as public parkland and/or Greenland will be in a condition that is acceptable to the city.*

The proposed development will be appropriately connected to the existing parkland north and west of the subject property, which would not be negatively impacted by the proposal due to the proposed enhancements within the western portions of the site. As the development applications are processed, the appropriate parkland dedication will be provided as prescribed through the *Planning Act* and City of Mississauga Parkland dedication requirements which are to be further discussed with Staff.

The MOP contains a variety of policies that speak to stormwater management and best practices for water conservation. The proposed development conforms to the following policies in relation to these principles:

- 6.4.1.2 *Water conservation measures will be implemented in development.*



- 6.4.2.1 *Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices.*
- 6.4.2.2 *Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.*
- 6.4.2.3 *The location and design of surface drainage and stormwater management facilities will respect the Natural Heritage System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.*
- 6.4.2.6 *The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.*
- 6.4.2.7 *At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.*

The proposed development has incorporated the appropriate engineering considerations and best practices into the site design as described in the Functional Servicing and Stormwater Management Report discussed in Section 5 of this report.

The stormwater management design considers the risks related to flooding and erosion, and proposes an engineered condition that will form the development limits using appropriate practices. The design further considered the existing natural heritage feature located to the west and was prepared in accordance with the City's standards, policies and guidelines.

- 6.5.1 *To improve air quality, Mississauga will:*
 - a. *promote the use of alternative modes of transportation such as transit, cycling and walking;*
 - b. *give preference to compact, mixed use and transit oriented development that reduces car dependency;*
 - c. *direct growth to Intensification Areas;*
 - d. *encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes; and*
 - e. *protect, enhance, restore and expand the Natural Heritage System.*
- 6.5.4 *Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.*

Located in close proximity to Dundas Street East and the Cooksville GO Transit Station, the proposed development constitutes a form of compact infill development that supports non-



automotive modes of transportation and has incorporated the appropriate environmental and engineering designs in order to mitigate any impact on the adjacent natural heritage system and air quality of the area.

- 6.6.2 Proposals for development and site alteration will incorporate appropriate buffers adjacent to watercourses, Natural areas and parks to protect against soil erosion and sediment impacts.*
- 6.6.3 Topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.*

A Construction Management Plan will be prepared as part of the site plan review process to ensure that adjacent parks and natural heritage features will not be impacted by the construction of the proposed development. Appropriate setbacks and buffers have been considered and are reflected in the development limits. The Construction Management Plan will also address the following waste management policies. As discussed in Section 4.1 of this report, a garbage collection area is proposed along the southern border of the site area. It can be appropriately serviced and can facilitate the easy removal of garbage as further discussed in the Traffic Impact Study.

- 6.9.3 Mississauga will establish site design standards that allow adequate flexibility in waste handling for development proposals. Standards will address a range of waste management options including on-site material separation, multiple waste streams and composting.*
- 6.9.4 Mississauga will promote the reduction of waste generated through construction.*

The proposed development is located in the vicinity of two major roadways and must consider the potential noise impacts of vehicles and traffic on the future residents of the proposed development both within the proposed units and within the proposed outdoor amenity areas. The Noise Impact Study prepared by Valcoustics and discussed in Section 5 of this report has been prepared to identify the worst case scenario noise impacts and achieves the relevant provincial guidelines as outlined in the following policy:

- 6.10.1.3 The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.*
- 6.10.1.5 Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.*
- 6.10.3.3 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will*

be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.

6.10.3.4 Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.

6.10.3.5 Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.

Based on the results of the noise study, the proposed development will incorporate the recommended mitigation measures identified, inclusive of additional architectural design measures. The proposed development appropriately reflects best practices to mitigate noise impacts and would be implemented as necessary through the site plan approval process and building permit process.

Complete Communities

One of the pillars of Mississauga's Strategic Plan is to develop an urban city consisting of complete communities. The City's goal is to provide more inclusive spaces that embody the live, learn and play philosophy which is achieved by providing the necessary infrastructure, employment opportunities and recreational activities that are necessary for a growing and complete community. In particular as indicated in Policy 7.1.1 "*Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga*". In order to achieve complete communities, new development must have regard for the following as identified in Policy 7.1.3:

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

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

The proposed development constitutes a compact residential development that efficiently uses land by intensifying a currently vacant site. The site design provides for multimodal and pedestrian



circulation and is directly connected to a public park while also being within walking distance of higher order transit and two intensification corridors. The proposed development provides an affordable housing form that assists the City in becoming a complete community.

7.2.2 Mississauga will provide opportunities for:

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

7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.

7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.

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

The proposed development will contribute 64 stacked townhouse condominium dwelling units to the community and provide an additional dwelling type and built form that is not currently prominent in the area. The proposed housing type allows for the development of larger condominium units that support young families transitioning into the single detached and semi-detached housing markets as well as older adults looking to downsize but remain in a low-rise built form.

7.3.13 The proponent of an intensification project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing community infrastructure, human services and emergency services to meet increased demand caused by proposed intensification. A Community Infrastructure Impact Study will identify necessary community infrastructure and the need for staging to ensure that development does not precede necessary community infrastructure improvements.

The scale of the proposed development will have a relatively low impact on existing community services and infrastructure. Based on the rate of intensification proposed, a Community Infrastructure Impact Study is not required; however, details of existing community services and facilities in the area of the subject property is articulated in Section 3 of this report.

As previously discussed, stacked townhomes assist in achieving higher density requirements at a lower scale and are sympathetic and consistent with lower density built forms. The proposed development will respect the exiting low-rise, low-density residential uses fronting onto and located to the east of Kirwin Avenue. This transition and structural interface is appropriate and desirable in order to mitigate the impacts of the increasing intensification of the downtown Cooksville area to abutting lands containing low-rise residential housing forms.



- 7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.*
- 7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.*
- 7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.*

Appropriate architectural design considerations have been employed in order to provide a unique living environment that connects to the adjacent lands, and maintains compatibility with existing and planned built form. The proposed stacked townhomes would be consistent with the character and design of the existing and planned land uses, specifically as a transitional building form, from the low-rise residential land uses east of Kirwin Avenue and the high-density land uses designated for much of the Downtown Cooksville area.

Create a Multi-Modal City

Mississauga aims to create a multi-modal transportation network for the movement of people and goods, which will support sustainable and complete communities. Various modes of transportation are combined within the City to create an effective and essential transportation network that can support higher density developments. Section 8.1.1 of the MOP states “*Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation*”.

The City of Mississauga is presently in the process of a master planning exercise for the Dundas Street East corridor in order to support medium to high density development forms. The proposed development, provided the site and area context, would efficiently utilize and contribute to the current and prospective transit investments along the Dundas Street East corridor. The development of the subject lands for the proposed use would not compromise the long-term viability and maximization of the efficiency of the future transportation system, but would rather complement and support such infrastructure improvements. As previously indicated and further explored in this section of the report, the proposed development provides medium density development in proximity to existing and proposed transit investments that will limit the use of private vehicles in conformity with Policy 8.1.12, which states that “*Mississauga supports opportunities for multimodal uses where feasible, in particular prioritizing transit and goods movement over those of single occupant vehicles*”.

Further discussed in Section 5 of this report and as required as part of the development review process, a Traffic Impact Study has been provided in support of the proposed development as required by Policy 8.1.16:

- 8.1.16 In reviewing development applications, Mississauga will require area wide or site-specific transportation studies to identify the necessary transportation improvements*

to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.

The Traffic Impact Study completed by LEA Consulting has analyzed and evaluated the proposed development and its potential impact on existing and planned infrastructure. The study considers auto traffic, transit, pedestrian mobility and cycling. The study supports the proposed development and concludes that it would not negatively impact existing or future road or infrastructure improvements.



Figure 9: Schedule 5, Long Term Road Network

The subject property is located on Kirwin Avenue, which is designated as a “Major Collector” per Schedule 5, Long Term Road Network (Figure 9). It is required as per Section 8.2.1.1 that the City will ensure that the transportation network is protected and maintained. The proposed development conforms to the following transportation policies:

8.2.1.1 The City’s multi-modal transportation network will be maintained and developed to support the policies of this Plan by:



- a. *protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;*
- b. *designated right-of-way widths are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities or to provide for necessary improvements for safety in certain locations;*
- c. *providing an appropriate transition where there are different road classifications or right-of-way widths at municipal boundaries, in consultation with the respective municipalities;*
- d. *protecting land for future rail grade separations to support a safer and more efficient transportation system;*
- e. *requiring the conveyance of lands of abutting properties for widening as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration; and*
- f. *working closely with partner transportation agencies, including the GTAA, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified.*

Major Collector roads have a planned right-of-way width of 26 metres and shall achieve the following:

- 8.2.2.1b. *major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes. In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of goods movement traffic. Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Character Area policies may provide further guidance on vehicular access;*

The existing Kirwin right-of-way is approximately 26 metres at the south end of the subject property, closest to Dundas Street. As the Kirwin right-of-way progresses north, the width of the right-of-way narrows to less than 26 metres. The Transportation Impact Study prepared by LEA consulting has identified that the proposed road widening is not required at this time based on the current and available data for Kirwin Avenue. As such, a road widening has not been provided at this time.

The proposed development will not negatively affect the creation of a finer grain road pattern within the Cooksville Downtown area. The subject property is located approximately 40 metres north of Dundas Street East. The Dundas Connect Master Plan presently includes a separated bicycle track and pedestrian walkway. The prospective residents of the proposed development would have direct access to this infrastructure. Furthermore, pedestrian connectivity would be provided to



Littlejohn Lane and John C. Price Park directly north of the subject property through pedestrian connection proposed within the proposed private open space and amenity areas.

- 8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.*
- 8.2.4.3 Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.*
- 8.2.4.7 Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.*

The proposed development will not negatively impact the City's ability to provide the road design and streetscape qualities outlined in Policy 8.3.1.2. The subject properties location and housing form promotes non-automotive and active transportation methods as it is located within 500 metres of the Dundas and Hurontario Major Transit Station Area. The proposed development will support the City's goal of connectivity of various transportation modes.

- 8.3.1.2 Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:*
 - a. reducing lane width, where appropriate;*
 - b. providing streetscaping to reduce the apparent width of the right-of-ways;*
 - c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and*
 - d. creating safe road crossings for pedestrians and cyclists.*
- 8.3.2.2 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick-up/drop-off areas.*

The provision of adequate and accessible off-street parking for vehicles and bicycles is essential to developing efficiently designed developments and promoting active transportation uses. The proposed development conforms to the following policies as it provides sufficient off-street parking to residents and visitors as well as an adequate supply of readily accessible bike racks which will promote active transportation.

- 8.4.1 Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:*
 - a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;*
 - b. provide for the needs of people with disabilities; and*
 - c. support transportation demand management (TDM) initiatives.*
- 8.4.3 Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:*
 - a. access to transit;*
 - b. level of transit service;*
 - c. traffic generation; and*

d. impact on the surrounding area.

To support the proposed development applications LEA Consulting prepared a Transportation Impact Study. As part of the study the proposed parking supply was analyzed in the context of existing and planned transportation infrastructure. The study notes that the proxy survey site used to analyze parking trends revealed that the application of the parking rates of the zoning by-law would require more parking than what was observed on site. Moreover, with the anticipated Hurontario Street LRT and improvements to Dundas Street East, it is anticipated that parking demand would decrease further over time. The study proposes a reduced parking rate of 1.23 resident parking spaces per unit, equating to a total parking requirement of 89 when incorporating visitor parking. This reduction is reasonable and appropriate and conforms to the intent of this policy.

8.4.4 Mississauga may require or consider receiving a cash payment-in-lieu of all, or part, of the zoning by-law requirements for parking, having regard for:

- a. the objectives of municipal parking strategies;*
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;*
- c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces;*
- d. property use that is not considered overdevelopment; and*
- e. areas where municipal parking facilities are available and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.*

At this time, it is our opinion that no cash-in-lieu of parking is required.

8.4.7 Within Intensification Areas, Mississauga will give consideration to:

- a. reducing minimum parking requirements to reflect transit service levels;*
- b. establishing maximum parking standards to support transit investments, particularly higher order transit investments;*
- c. limiting surface parking by requiring a portion be provided within structured parking facilities;*
- d. requiring structured parking facilities to be underground, where viable;*
- e. proactively maximizing on-street public parking in appropriate locations;*
- f. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and*
- g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.*

As part of the proposed development, a reduced parking rate is requested in order to reflect the anticipated parking usage and future infrastructure investments that would encourage greater pedestrianism and cycling. The proposed parking facilities would be almost entirely located in an

underground garage with two surface level barrier free parking spaces. Transportation Demand Measures will also be deployed where appropriate.

8.5.7 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:

- a. building orientation that supports transit service;*
- b. minimize distance between main building entrances and transit stations/stops;*
- c. development that is integrated into the surrounding pedestrian and cycling network;*
- d. parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and active transportation network;*
- e. secure, conveniently located, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;*
- f. reserved, priority car-pool parking spaces and, where applicable, car-share spaces and taxi stands;*
- g. parking spaces for scooters, motorcycles and other similar motorized vehicles;*
- h. techniques to manage the supply of on-site parking; and*
- i. measures that:*
 - increase the proportion of employee trips made by transit, walking and cycling;*
 - increase the average car occupancy rate;*
 - reduce the demand for vehicular travel; and*
 - shift travel times from peak to off-peak periods.*

The LEA Consulting TIS has considered the implementation of transportation demand management measures such as enhanced pedestrian connectivity and linkages, and the provision of readily accessible bike racks in the context of the greater cycling infrastructure in the area. Please review the aforementioned TIS for further information.

8.6.4 Access to mobility hubs and Major Transit Station Areas will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.

The proposed development would be supplied by 87 underground parking spaces and two accessible parking spaces located at grade. Pedestrian linkages are provided to the adjacent public park and Littlejohn lane. The proximity to Dundas Street East and the infrastructure improvements reflected in the current draft of the Dundas Connects initiative would also support cycling movement through a linkage along Kirwin Avenue.



Build a Desirable Urban Form

Mississauga strives to build a functional City layout and sustainable urban form that is both aesthetically pleasing and interactive for people. The following policies provide guidance on the development of a desirable urban form within the context of the community and based on the applicable intensification and growth policies.

- 9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*
- 9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*
- 9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.*

The proposed development will contain 64 stacked townhouse dwelling units, which will provide an additional option to the unit typology that exists and is planned for in the Downtown Cooksville area. The Downtown Cooksville area, specifically in the vicinity of the subject lands, is largely planned to support high density residential and mixed-use development. Located north and south of the subject property are existing high density residential uses. The proposed development reflects the existing and planned context of this neighbourhood by providing a medium density form of intensification that would efficiently use the underutilized lands. The built form would function as an appropriate transition from the existing and stable low-density residential uses directly along the eastern street line of Kirwin Avenue to the higher density uses that are better suited for parcels located directly on Dundas Street and Hurontario as they are the primary focus areas for intensification.

The proposed development would respect the exiting character and reinforce the planned character for this area. The building massing and height are appropriate in the context of adjacent existing low-rise development and planned high density residential and mixed-use land uses west and south of the subject property. Dundas Street East is considered an *Intensification Corridor*, although the subject property is not located directly on the *Corridor*; the proposed development would support the goals of the City and its efforts to improve the infrastructure along this road. The proposed development would not negatively impact the planned improvements to the Dundas Street East intensification corridor and is an appropriate distance for prospective residents to be able to walk to nearby transit. The proposed development density would support the creation and



efficient implementation and operation of multimodal transportation systems, specifically the Dundas Connects Master Plan.

- 8.2.1.2 *Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.*
- 8.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4 *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*
- 9.2.1.7 *Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.*
- 9.2.1.21 *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*
- 9.2.1.22 *Development will be designed to support and incorporate pedestrian and cycling connections.*
- 9.2.1.30 *Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.*
- 9.2.1.31 *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*
- 9.2.1.33 *Open spaces will be designed to promote social interaction.*
- 9.2.1.34 *Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.*
- 9.2.1.37 *Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.*

The modern design of the development proposal will contribute to the identity of the Downtown Cooksville area. It represent a building form uncommon for this area at present, and the inherent architecture to this design would be unique and furthering the policy goal of defining a sense of place. The stacked townhouse design is compact and efficiently uses available lands.

The proposed development is of a high quality, compact form with nearly all parking located underground. Existing structures and uses on the adjacent properties are appropriately addressed by the frontage of the site. The proposed site plan includes linkages to the adjacent public park and to Littlejohn Lane. The proposed development was designed to promote pedestrianism with multiple pedestrian linkages, specifically to Kirwin Avenue, John C. Price Park and the Littlejohn Lane.

The western portion of the proposed development would retain its tree canopy and proposes an appropriate and desirable outdoor amenity area for the benefit of the prospective residents. The

private outdoor amenity area that would be provided has been designed with seating areas that would support social interaction.

The proposed townhouse Block A and Block B will be designed so they address the street. The buildings are situated an appropriate distance from the edge of the public street and define its edge. Similar consideration has been given to the public park immediately north of the subject property, as Block C appropriately addresses the park's edge. Also located north of the subject property, along Kirwin Avenue, is an open parcel of land, which forms part of John C. Price Park, providing a direct connection to the public park. The development would not impact the visual connection to this open space.

The proposed site plan indicates only two surface parking spaces, which are accessible spaces, with the balance of the parking supply located in an underground garage. The location of the two-level parking space is deep enough into the site that the spaces are effectively screened from Kirwin Avenue.

9.2.3.2 All development will utilize sustainable design practices.

9.2.3.4 Open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

The proposed development has incorporated sustainable design principles where appropriate, which will be further refined through the detailed design phase of this project. The private amenity will be readily accessible by the future residents of the proposed development, and features connections to the adjacent public park and Littlejohn Lane. As per Policy 9.3.1.1, the proposed development blocks and proximity to public open space with the inclusion of private open space amenity areas with together create a distinctive community. The proposed development has been designed to meet the policies outlined in Policy 9.3.1.4:

9.3.1.4 Development will be designed to:

- a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- b. respect cultural heritage features such as designated buildings, landmarks and districts;*
- c. accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e. meet universal design principles;*
- f. address new development and open spaces;*
- g. be pedestrian oriented and scaled and support transit use;*
- h. be attractive, safe and walkable;*
- i. accommodate a multi-modal transportation system; and*
- j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.*

The proposed development has been designed in consideration of the existing and planned land use context for the Downtown Cooksville area so that it is appropriately integrated into the existing neighbourhood. The proposed development respects the natural heritage features located adjacent to the subject property, as there are appropriate buffering and development limits established as approved by the City of Mississauga and CVCA. The design and configuration of the proposal encourages pedestrian movement through connections to adjacent land and transit supportive activities due to available transit modes along Dundas Street East.

9.3.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

The public open space directly north of the subject lands would be appropriately integrated and addressed by the site design through the Block C and Block A frontage condition which provide an edge to the open space. The site will feature multiple connections to the adjacent open space to meet the requirements of Policy 9.3.5.1 in providing an integrated urban design for the community.

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

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

9.3.5.7 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.

Private amenity has been provided on the western portion of the site and is sufficient for the needs of the proposed dwellings and is of significant size by incorporating the existing wooded area as private outdoor amenity space.

The proximal relationship to Dundas Street East and the building configuration would promote the utilization of active and non-automotive transportation modes. The proposed development will provide a form of development compatible with the existing and planned urban context, supportive of active transportation and transit. The design incorporates pathway connections to adjacent public lands and is located in close proximity to existing and planned transit and active transportation infrastructure along Dundas Street East.

The pedestrian linkages to John C. Price Park and Littlejohn Lane incorporate wayfinding and safe design principles in order to maintain a comfortable pedestrian environment. Appropriate pathfinding and pedestrian safety principles have been employed for the proposed pathways and amenity areas. Block C will be directly overlooking the western portion of the site, which is proposed to contain the outdoor amenity area and maintain areas of existing tree cover. Illumination will be determined through site plan approval.

9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

- 9.4.1.2 *A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.*
- 9.4.1.3 *Development will support transit and active transportation by:*
 - a. *locating buildings at the street edge, where appropriate;*
 - b. *requiring front doors that open to the public street;*
 - c. *ensuring active/animated building façades and high-quality architecture;*
 - d. *ensuring buildings respect the scale of the street;*
 - e. *ensuring appropriate massing for the context;*
 - f. *providing pedestrian safety and comfort; and*
 - g. *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*
- 9.4.1.4 *Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.*

The proposed buildings address Kirwin Avenue with an appropriate setback from the street edge. The façade of the structures along Kirwin Avenue are designed to appear as front units though are functionally the end-units of the townhouse blocks. The façade, scale and massing of the buildings fronting onto Kirwin are desirable and respect the existing land uses in the immediate area and the uses that have been planned for in the Downtown Cooksville area.

- 9.5.1.2 *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*
 - a. *Natural Heritage System;*
 - b. *Natural hazards (flooding and erosion);*
 - c. *natural and cultural heritage features;*
 - d. *street and block patterns;*
 - e. *the size and configuration of properties along a street, including lot frontages and areas;*
 - f. *continuity and enhancement of streetscapes;*
 - g. *the size and distribution of building mass and height;*
 - h. *front, side and rear yards;*
 - i. *the orientation of buildings, structures and landscapes on a property;*
 - j. *views, sunlight and wind conditions;*
 - k. *the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
 - l. *privacy and overlook; and*
 - m. *the function and use of buildings, structures and landscapes.*
- 9.5.1.4 *Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*
- 9.5.1.8 *Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges.*

The appropriate environmental investigations have been undertaken, supporting the development limits in accordance with previous approvals on the subject property. The massing and configuration of the proposed townhouse blocks respect the street and the residential uses immediately opposite Kirwin Avenue. The subject property is located along the edge of the Downtown Cooksville area, therefore some discontinuity with land uses beyond the boundary is inherent; but efforts have been made to ensure the design is compatible with adjacent existing and planned land uses. The proposed orientation and location of the buildings would not negatively impact the existing and planned uses of the adjacent lands.

The subject property is bound by public roads along the west and east property line, a public park along the northern property line and the rear of several commercial parcels that contain two separate commercial structures. Block A and C would address the public park, and are setback as to not impact the use of the public lands. Block B would back onto the adjacent commercial use; however, this would be a back to back condition for both uses, and would remain so should the parcel be redeveloped. Block C is separated by the underground garage ramp and a planting buffer.

A landscape plan has been prepared illustrating the relationship between the proposed structures, private amenity space and functional integration of the existing public open space. Pedestrian pathways are proposed to connect to John C. Price Park and to Littlejohn Lane to support efficient circulation.

The stacked townhouse design respects the existing local character and the character to be demonstrated as the Downtown Cooksville area intensifies. The location and design of the proposed development would support a high quality of living and immediate access to an arterial road with transit availability to enable effective mobility. The proposed development respects Policy 9.5.2.1 by providing a *“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”*. The proposed development respects the immediate context by providing a transition from the lower density housing forms to the east to the area located at the primary growth centres located in the Downtown and along the Intensification Corridor.

9.5.2.2 Developments 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.*

9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.



The proposed development would incorporate multiple pedestrian linkages to adjoining public realms and would appropriately address and integrate into Kirwin Avenue, Littlejohn Lane and John C. Price Park in order to provide an attractive pedestrian environment. This would be further enhanced by lighting, landscape and crime prevention principles to contribute to safe and desirable pedestrian pathways.

The proposed development reflects the appropriate utilization of efficient and desirable design principles and would be consistent with the applicable standards and achieves “*universal design principles and compliance with legislated standard*” as indicated in Policy 9.5.2.6. Although Policy 9.5.2.7 states that developments “*should respect and maintain the existing grades on-site*”, due to the decline in grade from east to west, certain grading works will be required in order to implement the edge condition that functions as the development limit as approved by the City of Mississauga. The existing grades have been maintained where possible.

9.5.2.8 Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

9.5.2.9 Site designs will be encouraged that minimize the consumption of water.

9.5.2.10 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

9.5.2.11 Site development will be required to:

- a. incorporate stormwater best management practices;*
- b. provide enhanced streetscape;*
- c. provide landscaping that complements the public realm;*
- d. include the use of native non-invasive plant material;*
- e. protect and enhance habitat;*
- f. preserve significant trees on public and private lands;*
- g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and*
- h. provide landscaping that beautifies the site and complements the building form.*

9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.

9.5.2.13 External lighting for site development should:

- a. be energy efficient;*
- b. utilize dark skylight fixtures; and*
- c. not infringe on adjacent properties.*

The proposed site design will employ energy saving technologies and features where appropriate, and will be addressed further through site plan approval. It will include appropriate considerations to minimize water consumption and construction and design methods that support the green objectives of the City.

The proposed development incorporates desirable sustainable elements in its servicing, stormwater management and landscaping design which are reflective of best practices. The mechanical equipment would also be appropriately screened from the public realm and public view through architectural design. Special consideration will also be given to lighting design through the site plan approval process.

The proposed development would consist of stacked-townhouse dwelling units of a contemporary design that are appropriate in creating a sense of identity for the development. The proposed buildings will create this identity through “*site layout, massing, forms, orientation, scale, architectural features, landscaping and signage*” as indicated in Policy 9.5.3.1.

9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations 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.*

9.5.3.3 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.

9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.

9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.

The proposed site plan provides side conditions onto Kirwin Avenue by Block A and Block B. The façade of these structures along this frontage is designed to provide the impression and character of a front-facing structure, with main entrances provided that will animate the streetscape. The design links the proposed building to Kirwin Avenue and would incorporate principles of crime prevention to contribute to public safety. The building access to the units fronting onto Kirwin Avenue would incorporate appropriate cover and visual prominence. While Block A and Block B are located perpendicular to Kirwin Avenue the façade of the end units fronting on the public street would address the public road in a consistent linear manner.

9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.

9.5.3.12 The choice of building materials should minimize the risk for bird collisions.

The proposed development does not include blank wall treatments along the street frontage of Kirwin Avenue. The proposed building materials have been shown in a preliminary manner on the proposed building elevations to provide a general idea of the aesthetic look of the units. The



materials to be used and incorporated into the development will be determined through the site plan approval process.

- 9.5.3.13 *Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.*
- 9.5.3.14 *Buildings should be designed to conserve energy and incorporate sustainable material.*
- 9.5.3.15 *Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.*

The proposed development incorporates landscaping and greening throughout the site. The vast majority of parking spaces are also located underground which minimizes the urban heat island effect. The proposed development would incorporate the appropriate building and design features in order to minimize energy and water consumption and support principles of sustainability and stormwater best management practices.

- 9.5.3.16 *Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.*
- 9.5.3.17 *Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.*
- 9.5.3.18 *Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.*

The access to the proposed development would be provided by a single access that is reasonably articulated and does not detract from the visual prominence of the proposed dwelling units that would address Kirwin Avenue. Garbage and refuse servicing facilities are screened from public view and have been tucked behind Block B as to not be a visual nuisance. Other functional necessities of the proposed development such as rooftop mechanical equipment and appurtenances would be effectively screened by the structural architecture to mitigate visibility from the public realm.

- 9.5.4.1 *Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.*
- 9.5.4.2 *An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.*
- 9.5.4.3 *The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.*
- 9.5.4.5 *Built form will relate to the width of the street right-of-way.*

The proposed development will provide a desirable street edge condition given its location along the periphery of an intensification area and adjacent to existing low density residential uses. The proposed site would be landscaped in order to provide an attractive edge condition along the public areas adjacent to the west, north and east. The landscaping and structural configuration would effectively screen the two surface parking spaces and the loading area west of Block B.

The four parcels fronting onto Kirwin Avenue currently each have individual access points. As a result of the proposed development, three of the four access points would be eliminated through the provisions of a singular shared access point from Kirwin Avenue. The location of building massing has considered the width of the Kirwin Avenue right-of-way. The built form proposed is appropriate for its location in the greater context of the Downtown Cooksville area and the existing land uses east of Kirwin Avenue.

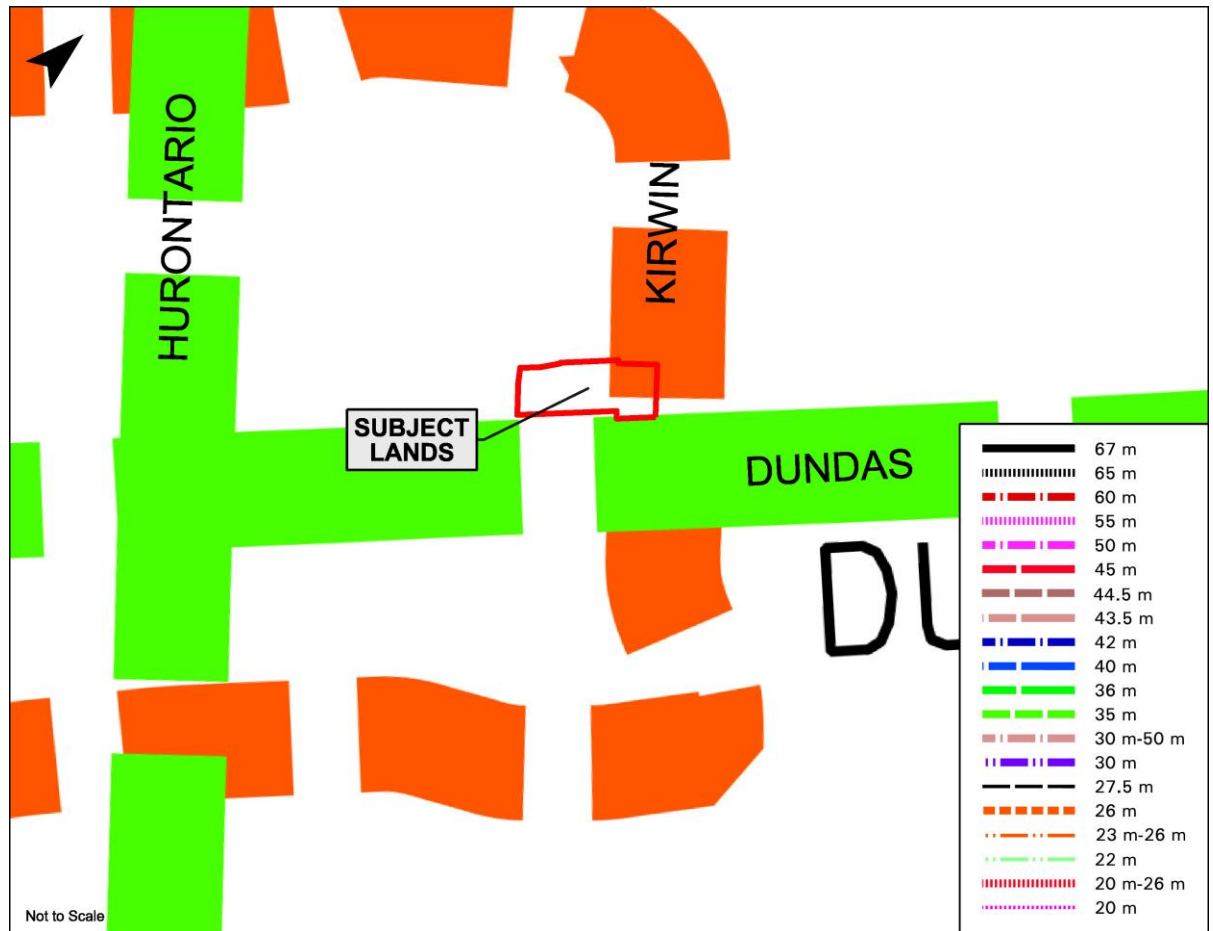


Figure 10: Mississauga Official Plan - R.O.W. Widths

- 9.5.5.1 *Parking should be located underground, internal to the building or to the rear of buildings.*
- 9.5.5.5 *Secure bicycle parking will be provided in developments.*
- 9.5.5.6 *Site plans will demonstrate the ability for shared servicing access between adjacent developments.*
- 9.5.5.7 *Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.*

The site design will provide only two surface parking spaces, with the remaining spaces located in the underground parking garage. The surface spaces are accessible parking spaces and are



required to be located at grade for accessibility purposes. Bicycle parking has been provided on both the underground and surface levels. The servicing design proposed by LEA Consulting illustrates the opportunities for connection along Kirwin Avenue. The proposed design is appropriate considering the existing land use and development pattern of the adjacent lands. The garbage and storage area is adequately screened from the public realm by Block B.

- 9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.*
- 9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.*
- 9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.*
- 9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.*

The site design incorporates principles of crime prevention through lighting and “eyes on the street” building orientation. Block C and Block A are oriented towards the public park to the north, and the private amenity area located in the western portion of the subject property. The proposed development provides a single clearly marked access to Kirwin Avenue.

General Land Use Designations

The subject property is designated “*Mixed Use*” as per Schedule 10, Land Use Designations of the MOP (Figure 11). Chapter 11 of the MOP speaks to the permitted land uses that are applicable to the subject property.

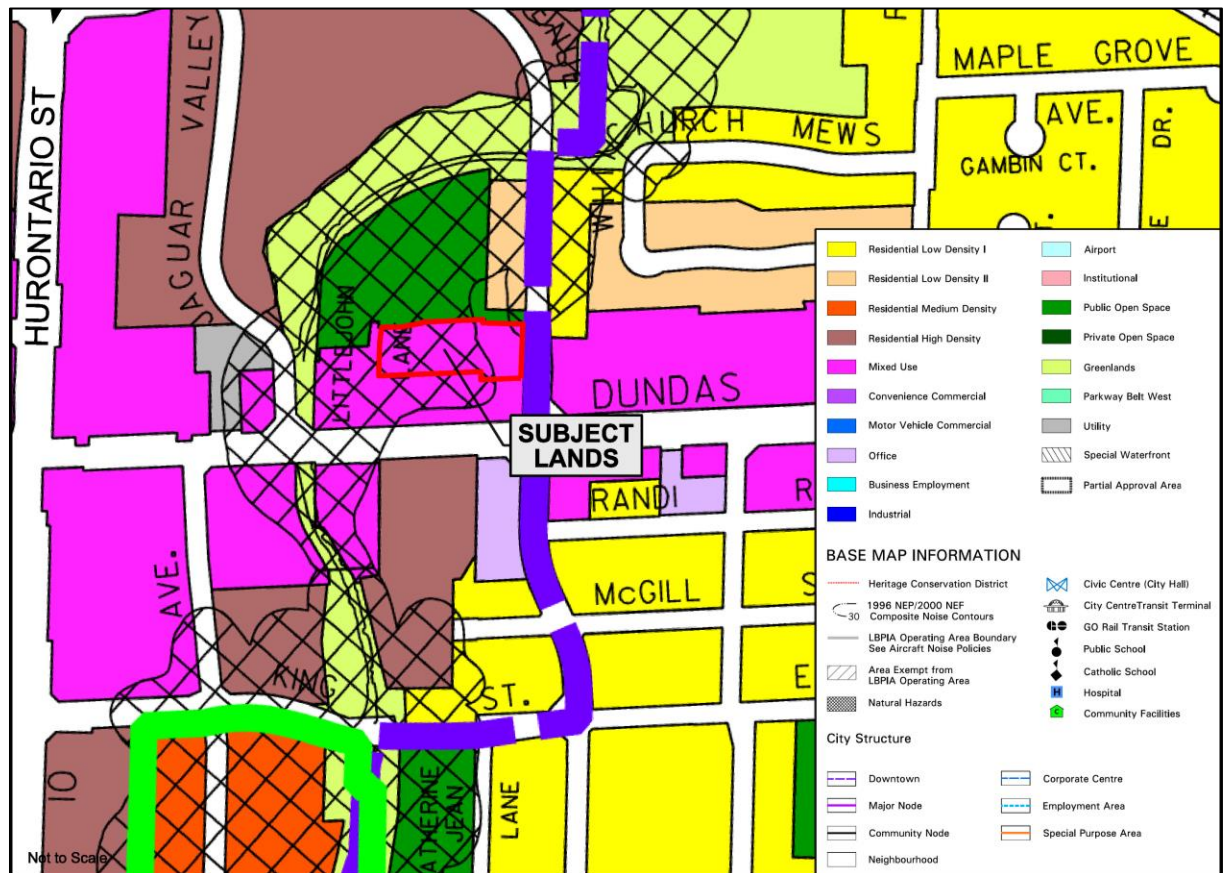


Figure 11: Schedule 10, Land Use Designations

The Mixed Use designation permits the following land uses as per Policy 11.2.6.1:

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

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



The following uses are not permitted:

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

Policies 11.2.6.2 through 11.2.6.6 provide policy direction on how mixed use developments shall be incorporated into development proposals.

- 11.2.6.2 Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.*
- 11.2.6.3 Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.*
- 11.2.6.4 Residential uses will be combined on the same lot or same building with another permitted use.*
- 11.2.6.5 Residential uses will be discouraged on the ground floor.*
- 11.2.6.6 Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.*

The proposed development includes residential uses only on the subject property. While the proposed development does not include a mix of uses, the policy states that a mix of uses will be “*encouraged*” rather than required, and provides opportunities for single residential use developments through Section 11.2.6.6.

Policy 11.2.6.3 speaks to the consolidation of parcels and the limiting of mixed use extensions into stable residential areas. As previously discussed, the proposed development is located on the periphery of the Downtown and Intensification Corridor and has direct linkages with the stable and low-rise residential uses located to the north and east of the subject property. The intent of the Mixed-Use policies is to focus a mixture of uses along key transportation corridors and in growth areas that have direct frontage along corridor routes that can sustain a mix of land uses. The subject property is not located directly on the intensification corridor, therefore the provision of retail or commercial uses in the proposed development will lead to the linear extension of retail and commercial uses into the stable residential areas, which will contradict Policy 11.2.6.3. This rationale is also applicable to Policy 11.2.6.5, which discourages residential at-grade uses, which is appropriate along major corridors, but does not have the same applicability along local streets where residential uses are the predominant surrounding use. Policy 11.2.6.6 provides opportunities for development applications to proceed with solely residential uses if a master plan is submitted to the City's satisfaction.

Pursuant to Section 11.6.2.1 through to Section 11.2.6.6 the City of Mississauga may permit development that is solely for residential uses. Section 11.2.6.2 is designed to encourage a mixture of uses in *Mixed Use Areas*, but does not require a mixture. Section 11.2.6.4 requires that residential uses be combined on the same lot or same building as another permitted use. However, Section 11.2.6.6 enables development applications to propose residential uses not combined in the same building as another permitted use, which is the land use configuration



proposed. The provision also states that such a proposal may be required to submit a development master plan to the City's satisfaction.

Although Staff has indicated that an Official Plan Amendment is required to facilitate the proposed development, it is our opinion that an Official Plan Amendment is not required. The proposed development maintains the intent of the Official Plan by proposing residential uses within a block that contains a mix of uses. The Official Plan clearly identifies a process whereby residential uses can occur as a single use (i.e. not combined in the same building with another use) and provides language to limit the linear extension of retail and commercial uses into stable residential areas. There is sufficient flexibility to permit the proposed residential use on the subject lands without the need to amend the Official Plan. Despite our difference in opinion that an Official Plan Amendment is not required, an Official Plan Amendment Application has been submitted.

Downtown

The subject property is located in the Downtown Cooksville Character Area, which is subject to particular modifications to the General Land Use designation outlined in Chapter 11 that provide more specific policies for development within the character areas. The policies outlined below from Chapter 12 of the MOP apply to the proposed development of the subject property.

- 12.1.1.1 *Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.*
- 12.1.1.2 *A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.*
- 12.1.1.6 *Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.*

The proposed development will achieve 100 dwelling units per net residential hectare or 175 units per hectare when not including the private open space and amenity areas in the calculation. Assuming two residents per unit, this will achieve a density rate of 200 residents on a gross basis and 350 on a net basis. The proposed residential development will assist Mississauga in achieving the required and aspirational density target and ratio through the efficient use of underutilized property that is currently vacant.

The three proposed development blocks would function as three storey buildings with a partial floor below grade, conforming to the minimum building height requirements outline in Policy 12.1.1.2. The proposed development is located adjacent to an existing stable residential area and therefore the proposed development is compatible and consistent with the neighborhood context. The alternative built form proposed allows the redevelopment of the site to achieve a higher density while respecting the existing community character.

The intent of Policy 12.1.1.6 and the mixed use focus of this provision is to provide uses that activate the street and provide employment opportunities. It is not intended for properties located on Collector Roads adjacent to stable residential that do not contain frontage onto an intensification corridor. As discussed, the proposed development is located along Kirwin Avenue, with no frontage onto a main arterial. The land uses along the eastern frontage of Kirwin Avenue are stable low density residential uses. As the property is located on the periphery of Downtown and Intensification Corridor, the inclusion of retail would penetrate further into the residential neighbourhood; whereas a sole residential component would operate harmoniously with the interface of the commercial uses immediately south that can achieve a mixed use built form based on their location. In conjunction with Section 11.2.6.6, the proposed residential development is appropriate.

12.1.3.2 Mixed Use development will be pedestrian oriented and street related.

12.1.3.3 Compatible development is encouraged that recognizes the scale and enhances the form and character of Mixed Use areas.

The proposed development blocks appropriately address Kirwin Avenue to provide a desirable street edge and façade. The proposed building deployment in association with the pedestrian linkages to adjacent public lands supports principles of pedestrian oriented development. The proposed development is conducive with the existing development forms of single and two storey commercial uses located south and east of the subject property, as appropriate separation distances and massing have been incorporated as part of the site design. The redevelopment of these adjacent lands in accordance with mixed use policies would not be negatively impacted by the proposed development, a dense townhouse development appropriate in a downtown urban location not along an arterial road or intensification corridor.

Development within the Downtown, should respect the following urban design policies. The proposed development is in conformity with these policies as outlined below:

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

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

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

- a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;*
- b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*



- c. *maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and*
 - d. *a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.*
- 12.4.1.5 *Bulk and Massing - Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the Downtown Hospital Character Area. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Streets.*
- 12.4.1.7 *Streetscape (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space.*

As the principal frontage of the proposed development is along Kirwin Avenue, the end units of Block A and Block B have been designed to front onto Kirwin in order to engage the street edge and provide an appropriate form of density and massing. The design will provide a desirable street edge and presence despite at grade retail not being proposed in the development.

The subject property is located along a major collector road, which the development proposal appropriately deploys massing and bulk in order to provide a desirable frontage condition that respects the existing and planned low-rise residential context along the immediate segment of Kirwin Avenue. The massing of the structures will be compatible with future intensive development more appropriately located along the frontages of Hurontario Street and Dundas Street East located west and south of the subject property. The proposed development incorporates linkages to the existing public sidewalk located along Kirwin Avenue.

The subject property has been the subject of previous Official Plan Amendment and Zoning By-law Amendment approvals as per Policy 12.4.3.6.2, which states that in addition to the provisions of the Mixed-Use designation, “*a hotel not exceeding 42 storeys will be permitted*”. The approved Official Plan and Zoning By-law Amendment proposed a hotel with two tower elements of 40 and 22 storeys. The previous development proposal did not contemplate a mix of land uses and would not have been sympathetic to the adjacent low density land uses. Furthermore, the previous proposal would have been difficult to achieve considering the limitations to the developable area.

Summary

The proposed development meets the density requirements prescribed in the Mississauga Official Plan for *Downtown* and *Intensification Corridor* areas and achieves the aspirational density targets. The proposed development consists of a medium density, low-rise design that will not only achieve

the City's density targets but be sympathetic and contextually compatible with adjacent stable residential areas to the east of the site. The proposed development will provide an appropriate transition in built form and massing to the existing community, while maintaining the development potential of the lands to the south along Dundas Street. It is noted that although the subject property is located within the *Downtown* and *Intensification Corridor*, it is located on the periphery of these designations in which the primary purpose of the policies is to focus intensification and growth to properties fronting the corridors. Properties with frontage on the corridors can accommodate and sustain higher density development without impacting adjacent land uses and a more contextually appropriate form from an urban design and streetscape perspective. This will contribute to the overall density targets within the *Downtown* area. Therefore, the proposed development is more contextually compatible with the adjacent stable residential neighbourhoods. The proposed development achieves higher density while acting as a transition between the single family dwellings to the east and the more intensified areas to the west. The development proposes solely residential uses within the *Mixed-Use* designation as language is apparent in the Official Plan that allows for singular uses. The proposed development will not impact the block achieving a mixed-use and transit supportive development area as it does not contain frontage onto a primary corridor. The inclusion of a mix of uses within the proposed development will lead to the linear extension of the retail and commercial focus of the corridors into the neighbourhood areas, creating a destabilizing effect on the existing stable residential uses in the area.

The proposed development conforms to the natural heritage policies and is respectful of the Natural Heritage System based on previous discussions with the CVCA and the findings of the Environmental Impact Study completed by Beacon Environmental.

The proposed urban design and built form is compatible with the area and offers a high quality design that will rejuvenate the area. The proposed development meets the intent of the applicable policies and conforms to the Mississauga Official Plan in providing an intensified and contextually appropriate redevelopment of the subject property.

6.7 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 regulates development located within the City limits and provides the basis for land use planning. The Zoning Map 21 or Schedule B to By-law 0225-2007 (Figure 12), zones the property C4-52 with the western portion of the lot having a "Greenland's Overlay".

The C4-52 zone includes a site specific exception that allows for overnight accommodation with a max height of 42-storeys. In addition, the C4 zone permits other commercial uses such as: retail store, commercial school, office, apartment dwelling and dwelling unit located above the first storey of a commercial building. The current zoning allows for residential uses; however, not in the manner proposed through this development. A Zoning By-law Amendment application has been submitted to facilitate the proposed development and is discussed in Section 9 of this report.

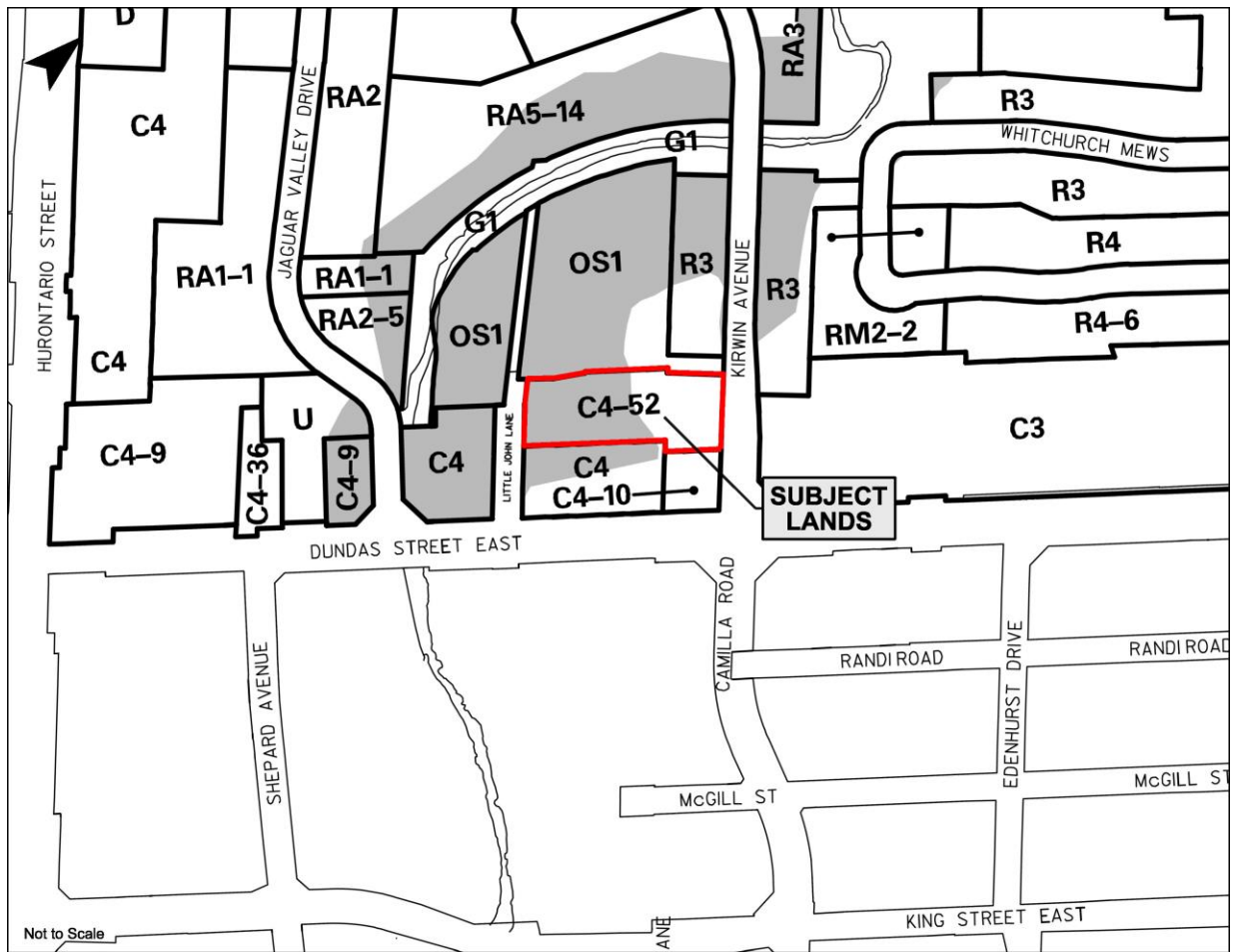


Figure 12: Map 21, Schedule B - Applicable Zoning



7. Non-Statutory Documents

In addition to the policies outlined above, other documents have relevance to the proposed development as they provide background information to the policies and clarify the Region of Peel and City of Mississauga's position regarding future development on and around the subject lands.

Dundas Connects

The purpose of Dundas Connects is to deliver a land-use and transportation master plan for the Dundas Street Corridor. It specifically provides recommendations on land-use and urban design vision, types of transit, dealing with flooding constraints, and connectivity along the corridor through streetscape design. The study area stretches along Dundas Street from Winston Churchill Boulevard to just past Dixie Road.

Dundas Connects was devised as a three-part stakeholder and public consultation program that began in the Spring 2016. Part 1: Develop Vision; Part 2: Test Options; Part 3: Refine Draft Plan. The innovative consultation strategy of Dundas Connects provided staff and the consultants the opportunity to provide recommendations that were both community driven and professionally reviewed. Some of the key recommendations that resulted from Part 1 and 2 are: building types and heights, BRT across the whole corridor as well as two lanes of car traffic both ways, and dedicated, protected bike lanes.

The next part of Dundas Connects will be the Draft Master Plan which is scheduled to be released in Spring 2018. The conclusions of Dundas Connects provide support for developing along the corridor.

Transportation Master Plan

The City of Mississauga released the interim Transportation Strategy in July 2011 as a first step towards the development of a Transportation Master Plan (TMP). The creation of the TMP was in response to the rapid growth and large demand for transportation services in the City. The interim strategy provides an outline of the challenges and issues facing the City and provides a context of the current initiatives the city is undertaking to advance their transportation network and sets out 46 actions to be pursued over the next 5 years.

From this interim Plan, the City of Mississauga is developing a Plan called '*Mississauga Moves*', which will shape the transportation system into 2041. The project is still in a consultation period and will be moving forward throughout next year up until fall 2018.

Hurontario Light Rail Transit

The Hurontario Light Rail Transit project will bring 20 kilometers of fast, reliable, rapid transit to the cities of Mississauga and Brampton along the Hurontario corridor. Infrastructure Ontario (IO) and Metrolinx have partnered to secure a team to design, build, finance, operate and maintain the Hurontario Light Rail Transit project. An RFQ was issued in June 2017 which outlined the scope of work.



The Hurontario LRT project is an example of the Ontario government's commitment to invest in priority rapid transit to create an integrated transit system throughout the Greater Toronto and Hamilton Area (GTHA). The Hurontario LRT project will mean a doubling of the corridor's capacity to move people, and significantly improved transit travel times. The LRT will help transform Hurontario Street into a vibrant people-oriented corridor connecting communities and accommodating anticipated growth.

The Hurontario LRT project in conjunction with Dundas Connects sets an excellent precedence for development at the intersection of Dundas and Hurontario and the surrounding area. The Hurontario Light Rail Transit project provides additional connectivity opportunities in the area.

Vision Cooksville

Vision Cooksville was initiated in Fall 2015 to provide the community with an opportunity to be part of the change and help develop a vision for how the area will look and feel over the next 20-30 years. The plan for Downtown Cooksville will be to create a walkable urban community, support independent businesses and is home to an ethnically diverse population of about 11,000.

Vision Cooksville is a City of Mississauga led initiative to develop a long-range vision for Downtown Cooksville through public engagement with local residents, business and property owners. A community vision will inform, influence and help to shape the future growth and revitalization of this community over the next 20 to 30 years.

The future of Downtown Cooksville is transformation. With intensification, transit infrastructure investment and redevelopment, this area is targeted for significant change and revitalization. This vision provides the important background information which ultimately supports the type and style of development desired in Cooksville.

Cooksville GO Mobility Hub

In 2005, the Province of Ontario released their Growth Plan implemented through the Places to Grow Act along with supporting policy documents such as the Greenbelt Plan. This Act provided the necessary over-arching policy framework that outlined the type and direction of growth that the Province wanted. In 2008, Metrolinx released The Big Move, which was a provincially mandated document that worked in conjunction with the growth plan. The growth plan directed development to stay within already built up areas and focus on creating higher density as opposed to more isolated pockets of urban sprawl. The Big Move added to this by providing the framework for future inter-regional transportation between these identified areas of growth. Dubbed, "Mobility Hubs", these areas were branded for higher order transit and larger density that would promote smart growth.

The subject property is located in the eastern corner of the 800-metre radius Cooksville Mobility Hub. These hubs are meant to be places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. Metrolinx defined



these hubs as either Anchor (associated with urban growth centres) or Gateway (associated with intersecting transit lines). The Cooksville Mobility Hub has been labelled as a Gateway Hub due to the nearby transit corridors. The placement of the GO train line just north-west of the subject property as well as its mobility hub classification, provides the proposed development excellent justification.

Draft Urban Design Guidelines for Back-to-Back & Stacked Townhouses

The City of Mississauga is engaged in a public process to prepare and implement urban design guidelines to inform the development of stacked and back-to-back townhouses. The guidelines are intended to complement a city-wide zoning by-law amendment that would further regulate such residential uses.

On September 25th, 2017, the City of Mississauga received a staff report discussing the proposed urban design guidelines and zoning by-law amendment. The report references comments received to date and modifications made to the proposed documents.

The below table contains the principles of the September, 2017 Draft of the Urban Design Guidelines and

Draft Urban Design Guideline – Back to Back & Stacked Townhouses (Draft Sept. 2017)		
Draft Principles – Checklist of Principles		Proposed Kirwin Avenue Development
2.1	Refer to the Zoning By-law regulations that apply to the proposed built form. Generally, BBT's and ST's are zoned RM9, RM10, RM11 and RM12 or in combination with other zones	The proposed development would further rezone the site specific zoning currently applicable to the site (C4-52).
2.2	New developments will be required to demonstrate an appropriate transition in building heights	The proposed development would feature buildings of three storeys in height which provides an appropriate transition from existing uses and would provide an appropriate transition for future redevelopment.
	Buildings heights shall be contained within a 45° angular plane, measured from the property line (See Figure 2.1)	The site is setback from nearby residential land uses and will meet this provision. It is unlikely that a 42 storey hotel would be able to meet this policy considering the low density residential adjacent to the site.
	Maximum building heights of 3 storeys for BBTs and 4 storeys for STs	The proposed buildings are functionally three storeys in height and will achieve this guideline.
2.3	When existing adjacent front yard setbacks vary,	The subject property is located

	new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater	next to a park and a commercial parking lot and therefore the adjacent setbacks are not compatible with the proposed built form. Furthermore, the existing zoning permits the proposed setback.
2.4	Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law	The separation distance between Block A and Block B is approximately 17 metres and is consistent with the design guidelines.
	In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 2.2)	The proposed separation distance is 17 metres whereas the proposed building heights is less than 17 metres.
	Where a basement unit forms part of a 3-storey development the minimum separation distance will be 15 m	Blocks A and B are separated by approximately 17 metres, while Block C is separated from Block A by approximately 10 metres, but for only three unit modules. The proposed site largely achieves the intent of this guideline.
2.5	Excessively long blocks should be avoided	Block A is composed of seven unit modules, designed in a manner appropriate for the efficient use of the site. Block C contains five modules and Block B contains four modules, which are appropriate.
	The maximum length of a block should generally not exceed the greater of 41 m or 8 linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 2.3)	Block B contains seven linear modules and is 42 metres in length. The proposed development achieves the general intent of this guideline as the site design further incorporates pedestrian connections and appropriate distribution of massing.
2.6	New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands	The proposed development will develop only the northern portion of the site, maintaining the natural heritage of the southern portion and linkages to the adjoining parkland and open space. The appropriate consideration of the natural heritages features is

		incorporated into the development design.
	Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth	The proposed development respects existing and approved setbacks.
2.7	Manipulation of site grades should be avoided	The site would be graded appropriately in accordance with approved and proposed designs.
	Match existing grades and provide a minimum 3 m wide landscape buffer around the property	The grades are to be matched, and landscape buffering is provided generally where appropriate.
	The landscape buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas	This would be considered as part of the detailed site plan design and provided if demonstrated to be technically feasible.
	Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, 8 of which are taken around the perimeter of the site and 4 of which are taken around each individual building (See Figure 2.4)	This guideline is considered as part of the proposed development.
	The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 2.5)	This guideline is considered as part of the proposed development.
	The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 2.6)	This guideline has been considered where appropriate within the proposed design.
2.8	Below grade units should be avoided	The proposed development incorporates basement dwelling units; however, the design is considerate of this and mitigates impacts on these units.
	Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged	This guideline has been considered as part of the site design where appropriate.
	If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 2.7) or a double wide (i.e. 10 m wide) back to back unit	The proposed basement units are through units in accordance with this guideline.
	Below grade units require a minimum of 6 m ² of	This guideline is considered as



	private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7)	part of the proposed development.
	All building projections, including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for the overhang regulations (See Figure 2.7)	The proposed design will minimize obstruction to daylight to below grade units.
2.9	New development should be compatible with the existing context in terms of height, scale, massing and materials	The proposed dwelling units are three storeys in height, in an area containing single and two storey residential units. The design will function as a transition in height between the existing dwelling units and the more intensive development forms planned for the Downtown Cooksville area. Additionally, dropping the proposed heights to 3 storeys from the previously approved 42 storeys will mitigate the impact to adjacent land uses.
	Where appropriate, incorporate sloped roofs and half-storeys with dormer windows on upper levels to reduce perceived heights, scale and massing	This design feature is unnecessary for the housing type proposed as it will not impact adjacent land uses.
	Ensure new developments have a variety of facade articulation, building materials and colours for visual interest	The proposed development incorporates the appropriate façade design and would be further examined during the site plan approval process.
	Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation	The end units will be design to address the street in a desirable and appropriate manner. There will be no blank facades.
	Buildings should be designed with high quality and durable materials to avoid long term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged	This would be further addressed as part of the site plan approval process.
	Step back roof top mechanical rooms 3 m from the exterior edges of the building to reduce their visual impact	The mechanical rooms on the roof are appropriately screened through architectural design, achieving this guideline.
	The mechanical floor area located on a unit roof top should not be greater than 20 m ² , inclusive of stair	This guideline is considered as part of the proposed development.



2.10	Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials	The underground parking garage will not be exposed.
	Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors	There is a single entrance to the underground parking garage.
	Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation	The surface along the top the parking garage would be appropriately treated where appropriate.
2.11	Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings landscaped soft areas should be distributed throughout the development	Landscaping will be provided along the perimeter of the site.
	Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads	Soft landscaping features are provided throughout the development site.
	Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 2.8)	This guideline would be further considered as part of the site plan approval process.
	Limit the number of stairs to a unit entrance to 3 to 7 risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs	The proposed site design incorporates the appropriate number of risers where appropriate, considerate of grading challenges and best practices.
	All stairs should be poured-in-place concrete. Precast stairs are not permitted	This would be determined during the site plan approval process.
2.12	A common outdoor amenity area is required for all new multi-unit residential developments	A common amenity space is provided in the southern portion of the site. The subject property is also located adjacent to a 2.2 hectare park.
	The total space required is the greater of 5.6 m ² per dwelling unit or 10% of the site area	The proposed amenity spaces are of appropriate size.
	Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 2.9)	Due to the property configuration and natural heritage constraints, the proposed amenity space would utilize the southern portion of the subject property, and is of an acceptable distance from the three townhouse blocks.
	A minimum of 50% of the required common	The common outdoor area



	outdoor amenity area shall be provided in one contiguous area	achieves this guideline.
	A mews will not be considered a common outdoor amenity area	This guideline has been considered.
	Refer to the Outdoor Amenity Area Design Reference Note for additional detail	The appropriate design provisions have been considered in the design of the common amenity space.
2.13	Each unit requires a private outdoor space with a minimum contiguous area of 6 m ²	This has been achieved.
	The private outdoor space may be located at grade, on a balcony, deck, porch or on a roof top	This guideline has been considered.
	Recessed or partially recessed balconies are preferred. Projecting balcony shall be avoided (See Figure 2.10). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass	This is to be addressed through the Site Plan Approval process.
	Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces	This is to be addressed through the Site Plan Approval process.
2.14	Provide a walkway between every second block to allow connectivity (See Figure 2.11)	The propose blocks are appropriately linked by walkways.
	Sidewalks will be located on one side of a road. Sidewalks on both sides of the street maybe required for large developments	The proposed site plan incorporates pedestrian linkages to the existing sidewalk along Kirwin Avenue.
	The following sidewalk widths will be required: -Sidewalks abutting a road minimum 1.8 m -Sidewalks abutting a road, where traversed by a driveway minimum 2 m -Walkways in all other areas minimum 1.5 m	This guideline is considered as part of the proposed development.
	There should be at least one barrier-free path of travel that meets AODA (Accessibility for Ontarians with Disability Act) standards throughout the site	The proposed walkways are considerate of AODA standards.
2.15	Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up) should be considered early in the site design stage to ensure appropriate placement and functionality	This has been considered in the design of the proposed site plan.
	The waste storage rooms and the waste collection point should be located internal to the site and should not be visible from a public street	The waste collection area is screen by Block B and landscaping, thereby not visible

	or impact residential units or adjacent properties (See Figure 2.12)	from Kirwin Avenue.
	Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts	The proposed garbage collection area is situated in an area to minimize impact from storage and pickup.
	The waste collection facility should consider the space requirements for the waste, recycling and green bins, along with bulky items	These items have been considered.
	Waste drop-off areas should be easily accessible by the residents via a sidewalk or walkway and distributed throughout the site	The waste collection area is accessible by walkway connections that traverse the site.
	Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (e.g. fire route, entry to the underground parking garage, mailboxes, etc.)	The waste collection area has been designed to mitigate impacts on the functionality of the various site elements.
	Waste collection points should have made of durable concrete and be at the same level as the road	The waste collection point is level with the internal roadway.
	Refer to the Region of Peel's Waste Collection Design Standards Manual for more information	The proposed site design incorporates the Region's waste collection design standards.
2.16	Surface parking should be centrally located within the site and accessed by a sidewalk or walkway	The only surface level parking spaces are two accessible spaces located in the centre of the site and readily accessed by Block A and Block A, with connectivity to Block B.
	Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street	The proposed development conforms to this guideline.
	A minimum 3 m setback should be provided between the side wall of a building and a surface parking space	The proposed development conforms to this guideline.
2.17	The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements and that any visual impacts from the public street are mitigated	The site plan design considers above and below grade utilities in order to ensure compliance with the necessary requirements and mitigate visual impacts.
	Through the development process provide the locations of above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and	The servicing drawings prepared by LEA Consulting illustrates the location of above and below grade utilities.



	private trees, and landscaped soft areas	
	Transformer vaults are typically located on a street line and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements	This guideline would be addressed as part of the site plan approval process.
	Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 2.13)	The mailboxes are located between Block A and Block C, centrally located.
	Conceal or recess hydro and gas meters into the building's exterior walls (See Figure 2.14)	This guideline would be considered during the site plan approval process.
2.18	Long term maintenance and property management should be considered early in the development process to avoid costly maintenance issues	The proposed development is efficiently deployed in order to be maintained in the long term, minimizing costs.
	Use durable and high-quality building and site materials. Stucco is discouraged on the first 2 storeys of a building	This guideline would be implemented through the site plan design process.
2.19	Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.	The proposed site plan incorporates the appropriate fire route consideration.
	Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements	The proposed development would conform to the applicable provisions of the Ontario Building Code.



8. Official Plan Conformity Review

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest while the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides direction on growth and intensification within the province. It is the mandate of municipalities to conform with provincial policy in order to appropriately contribute to the Province's overall objectives.

Particular aspects of the current Mississauga Official Plan (MOP) do not conform to the Provincial policy direction. In particular, the *Mixed Use* designation applicable to the subject property does not provide the policy framework needed to encourage an appropriate range and mix of housing opportunities as required by the PPS and Growth Plan.

The *Mixed Use* policies, unlike the other land use designations within the MOP, do not provide direction on the required built forms that would be applicable to *Mixed Use* areas. The MOP does not provide language or policy to encourage a range of housing opportunities that contribute towards the establishment of a complete community. The *Mixed Use* policies solely encourage a range of uses and does not recognize that density targets may be achieved through the utilization of various housing forms.

The *Mixed Use* policies of the MOP contradict Section 1.4.3 of the PPS, which states that *"Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area"*. The MOP does not provide sufficient opportunities for the development of an appropriate range and mix of housing types within *Mixed Use* designated areas. Although the MOP has directed growth to areas with optimal infrastructure and transit availability, it has not provided for a range of housing that will achieve density requirements and mandated growth targets while being contextually compatible with the existing community context. Section 1.4.3 e) of the PPS requires that the MOP *"establishes development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety"*. It is evident that the MOP provides varying housing and built form opportunities for other land use designations; however, it has not recognized that the policies of the *Mixed Use* designation and the intensification of growth centres and corridors can be achieved through various forms of housing types which must be greater explored within the *Mixed Use* policy.

The Growth Plan further reiterates the need for municipal official plans to plan for and accommodate a range and mix of housing options and densities that contribute to establishing a complete community. The MOP does not provide the policy framework to encourage a mix of housing options within the *Mixed Use* designation and contradicts Section 2.2.6 of the Growth Plan, which directs that each municipality shall develop a housing strategy to support the achievement of complete communities.

As indicated in Policy 2.2.6.2, the PPS mandates that in preparing a housing strategy that supports the achievement of complete communities, in doing so the MOP must *"consider the range and mix of housing options and densities of the existing housing stock; and planning to diversify their*



overall housing stock across the municipality". The MOP does not provide sufficient direction in the *Mixed Use* policies to adequately fulfill the above.

In addition, the complete community policies of Section 2.2.1.4 do not require that a mix of uses be establishing with a single lot, where Mississauga staff have interpreted the policies of the MOP to require a mix of uses on all sites. The Growth Plan provides direction for municipalities to support the overall achievement of complete communities which "*features a diverse mix of land uses, including residential and employment uses, and convenience access to local stores, services and public service facilities;*" the intent of this policy is to provide for a range of uses through a community to provide convenient access for residents to live, work and play. It is our opinion that the province does not intend to have all uses provided on a single parcel for all development, as provided in the MOP. The MOP is therefore inconsistent with Provincial policy as it does not maintain the intent of establishing complete communities within a designated Urban Growth Centre or Downtown Core, but rather, prescribes a mix of uses on all parcels of land where it may not be appropriate in areas of transition, adjacent to stable residential areas.

The MOP provides policies that prohibit residential only uses, where not combined with another use on the same parcel of land within a *Mixed Use* area. It is our opinion that this policy is inconsistent with the intent of the PPS and Growth Plan in providing for an appropriate range and mix of housing types and densities. The PPS and Growth Plan provide clear policy direction that a range and mix of uses as well as a range of housing forms and densities shall be establishing within communities (Section 1.4 of the PPS and 2.2.1 of the Growth Plan). The blanket prohibition of residential only uses in *Mixed Use* areas discourages an appropriate range of housing options being provided, as medium density development and low-rise building forms cannot accommodate commercial uses in the same manner as mid-rise and high-rise built forms. The MOP is inconsistent with Provincial policy in this regard as the prohibition of residential only uses on a single parcel of land discourage and range and mix of housing forms and densities in the City's Urban Growth Centre by requiring all forms of residential to incorporate a second land use where this may not always be appropriate. We understand that the intent of this policy was to create an active street frontage with commercial and office uses at grade along major arterial roads. However, this approach is not applicable in all areas, including the peripheries of intensification areas which should provide an appropriate transition to existing communities, consistent with good planning and urban design principles. By not allowing relief from this prohibition in some instances, the Official Plan is failing to accommodate an appropriate range and mix of housing types and densities within its Urban Growth Centre.

The Region of Peel Official Plan also provides direction to municipalities to provide opportunities for diverse living, works and cultural opportunities within communities. The General objectives of the Regional Intensification Corridors are identified in Section 5.3.1.4 "*to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*" The MOP policies do not recognize the opportunities for transition in development, or take into account the characteristics of existing communities and where a range of uses and densities are more appropriate. The prohibition of residential only uses does not appropriately capture opportunities for transition into existing neighbourhoods, and discourages an



appropriate range of housing forms by requiring a mix of uses on all land parcels within the *Mixed Use* area. Section 11.2.6.6 of the MOP attempts to provide relief in some instances by providing for residential only development to be permitted through a development master plan, as required, to the satisfaction of the City. However, it has been Staff's interpretation that this policy is not applicable to residential only development, where relief of a mix of uses is sought, and residential only uses must be provided through an Amendment to the Official Plan. It is our opinion that the MOP should provide appropriate relief from this policy in order to provide a range of housing types and an appropriate form of development. It is our opinion that the MOP does not conform to the objectives of the Region of Peel Official Plan in this regard.

Based on both Section 1.4.3 of the PPS and Section 2.2.1 and 2.2.6 of the Growth Plan respecting housing and complete communities and the need to provide a range and mix of housing opportunities and mix of uses within a community. It is our opinion that portions of the Mississauga Official Plan do not conform to Provincial policy. In particular, the applicable *Mixed Use* land use designation policies do not provide a sufficient policy framework that will support the development of an appropriate range and mix of housing types, while meeting mandated growth requirements and the requirement to provide a mix of uses on all lots, rather than mix of uses within a community.



9. Proposed Official Plan Amendment

An Official Plan Amendment application has been submitted at the direction of Planning Staff in order to permit the proposed development as a single residential use whereas it is the City Planning Department's opinion that the same mixed-use designation only permits multiple uses to occur on the same property.

The proposed amendment seeks a site-specific exception to permit residential as a single use that does not need to be combined with any other permitted use on the property.



10. Zoning By-law Conformity Review

The subject property is zoned C4-52 in the Mississauga Zoning By-law 0225-2007, which permits a variety of commercial and retail related uses in addition to overnight accommodation to a maximum of 42 storeys. The applicable zoning of the subject property contradicts Provincial and Municipal policies as the current zoning restricts the subject property from achieving its mandated intensification and density targets.

The subject property is located within an *Urban Growth Centre* and along a *Transit Corridor* as indicated within the Growth Plan. Within *Delineated Built-up Areas*, both *Urban Growth Centres* and *Transit Corridors* are expected to be focus areas for growth throughout the region and achieve higher density targets. Section 2.2.6.2 provides direction for housing in the achievement of complete communities by “*considering the range and mix of housing options and densities of the existing housing stock*”. The current zoning permits a single built form of apartment building within the C4 zone, including the site-specific permissions. The existing C4 zoning conflicts with Provincial policy by prohibiting the development of a range and mix of housing forms and densities along an *intensification corridor* and adjacent to areas supported by major transit initiatives.

Furthermore, Section 2.2.2.4 of the Growth Plan stipulates that the “*appropriate type and scale of development and transition of built form to adjacent areas*”. The current zoning does not have regard for a transition in built form and scale to the neighbouring stable residential uses to the east of the subject property. The permitted apartment building form does not contribute to providing a range in housing, as part of the Provincial mandate, nor does it contemplate an appropriate built form adjacent to stable residential uses with no direct access along a major arterial road.

Based on Section 2.2.2.4 of the Growth Plan, the current applicable zoning of the subject property does not conform to and is in contradiction to the applicable provincial policy framework. The current zoning will inhibit the subject property from achieving the mandated growth and intensification targets that have been indicated in the Growth Plan for *Urban Growth Centres* and *Transit Corridors*.



11. Proposed Zoning By-law Amendment

The subject property is currently zoned C4-52 – Commercial with the western portion of the lot having a “*Greenlands Overlay*.” The current zoning contains provisions to permit overnight accommodation of a maximum of 42 storeys of building height.

The C4 - Mainstreet Commercial zone permits residential uses including Apartment Dwelling and Dwelling Unit located above the first storey of a commercial building. The proposed amendment provides for the addition of Horizontal Multiple building types as a permitted use within the C4 – Mainstreet Commercial zone.



12. Planning Analysis & Justification

12.1 Policy Context

The subject property is designated under the Region of Peel Official Plan as within the Urban System and the Conceptual Urban Growth Centre. The policies of the Regional Official Plan support compact and dense urban forms, while providing a range and mixture of residential opportunities. It is the objective of the Region to achieve an overall density target of 200 people and jobs per hectare within the identified growth centres. The proposed development will achieve 100 dwelling units per net residential hectare when including the proposed private open space and amenity areas on the western portion of the proposed development. The subject property is constrained to achieve a higher density due to the floodplain limits associated with the Cooksville Creek which have rendered the majority of the subject property as private open space and amenity area. Should the private open space and amenity area not be included in the calculation, the proposed development achieves a density of 175 units per hectare.

Assuming a rate of 2 persons per dwelling unit, the proposed development will achieve a density of 200 persons per hectare. Should density be calculated solely on the developable area, the proposed development will yield a density rate of 350 people per residential hectare. The proposed development will assist the Region in meeting and exceeding its growth obligations and conforms to the density requirements of the *Downtown* and *Intensification Corridor* designations. The proposed development represents an appropriate scale of density to contribute to the overall Regional target and maintain compatibility with existing and planned development in the immediate area.

It is the intent of the Downtown and Intensification Corridor policies to be the focus areas for growth within the City of Mississauga. Although the subject property is located within the Downtown and along the Intensification Corridor, it is located along the periphery of these designations and must be respectful and compatible with adjacent designations that are considered stable residential neighbourhoods. The subject property does not have frontage on Dundas Street and is located internal to the Intensification Corridor designation. Growth and intensification should be encouraged throughout the area with the highest intensities focused to the primary corridors. The proposed development achieves the required density while being compatible and sympathetic to the area context in providing a medium density built form in a low-rise context.

The Region of Peel Official Plan policies direct municipalities to further delineate urban growth and intensification centres and land use policies to regulate them, which the City of Mississauga has achieved. The proposed development conforms to the intent and purpose of the Region of Peel Official Plan.

The City of Mississauga Official Plan designates the subject property as *Mixed Use* with a *Natural Hazard* overlay and further delineates the property as within the *Downtown Cooksville Character Area*. The Mixed Use designation permits residential uses and in accordance with Section 11.2.6.2 which “*encourages*” rather than requires lands to contain a mixture of permitted uses. Sections 11.2.6.4 and 11.2.6.5 provide language that residential uses can be permitted when not combined

in the same building with another permitted use. Policy 11.2.6.3 speaks to the consolidation of parcels and the limiting of mixed use extensions into stable residential areas. As previously discussed, the proposed development is located on the periphery of the Downtown and Intensification Corridor and has direct linkages with the stable and low-rise residential uses located to the north and east of the subject property. The intent of the Mixed-Use policies is to focus a mixture of uses along key transportation corridors and in growth areas that have direct frontage along corridor routes that can sustain a mix of land uses. The subject property is not located directly on the intensification corridor; therefore the provision of retail or commercial uses in the proposed development will lead to the linear extension of retail and commercial uses into the stable residential areas, which will contradict Policy 11.2.6.3.

Although the proposed development does not include a mix of uses, it is contained within a mixed-use block bounded by Dundas Street East, Kirwin Avenue and Littlejohn Lane. This block is entirely zoned as C4 – Mainstreet Commercial with site specific exceptions, including the subject property, which permits a range of commercial uses, and residential uses. The intent of the land use policy applied to this block is to support a mixture of uses within the block area in order to produce a desirable urban condition and a space to live and work in the community. This condition and interface is most appropriately achieved with the lands fronting onto Dundas Street East, whereas the subject lands front onto Kirwin Avenue and Littlejohn Lane.

The development of the Kirwin Avenue portion of the subject property would most appropriately be for a residential use in order to further support the mixed-use intent of this block which currently contains a mixture of commercial uses without residential components. The development of the subject property for a sole residential use would not encumber the ability of this block to achieve its mixed-use intent while respecting the integrity and low density scale of the adjacent Neighbourhoods.

In accordance with policy 11.2.6.6 it is our opinion that the proposed development conforms to the intent and policies of the Official Plan and achieves the intent of the Mixed-Use designation. An Official Plan Amendment application has been provided as required by Mississauga Planning Staff.

12.2 Development Limits

The subject property is located within the Downtown Cooksville Character Area and is in proximity to the Cooksville Creek and its associated floodplain. During the preparation of the proposed development applications, the Proponent, City of Mississauga Staff and Credit Valley Conservation Authority Staff conducted discussions to determine the appropriate development limit in relation to the Cooksville Creek floodplain.

In order to determine the floodplain, LEA Consulting analyzed and provided multiple configurations for the review of Credit Valley Conservation Authority and City of Mississauga Staff. It was determined, in discussions with Staff that the floodplain limit would remain as approved as part of a previous site plan application by a previous owner. LEA Consulting provided the following rationalization to support the development limits:

- The development limit of the proposed fill pad in the current site plan is smaller than previous approved site plan and therefore, has less impact relative to the existing approved site plan.
- The proposed landscaped area in the southern part will mimic existing hydrological condition under the current site development and have less of an impact compared to the approved site plan.
- The existing grades within the proposed landscaped area will be maintained under the current site development, and therefore won't have affect regional flood plain.
- A stormwater management plan will be implemented in accordance with CVC and City's requirement.

12.3 Previous Development Applications

The subject property has been subject to previous development applications of greater density and height than currently proposed. The previous owner of the subject property prepared and submitted applications to advance the development of a 42-storey and a 22-storey hotel building with a shared podium component. The previously proposed development required an Official Plan Amendment and Zoning By-law Amendment, which were both approved in order to permit the development. The proponent at that time proceeded to file a Site Plan Approval application. The site plan was approved and its agreement registered on title; however, the development was never constructed.

As part of the official plan amendment, zoning by-law amendment and site plan approval process, a development limit was agreed to between the Proponent, the City of Mississauga and the Credit Valley Conservation Authority. This limit is reflected in this current development application.

12.4 Urban Design & Compatibility

The orientation, scale and massing of the proposed structures considers the interface with the commercial uses south and with the park land along the northern boundary in order to provide a condition that is appropriate and desirable. The rear of Block B and the side units of Block C are appropriately buffered and separated from the structural elements of the commercial uses to the south as to minimize visual and noise impacts to the prospective residents. Should these adjacent lands be developed in the future the design of the townhouse blocks assists in mitigating future, potentially conflicting concerns.

The proposed built form can be considered a newer built form that is gaining prominence across the Greater Toronto Area and within the City of Mississauga. It assists in achieving higher density targets as mandated by Provincial and Regional policy while respecting existing and stable communities. The proposed built form achieves the required density rate as prescribed in the applicable planning policy and allows for an appropriate transition to the stable residential neighbourhoods located to the north and east of the subject property. The proposed building height of 3 storeys will not create shadowing impacts or alter the character of the adjacent residential areas while also providing increased density and intensification in close proximity to higher order transit and community infrastructure.



The inference with the public park, John C. Price Park, is also appropriate as Block C and Block A provide desirable overlook and contribute to principles of crime prevention through urban design. The proposed site plan incorporates pedestrian linkages and open space in order to form a desirable interface with the public park.

The frontage along Kirwin Avenue provides a distinct and desirable edge to the street and the massing would effectively transition future intensive building forms west of the subject lands, and would support principles of crime prevention through design and overlook onto Kirwin Avenue contributing to the character of the street.

In our opinion, the proposed design represents appropriate and desirable urban design, conforming to the intent and purpose of the City of Mississauga Official Plan and design guidelines.

12.5 Infrastructure & Servicing

The subject property is located within an area planned for intensification, and as such existing municipal services are adequate and accessible along Kirwin Avenue. LEA Consulting has analyzed the servicing requirements of the proposed development and recommends the appropriate connections to sanitary service, stormwater service and potable water service. The report concludes that the site servicing design is appropriate for the proposed use and can be supported.

The proposed development is appropriate, in consideration of servicing infrastructure, and would not negatively impact existing and planned servicing improvements for the Downtown Cooksville area.

12.6 Transportation & Transit

The subject property is located in an area identified for intensification, and as such the Region of Peel and the City of Mississauga are investing significant resources to improve the transportation and transit infrastructure to support such intensification. As it exists currently, the City's MiWAY transit system, located along Dundas Street East, supports the redevelopment of the subject property. The bus routes connect the site to larger-scale transit nodes such as the South Common Mall bus terminal and the TTC Islington Subway Station. Transit along the Dundas corridor is to be improved significantly through Dundas Connects, a transit initiative that would support bus rapid transit along the corridor.

Located approximately 300 metres west of the subject lands is Hurontario Street, which is to contain the Metrolinx Light Rail Transit system extending from Lakeshore Road East in Mississauga to Steeles Avenue in Brampton. The LRT will fundamentally alter the means by which people move throughout Mississauga and will become the spine of the Peel Regional transit network.

Located in close proximity to the convergence of these two significant transit initiatives, the proposed development is well positioned to support the use and continued transit investment in the



area. The proposed developments efficient and compact building form is appropriate for the existing and planned context of the Downtown Cooksville Area.

12.7 Sustainability & Natural Heritage

In order to satisfy provincial, regional and municipal environmental policies, an Environmental Impact Study was prepared by Beacon Environmental in support of the proposed development.

The findings of the EIS state *“that there are no significant natural heritage features, areas or functions associated with the subject properties.”* The Cooksville Creek was included within the study consideration, which found that the proposed development would not negatively impact the natural feature and its associated lands.

The aforementioned *Special Management Area* was also evaluated and found that the applicable lands were in very poor condition as a result of historic land uses and non-native invasive vegetative cover. As part of the proposed development, it is proposed that this area be subject to a woodland restoration plan that would complement the existing natural heritage features in the immediate area and provide an environmental gain and positive impact to the existing natural heritage system.

It is concluded that the proposed development would not negatively impact the significant natural area or any other adjacent areas containing natural heritage features and associated function. In consideration of the environmental and technical analysis, the proposed development appropriately addresses environmental and natural heritage policies and represents good land use planning.



13. Conclusion

The proposed development constitutes a form of infill and intensification that is desirable and appropriate. The proposed residential redevelopment is consistent with the objectives and intent of the Provincial Policy Statement, conforms to the Provincial Growth Plan, and conforms to the Peel Region Official Plan. With the exception of proposing residential as a stand-alone use, the proposed development conforms with and implements the City's Official Plan. The orientation and massing of the proposed structures respect current built form and planned land uses in the Downtown Cooksville area. The prospective residents would benefit from direct access to Dundas Street East which, as a result of the Dundas Connects initiative, would support transit and active transportation infrastructure investments dedicated to this area. The proposed built form assists the City in achieving its growth obligations while being sympathetic and compatible with the existing land use context and low rise, low density established neighbourhoods to the east of the subject property.

By restricting the range and mix of housing through Section 11.2.6.2, 11.2.6.4 and 11.2.6.6 of the Official Plan, and by limiting the type of residential uses permitted in the Zoning By-law, the Official Plan and Zoning By-law are not consistent with the objectives and intent of the Provincial Policy Statement, and do not conform with the Provincial Growth Plan. The proposed Amendments, on a site specific basis, will bring the applicable land use policy into conformity with the Provincial policy direction.

In order advance the development proposal, applications to amend the Official Plan and the Zoning By-law are required and have been provided with this submission. The amendment to the City of Mississauga Official Plan is appropriate and would not negatively impact the capacity of the block to achieve the Mixed-Use intent of the Mississauga Official Plan.

It is our opinion that the proposed development is appropriate and desirable for the subject property, representing good land use planning and urban design principles and should therefore progress through the planning process as prescribed by the Planning Act.

