



Planning & Urban Design Rationale

60 Dundas Street East
City of Mississauga

Prepared For
Almega Asset Management

March 2022



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This Planning and Urban Design Rationale report has been prepared in support of an application by Almega Asset Management to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended, with respect to a 1.07-hectare site located on the south side of Dundas Street East, just east of Hurontario Street, municipally known as 60 Dundas Street East, within the Downtown Cooksville area.





1

Introduction

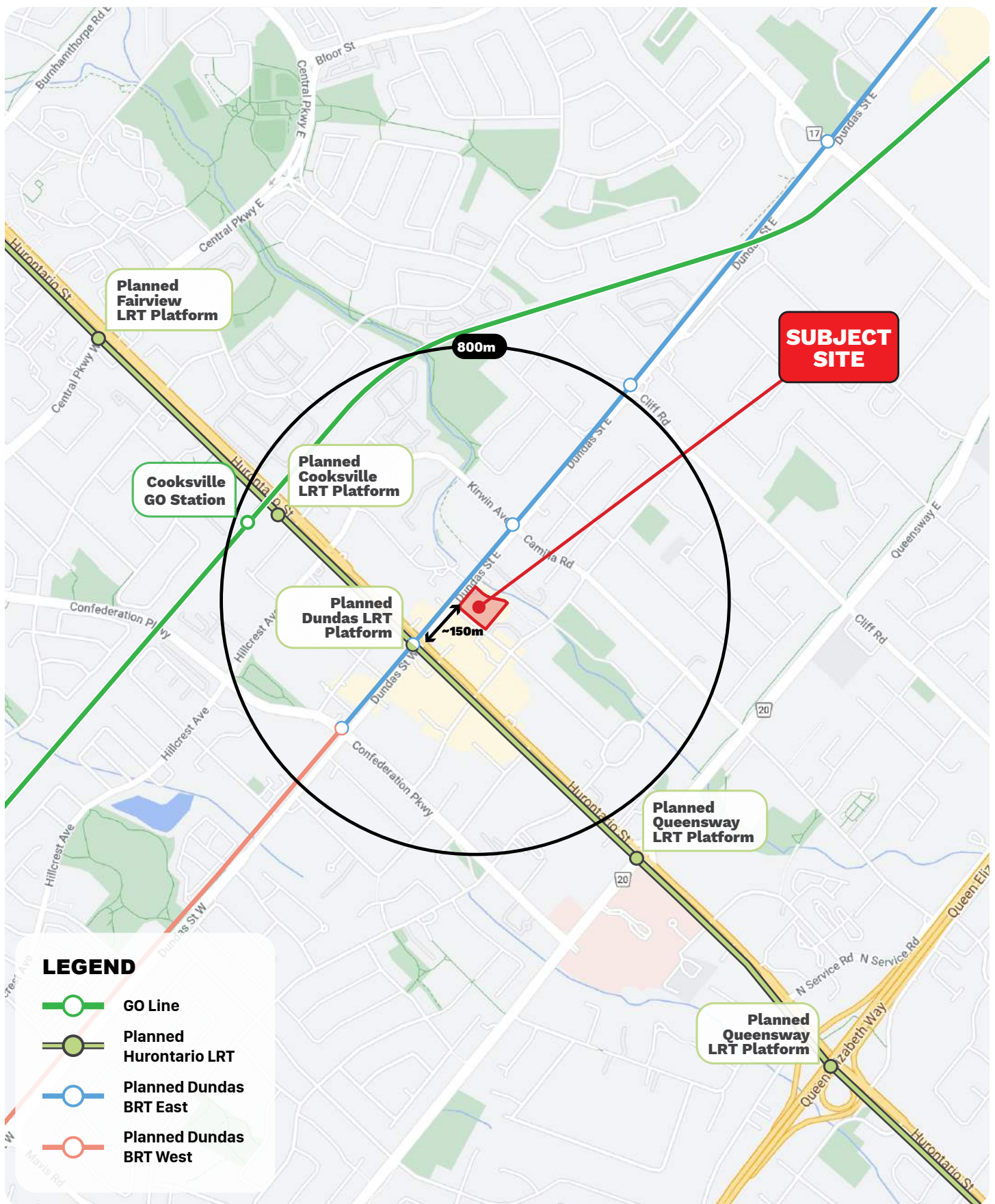


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Almega Asset Management to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended, with respect to a 1.07-hectare site located on the south side of Dundas Street East, just east of Hurontario Street, municipally known as 60 Dundas Street East, within the Downtown Cooksville area (see **Figure 1** – Location Map).

The subject site is currently developed with a one-storey commercial building along the southern half of the site, and associated surface parking on the northern half. The existing layout of the site represents a classic suburban strip-mall typology. The proposed redevelopment will allow for intensification of the site with three towers of 36, 33, and 29-storeys (incorporating mezzanines), with the greatest heights concentrated along Dundas Street East, transitioning down towards the residential apartments to the south of the subject site.

The proposal will contribute to the supply of housing in the city by providing an additional 1224 new dwelling units. The proposed total gross floor area of the proposed buildings on the subject site will be approximately 67,847 metres, resulting in a density of 6.32 FSI.

This report concludes that the proposal is in keeping with the planning framework established in the Provincial Policy Statement ("the PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Region of Peel Official Plan, all of which support residential intensification in built-up areas and intensification areas. In particular, the proposed development provides new housing within walking distance of two rapid transit routes that are currently in development (the Dundas BRT and the Hurontario LRT) and within an 800 metre radius of the Cooksville GO Station and is supportive of the overall vision for regeneration and intensification outlined in the Dundas Connects Master Plan. While an amendment to the Mississauga Official Plan is required to permit the development, it is our opinion that the proposal is appropriate in the context of the general direction to intensify underutilized sites proximate to higher order transit and to provide for improved and enhanced public realm with active uses at grade and an increased range of housing options

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

From a built form and urban design perspective, the proposed development has been carefully organized, sited and massed in a manner that complements and enhances to the surrounding area and context in Mississauga. At the pedestrian scale, the podium buildings contain ground level retail and active spaces fronting onto Dundas Street East, designed to encourage a lively public realm and animate the street level with commercial activity on an otherwise underutilized site. Above, the taller building elements are sited to minimize potential built form impacts. Accordingly, a variety of building heights and step-backs have been incorporated into the design to limit light, view and privacy impacts within the subject site and on surrounding properties. Given the foregoing reasons it is our opinion that the proposal is appropriate from a built form and urban design perspective.

In our opinion, the proposal represents good planning and urban design, and reflects an exciting opportunity to create a new, transit-oriented, complete community. This report concludes that intensification of the subject site contributes to the achievement of numerous policy objectives articulated in the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), The Region of Peel Official Plan, and the City of Mississauga Official Plan, all of which promote intensification on underutilized sites within built-up areas particularly in locations that are well served by existing and planned municipal infrastructure. For the reasons outlined in this report, we recommend approval of the requested zoning and official plan amendment applications.



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Site & Surroundings

2.1 Subject Site

The subject site is located along the south side of Dundas Street East, at the southeast corner of Dundas Street East and Shepard Avenue and is municipally known as 60 Dundas Street East in the City of Mississauga. The site is located approximately 150 metres east of the intersection of Dundas Street East and Hurontario Street. The site is large and generally rectangular in shape, with an outward curve towards the southeast corner. The site has 79.03 metres of frontage along Dundas Street East (the northern boundary), 107.86 metres of frontage on Shepard Avenue (the west boundary), and an area of 10,734 square metres (1.07 hectares). The subject site is bounded on the east side by Cooksville Creek, with a public walkway extending from Dundas Street to King Street along the east boundary of the subject site. To the south of the site are slab form residential condos at 75 and 85 King Street East, 10 storeys and 18 storeys in height respectively. See **Figure 2**, Aerial Photo.

The subject site is generally paved and flat. It is currently occupied by a one-storey 2,673 square metre commercial building on the southern half of the site. The building contains approximately 12 retail units fronting north towards Dundas Street East, including India Town Supermarket, IDA Pharmacy, Dundas Medicare Clinic, Canada Post Office, KFC, Pho Lam Vietnamese restaurant, Montfort Mediterranean restaurant, Dollar + store, Cash929 lending service, Gadget Klinik, Star Gift wholesale, and Aksya's Fashion. The building is setback approximately 65.73 metres from the north lot line abutting Dundas Street East, between 5.8 metres to 33.3 metres from the east lot line abutting Cooksville Creek, 6.2 metres from the south lot line abutting the property at 85 King Street East, and between 15.5 metres to 16.4 metres from the west lot line abutting Shepard Avenue.



Figure 2 - Site Context Aerial Map



Subject Site looking southeast

The remainder of the site has a significant amount of surface parking, with approximately 160 surface parking spaces occupying the northern and western portions of the subject site. The parking areas are accessed by three full-move unsignalized accesses, including one along Dundas Street East (at the northeast corner of the subject site) and two along Shepard Avenue (one at the southwest corner of the site, and one at the midpoint of the subject site along Shepard Avenue).

The subject site contains narrow strips of soft landscaping, including 7 street trees, along the western and northern lot lines. There is also a small landscaped area at the northwest corner of the site with a diagonal interlocking stone walkway leading to the site's parking lot from the Dundas Street East and Shepard Avenue intersection.



Subject Site looking northeast



Subject Site looking west



Subject Site commercial building



Subject Site looking south



Subject Site and Cooksville Creek looking south



Subject Site Site pathway along Cooksville Creek looking south

2.2 Area Context

The subject site is within the Downtown Cooksville area, which is an area identified for intensification and growth by the City of Mississauga. The area is generally bounded by the Canadian Pacific rail (CPR) corridor to the north, Camilla Road/Kirwin Avenue to the east, King Street East to the south, and Confederation Parkway to the west. Downtown Cooksville is situated around the Hurontario corridor, one of the primary north-south transportation spines in the City of Mississauga. Downtown Cooksville is located approximately halfway between the QEW to the south and the high-rise towers in the Downtown Mississauga to the north surrounding the Square One shopping centre.

The Downtown Cooksville area along Dundas Street and Hurontario Street is generally characterized by low-rise retail plazas with residential and/or office uses above and surrounded by surface parking. There are a few office and residential buildings along the corridor that are generally of a low or mid-rise form. In the wider area of Downtown Cooksville, there are several mid- and high-rise slab form apartments with heights that range up to 22-storeys. Cooksville Creek bisects the area in a north-south direction. Low-rise residential neighbourhoods are generally located to the east of the creek, and south of King Street East.

The Downtown Cooksville area is poised to receive significant new transit investment. The subject site is located approximately 150 metres from the intersection of Hurontario Street and Dundas Street East. The Dundas stop on the new Hurontario Light Rail Transit (LRT) line will be constructed at this intersection, with expected completion in fall 2024. The Dundas Bus Rapid Transit (BRT) line, which is currently in initial planning stages, is expected to run along the Dundas Street corridor and will interchange with the LRT at this intersection, with an additional planned stop at the corner of Dundas Street East and Kirwin Avenue. The site is also within an approximate 700 metre radius of the Cooksville GO Station to the north (representing an approximate 13-minute walk), which is identified as a Mobility Hub in the Metrolinx 2041 Regional Transportation Plan.

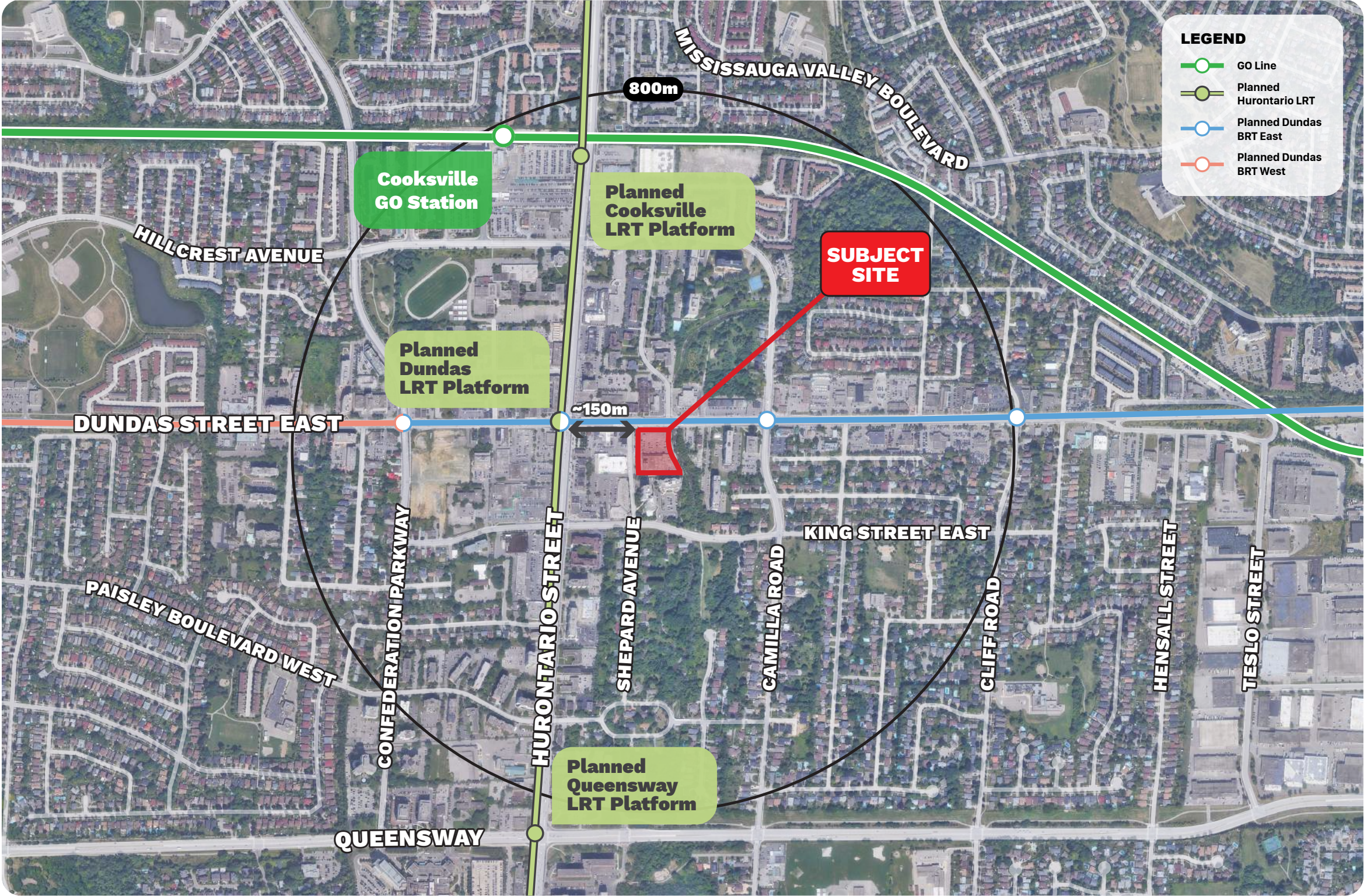
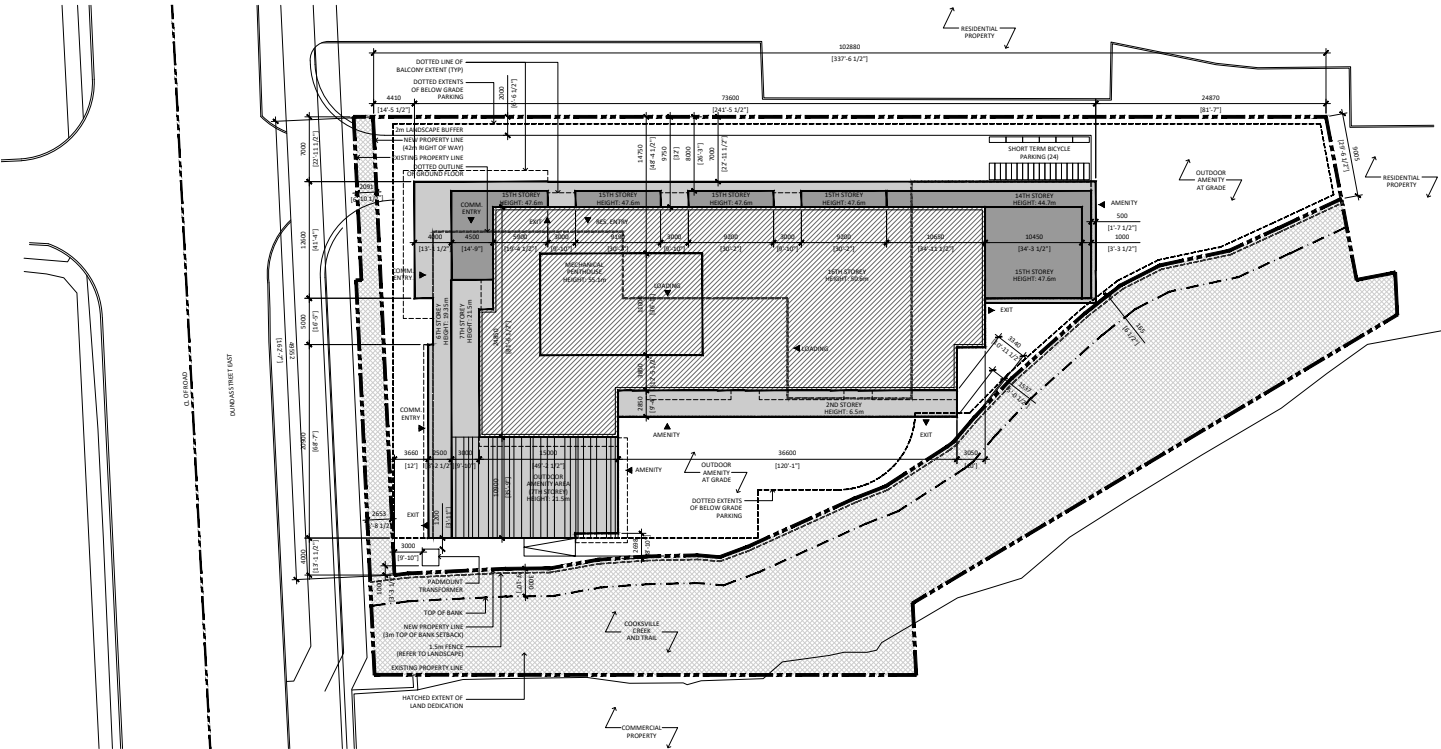


Figure 3 - Aerial Photo of Surrounding Area

2.3 Development Applications within Cooksville

The following recent development applications are located within proximity to the subject site.

Address	Application Type	Status	Height
45 Agnes Street	ZBA, Site Plan (SP 21 102)	Under Review	28 storeys
86-90 Dundas Street East	OPA, ZBA (H-OZ 20 5)	Approved/Under Construction	16 storeys
3016, 3020, 3026, & 3032 Kirwin Avenue and 3031 Little John Lane	OPA, ZBA (OZ/OPA 21-5 W7)	Under Review	8 storeys
3085 Hurontario Street	OPA, ZBA (OZ/OPA 21 11)	Under Review	9 storeys 30 storeys 33 storeys 35 storeys
85-95 Dundas Street West and 98 Agnes Street	OPA, ZBA (H-OZ 21 3)	Under Review	18 storeys
2444 Hurontario Street	OPA, ZBA (OZ/OPA 20 10)	Under Review	26 storeys
189 Dundas Street West	OPA, ZBA (OZ/OPA 21 9)	Under Review	18 storeys 20 storeys 32 storeys



Site Plan of 86-90 Dundas Street West (currently under construction), east of the Subject Site

2.4 Immediate Surroundings

Directly east of the subject site is a segment of Cooksville Creek, a drainage basin that runs for approximately 16 kilometres from Matheson Boulevard near Hurontario Street and flows south towards Lake Ontario at R.K. McMillan Park. A public walkway extends along the west side of Cooksville Creek, abutting the subject site, and extends from Dundas Street to King Street. Beyond Cooksville Creek, to the east of the subject site, is a recently approved 16-storey condo building (Artform Condos, 86 Dundas Street East) that is currently under construction.

East of the construction site at 86 Dundas Street East is a driveway entrance providing access to 100 and 120 Dundas Street East, which are slab-form 12-storey apartment buildings that are oriented in an east-west direction and surrounded by associated surface parking. 120 Dundas Street East is located along Dundas Street East, while 100 Dundas Street East is significantly set back, situated south of 120 Dundas Street East. East of 120 Dundas Street East, at the southwest corner of Dundas Street East and Camilla Road is a four-storey office building containing Mississauga Community Legal Services (130 Dundas Street East) and associated surface parking along the south side of the building. South of 130 Dundas Street East, and East of 100 Dundas Street East are a handful of one- and two-storey detached residential houses along McGill Street, Camilla Road, and King Street East. Further east of Camilla Road are similar patterns of built forms and uses, with low-rise retail plazas along Dundas Street East, and low-rise residential neighbourhoods directly south of Dundas Street East.



Cooksville Creek looking south



Construction Site at 86 Dundas Street East, with 100 and 120 Dundas Street East further east



100 and 120 Dundas Street East



130 Dundas Street East



View of 75 and 85 King Street East looking south from subject site

Directly south of the subject site are two retirement apartment buildings at 75 and 85 King Street East (18-storeys and 10-storeys, respectively) operated by Revera. 75 King Street West is situated at the northeast corner of the lot and is oriented north-south, while 85 King Street East is at the southwest corner of the lot and is oriented east-west. Shared surface parking is located in front of the buildings at the southeast corner of the lot and at the northwest corner of the lot. Vehicular accesses to these buildings are located along King Street East and Shepard Avenue. Cooksville Creek and the adjacent pedestrian pathway also extends south along the eastern edge of this lot past King Street East.



View of 75 and 85 King Street East looking north



Pedestrian Pathway adjacent to Cooksville Creek looking south



Pedestrian Pathway intersection with King Street East, and 84 and 98 King Street East



Cooksville Park

Further south along the south side of King Street East are two one-storey detached residential houses at 84 and 98 King Street East. Along Shepard Avenue, south of King Street East, is a low-rise residential neighbourhood with one and two-storey detached houses oriented east-west with large driveways and front-yard setbacks. East of this residential neighbourhood is Cooksville Park, a rectangular park that is largely covered with trees and naturalized landscaping. The park includes a children's playground amenity, and a pedestrian walking path that runs alongside Cooksville Creek, bisecting the park in a north-south direction. The pedestrian path connects to Frayne Court, a local street with low-rise residential houses. East of Cooksville Park are more one and two-storey residential detached neighbourhoods with frontage along Frayne Court, Adena Court, Paisley Boulevard East, and Camilla Road. West of Shepard Avenue are high-rise residential dwellings, as well as low-rise retail plazas along Hurontario Street, with associated surface parking located to the rear of the buildings.



Pedestrian Path at south end of Cooksville Park leading to Frayne Court



Frayne Court's low-rise residential dwellings



High-rise residential tower along Hurontario Street



High-rise residential tower along Hurontario Street

Directly west of the subject site is a large commercial plaza, bounded by Hurontario Street to the west, Dundas Street East to the north, Shepard Avenue to the east, and King Street East to the south. The plaza extends along the western side of both the subject site and the Revera retirement apartments south of the subject site, with the northern half of the plaza abutting the subject site.

Within this plaza, to the immediate west of the subject site along the Dundas Street East frontage, is a one-storey commercial building (40 Dundas Street East) containing a Western Union Money Mart, and associated surface parking to the north and south sides of the building. West of 40 Dundas Street East is a laneway providing vehicular access to the rear surface parking from Dundas Street East. West of the laneway is a row of two-storey commercial buildings (20-38 Dundas Street East) that are built to the northern lot line with direct street frontage along Dundas Street East. The first floor contains retail uses, including Family Barbers, Masters Employment Staffing, Safety Station, Ikyaa Jewelry, Print2Go, Saigon Nails, Sharper Cutts Barber, Onesmile Dentistry, and Public Mobile. The second floor contains office uses, including Guide Light Computer Training Institute, Top Plus Employment Agency, Behzad Law Office, Desjardins, and Patron Career Staffing. Associated surface parking is located to the rear of this building with vehicular access laneways along Dundas Street East to the east and west sides of the building. West of this row of commercial buildings is a single two-storey commercial building (14 Dundas Street East) with a Min-A-Mart on the first floor, and a Naturelax Clinic on the second floor.

Along the west side of Shepard Avenue and to the south of the commercial buildings fronting along Dundas Street East is Newin Centre Mall (2580 Shepard Avenue), a two-storey shopping centre with over 50 stores, including restaurants, beauty and hair salons, professional services, technology repair shops, and retail stores. There are two vehicle entry points along Shepard Avenue, one on the north side of Newin Centre Mall that provides access to the rear surface parking lot associated with the commercial buildings (14-40 Dundas Street East) along Dundas Street East and Newin Centre Shopping Mall, and another on the south side of Newin Centre Mall that provides access to a large surface parking lot associated with Newin Centre Shopping Mall and the commercial plaza to the south (2560 Shepard Avenue East and 35 King Street East).

South of Newin Centre Mall, at the corner of Shepard Avenue and King Street East, is a one-storey backwards "L"-shaped commercial building (2560 Shepard Avenue East and 35 King Street East) containing a variety of restaurants, services, and retail units, including Pizza Shab, Cliffway Pharmacy, Bar 4 U, Rasovara Vegetarian Cuisine, Krakow Delicatessen, amongst others.

At the northeast corner of King Street East and Hurontario Street is a two-storey "L"-shaped commercial building (2515 Hurontario Street) containing a variety of restaurants, services, and retail units, including Popeyes Louisiana Kitchen, Paradigms in Photography, Simply Flowers, Telus, Koodo, Cash4you, Maya Beauty Salon, Heaven's Hair Design, Fred's Kitchen, Cargo Canada, Dalia Nails, Frederick Chinese, amongst others. Associated surface parking is located to the rear of the building, with vehicular access from King Street East on the east side of the building and Hurontario Street on the north side of the building.

Along the east side of Hurontario Street are more two-storey commercial buildings (2543-2579 Hurontario Street) containing a variety of restaurants, services, and retail units, including Sindbad Halal Meat Grocer, Passport Photos, North Cloud Cannabis, Just Incredible Hair Salon, X-L Shawarma, Vicky's Nail & Body, Pho Ha Noi 54, amongst others. Associated surface parking is located on all sides of the building.

Further west of Hurontario Street is a low-rise retail plaza that follows a similar pattern, with one- and two-storey commercial buildings that are surrounded by associated surface parking in front of and between buildings.



Commercial plaza along Hurontario Street



Newin Centre Mall



20-38 Dundas Street East



20-38 Dundas Street East and 14 Dundas Street East



2543-2579 Hurontario Street



View looking northwest at the corner of Dundas Street East and Hurontario Street



2515 Hurontario Street



33-43 Dundas Street East

Directly north of the subject site are three two-storey buildings along the north side of Dundas Street East, spanning from 43 Dundas Street East to 55 Dundas Street East. The building to the north of the western portion of the subject site is a two-storey commercial building (33-43 Dundas Street East) with associated surface parking along the south and north sides of the building. The first floor contains retail uses, including Dominos Pizza, Cash4Gold, Pay2Day, and Cupid Boutique adult store. The second floor contains office uses, including Job Depot employment agency. East of this building is a long, rectangular two-storey Bell Canada utility building (47 Dundas Street East) with associated surface parking towards the rear of the building accessed from Jaguar Valley Drive. East of the utility building, at the southwest corner of Dundas Street East and Jaguar Valley Drive is a backwards "L"-shaped two-storey commercial building (55 Dundas Street East) with associated surface parking along the south, east, and north sides of the building. The first floor contains retail uses, including a Dundas Clinic Pharmacy, Ur Cell phone repair service, Ant Hair Salon, Wow Korean Restaurant, City Vape Hookah Lounge, and Cooksville Fish and Chips. The second floor contains office uses, including Famtax Accounting and Tax Services and Rai Consulting Services. North of the building at 33-43 Dundas Street East is a large rear surface parking lot associated with 3025 Hurontario Street. Further north are four- to six-storey mid-rise apartments along Jaguar Valley Drive extending north to Kirwin Avenue. These apartments generally have large front setbacks and are surrounded by associated surface parking lots.



47 Dundas Street East



55 Dundas Street East



93-95 Dundas Street East

East of 55 Dundas Street East, on the east side of Jaguar Valley Drive is a two-storey commercial building at 93-95 Dundas Street East. The first floor contains retail uses including Dollarama, Cashyou Loans, and a Tae Kwon Do studio. The second floor contains office uses, including a law office, employment agency, travel agency, and driving school. There is associated surface parking located on all sides of the building. East of that is a row of two-storey commercial buildings (99-129 Dundas Street East) with associated surface parking along the front facing Dundas Street East. The first floor contains retail uses, including Sizzling Kitchen, Sabrina Jewelers, Jung Thai Restaurant, Thamor Jewelers, B&L Jewelry Exchange, Desi Movie rentals, Van Xuan Herbs, and Jac's Convenience. North of these commercial buildings along Dundas Street East is John C. Price Park, a square-shaped park largely covered with trees and naturalized landscaping. The park includes a children's playground amenity, and access points along Dundas Street East and Kirwin Avenue. Cooksville Creek runs alongside a pedestrian pathway through the park. The creek and pathway run along north-western edge of the park and curves east towards Kirwin Avenue. To the north of John C. Price Park are three slab-style apartment buildings, including a 12-storey building (310-3170 Kirwin Avenue), a 16-storey building (3120 Kirwin Avenue) and a 29-storey building (3100 Kirwin Avenue).



92-129 Dundas Street East



Mid-rise apartments along Jaguar Valley Drive



Mid-rise apartments along Jaguar Valley Drive



Mid-rise apartments along Jaguar Valley Drive



310-3170 Kirwin Avenue



3100 Kirwin Avenue

2.5 Transportation Context

The subject site is located along Dundas Street East, a major east-west residential and commercial thoroughfare that runs from Kingston Road in Toronto through Mississauga to Highway 6 in Waterdown. Dundas Street East is identified as an Intensification Corridor (Schedule 2 of Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 42 metres (Schedules 5 and 8 of Mississauga Official Plan). The segment of Dundas Street East adjacent to the subject site has a five-lane cross section for eastbound and westbound traffic, including a central turning lane, and sidewalks on both sides of the street.

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

The subject site is located approximately 150 metres from the intersection of Dundas Street West and Hurontario Street, which will be the interchange of the planned Dundas BRT and the under-construction Hurontario LRT. Once complete, the Hurontario LRT will run north-south in a dedicated lane from the Port Credit GO Station on the Lakeshore West line to the Brampton Gateway Terminal, with connections to the Zum Transitway, and with additional intermodal connections to the Cooksville GO Station on the Milton line and the City Centre Station on the Mississauga Transitway. The Hurontario LRT project is expected to be completed in 2024.

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

- **MiWay Route #1 (Dundas):** this bus route operates between Kipling Station to the east and Vega Boulevard to the west, in an east-west direction along Dundas Street. This route provides all day 10-15 minute service Monday through Friday and all day, and 15-20 minute service on Saturdays and Sundays. The route has key stops at the intersection of Dundas Street East and Jaguar Valley Drive that serve the subject site.
- **MiWay Route #101 (Dundas Express):** this bus route also operates in a general east-west direction along Dundas Street East, between South Common Centre/U of T Mississauga Campus and Kipling Station. The route is a dedicated express route and has key stops at the intersection of Dundas Street East and Hurontario Street.

- MiWay Route #2 (Hurontario): this bus route operates between Port Credit GO Station and the City Centre Transit Terminal at Square One, in a north-south direction along Hurontario Street. This route provides all day 10-15 minute service throughout the week. The route has key stops at the intersection of Dundas Street East and Hurontario Street that serve the subject site.
- MiWay Route #103 (Hurontario Express): this bus route operates in a north-south direction along Hurontario Street, between Trillium Health Partners Hospital and the Brampton Gateway Terminal. This route provides all day 20-minute service throughout the week. The route is a dedicated express route and has key stops at the intersection of Dundas Street East and Hurontario Street

Additionally, the Cooksville GO Station is located within an approximate 700 metre radius of the subject site (representing a 13-minute walk). The Cooksville GO Station is on GO Transit's Milton Line regional commuter rail service, which operates between Milton and Union Station during peak periods on weekdays. Additionally, Cooksville GO Station serves MiWay Routes #4-Sherway Gardens, #28-Confederation, #38-Creditview, and #53-Kennedy.

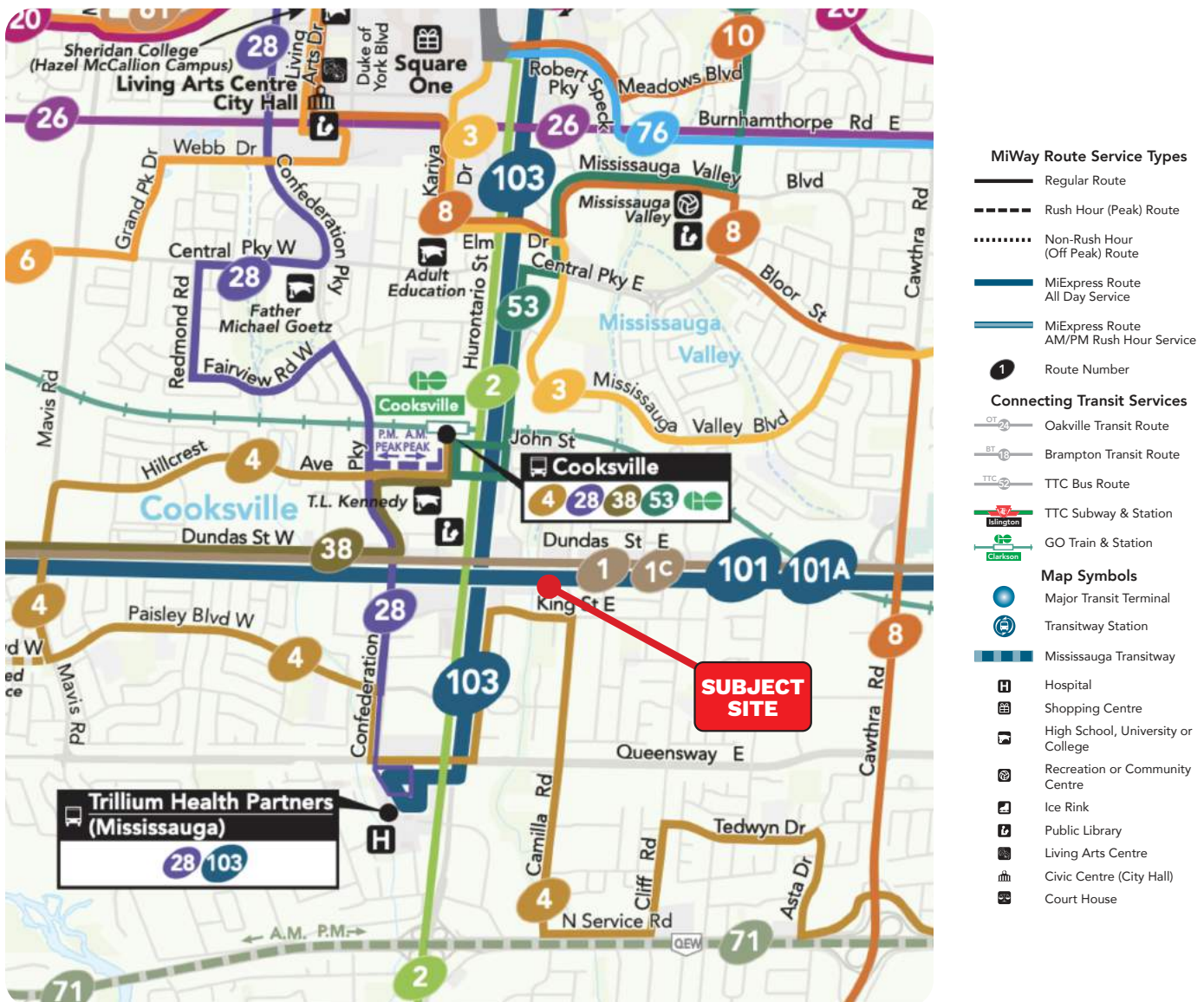


Figure 4 - MiWay Map

Schedule 7: Long term Cycling Routes of the Mississauga Official Plan identifies Hurontario Street and the portion of Dundas Street West west of Confederation Parkway as *Primary On-Road / Boulevard* cycling routes. Section 8.2.4 of the Mississauga Official Plan states that these routes are meant to connect key city destinations with cycling infrastructure. In addition, Section 8.2.4 states that the city will protect and may acquire lands required for the cycling facilities shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program.

-
- The map displays the subject site, marked with a red dot and a red arrow pointing to a red box labeled "SUBJECT SITE". The site is located at the intersection of Dundas Street East and Hurontario Street. Major roads shown include Dundas Street (West and East), Hurontario Street, Eglinton Avenue (West and East), Burnhamthorpe Road, Bloor Street, and Dixie Road. The Credit River is shown flowing through the area, with several trails crossing it, including the Credit River Trail, Mullet Creek Trail, and the Lake Ontario Waterfront Trail. The map also shows the location of the Credit River and the Credit River Trail. The map is oriented with North at the top.

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Bousfields Inc.



Proposal

3.1 Description of the Proposal

Focused around the future Dundas BRT, Hurontario LRT, and existing Cooksville GO Station, the proposed development presents an opportunity for contextually appropriate intensification that can support a new mixed-use community with direct access to transit where people can live, work, and play. The proposal includes an appropriate mix of residential housing options as well as retail, service and amenities.



The proposal envisions the comprehensive redevelopment of the subject site consisting of three buildings atop podium bases. The proposal involves intensification on an underutilized subject site that currently contains a suburban strip-mall, including a one-storey commercial building on the southern portion of the site and associated surface parking on the northern portion. The proposal will align Dundas Street East with new retail frontages that activate the street to create an inviting and safe environment.

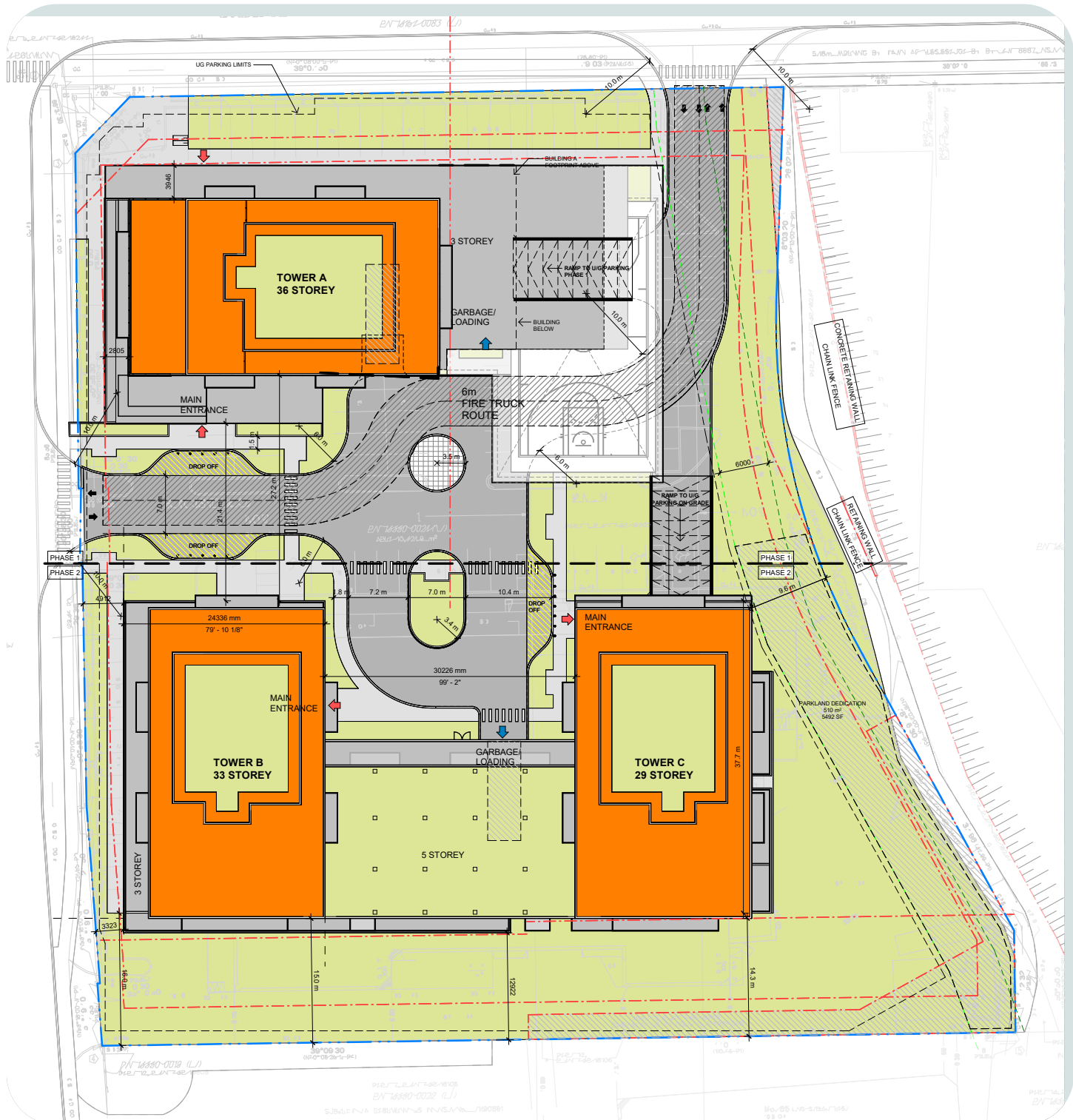


Figure 6 - Site Plan (Prepared by: Chamberlan Architects)

The proposal includes three new residential and mixed-use buildings, Towers 'A', 'B', and 'C', with heights of 36-storeys with mezzanine amenity (123.44 metres excluding mech.) along the Dundas frontage, and 33-storeys (111.12 metres excluding mech.) and 29-storeys (99.25 metres excluding mech.) at the rear, with double height townhouse units at grade. The buildings are oriented around a central drive (with roundabout configuration) with road access onto Dundas Street East and Shepard Avenue. Collectively, the buildings contain a total of 1,224 dwelling units, and a total gross floor area of 67,847 square metres, comprised of 67,000 square metres of residential gross floor area and 847 square metres of retail gross floor area, resulting in a density of 6.32 times the area of the lot.

Public Realm and Parkland Dedication

The proposed parkland will be located at the southeast corner of the subject site, east of the Tower 'C' podium. The parkland dedication of 510 square metres will run alongside the existing multi-use Cooksville Creek trail, enhancing the trail and pedestrian connection between Dundas Street East and King Street East. The proposed park will offer both active and passive recreation opportunities for future and current residents in the area. The underground parking levels associated with Tower 'B' and 'C' have been designed and sited so as to avoid encroaching upon the parkland conveyance.



Rendering (Prepared by: Chamberlan Architects)



Rendering (Prepared by: Chamberlan Architects)

Development by Phase

The proposal is anticipated to be in two phases, including development of a new mixed-use building (Tower 'A') with frontage along Dundas Street East in *Phase 1*, and two new residential towers (Tower 'B' and Tower 'C') towards the south end of the subject site in *Phase 2*, as described in detail below (see **Figure 6**, site plan). The phasing of this development is subject to change, including the order of the phasing.

Phase 1

Tower 'A' is located at the northwest quadrant of the subject site, with frontages along both Dundas Street East and Shepard Avenue. Tower 'A' is comprised of one 36-storey residential tower with a 3-storey podium incorporating two mezzanines with a total height of 123.4 metres to the top of level 36. Tower 'A' contains a total gross floor area of 37,834 square metres, comprised of 416 dwelling units distributed as follows: 64 studio units (15.4%), 256 1-bedroom units (61.5%), and 96 2-bedroom units (23.1%). See **Figure 7**, North Elevation. The greatest heights are concentrated in Tower 'A' along Dundas Street East to ensure an appropriate transition down from the main intersection node of Hurontario and Dundas Streets.

In terms of massing, the podium building is set back from Dundas Street East by approximately 8.0 metres measured from lot line to the north building façade, and 15 metres measured from the public street curb to north building façade. It is also set back by 3.0 metres from Shepard Avenue, measured from the west lot line to the west building façade, and 8.5 metres measured from the public street curb to west building façade. Tower 'A' is located towards the northwest corner of the podium, and maintains a 3.9 metre stepback from the front (north) podium façade (for an overall approximately 12 metre setback from the Dundas property line), a 2.9 metre stepback from the west podium façade, a 5.8 metre stepback from the south podium façade, and a 26 metre stepback from the east podium façade. The tower has a maximum floor plate area of 800 square metres and maintains a minimum separation distance of 28.1 metres from Tower 'B' to the south.

The ground floor of the podium building contains three large retail spaces with pedestrian access to Dundas Street East and Shepard Avenue, a residential lobby for Tower 'A', a loading and garbage area, a bike storage room, and other additional indoor amenity areas. Above the ground floor, the mezzanine contains additional retail space, as well as an indoor amenity space. Level 2 contains large indoor amenity spaces, including a basketball court, while the 2nd mezzanine floor contains both indoor and outdoor amenity spaces, including an outdoor pool. Level 3 contains both indoor and outdoor amenity spaces, including an outdoor terrace space overlooking Dundas Street East to the north and Cooksville Creek to the east. From levels 4 to 36, Tower 'A' will be occupied by dwelling units. Level 36 will contain both indoor and outdoor amenity spaces on the rooftop.

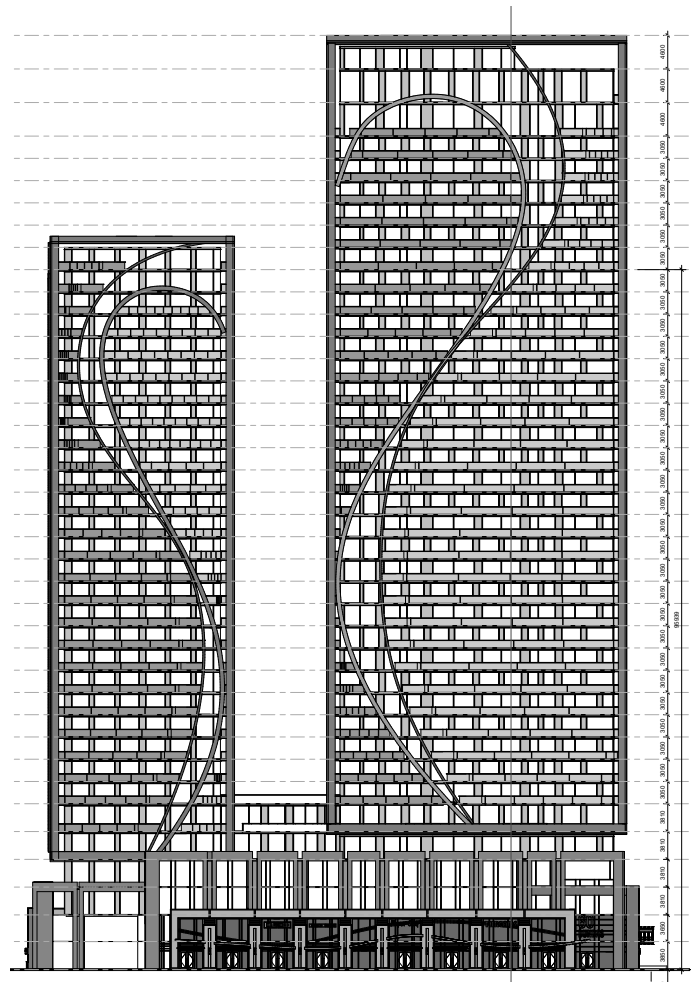


Figure 7 - North Elevation (Prepared by: Chamberlan Architects)

Phase 2

Phase 2 is comprised of two residential towers atop a shared 5-storey podium, generally shaped like a 'U', located towards the southern half of the subject site, and includes a new outdoor amenity space located along the southeast portion of the property, abutting Cooksville Creek.

Tower 'B' is comprised of a 33-storey tower with a total height of 111.2 metres to the top of level 33. **Tower 'C'** is comprised of a 29-storey tower with a total height of 99.25 metres to the top of level 29. Both Towers 'B' and 'C' are positioned atop a shared 5-storey podium and collectively they contain a total gross floor area of 54,393 square metres, comprised of 808 dwelling units distributed as follows: 112 studio units (13.9%), 485 1-bedroom units (60%), 196 2-bedroom units (24.2%), and 15 townhouse units (1.9%). See **Figure 8**, East Elevation.

In terms of massing, the podium building is set back by between 12.9 and 15.0 metres from the south lot line. It is set back by 3.3 metres from Shepard Avenue, measured from the west lot line to the west building façade, and 8.6 metres measured from public street curb to west building façade. It is set back by 9.6 metres from the east lot line along Cooksville Creek.

Towers 'B' and 'C' are located at the west and east ends of the shared podium building, and are mirrored in their tower floorplates and layouts above level 2. Tower 'B' maintains a 3.0 metre step back from the west podium façade, and Tower 'C' maintains a 2.5 metre step back from the east podium façade. Towers 'B' and 'C' both have a maximum floor plate area of 800 square metres, and they maintain a minimum separation distance of 30.2 metres. As previously mentioned, Tower 'B' maintains a separation distance of 28.1 metres from Tower 'A' in phase 1.

The ground floor of the shared podium building contains an office, lobbies for each tower, a garbage and loading area, a bike storage room, and grade-related townhouse form units along the west, east, and south extent of the podium. Above the ground floor, the mezzanine contains two indoor amenity areas and the second levels of the at-grade townhouse units along the ground floor. Level 2 and the 2nd mezzanine floor are entirely occupied by residential dwelling units with associated locker rooms. Level 3 is also entirely occupied by residential dwelling units, save for a small area along the southern extent that supports the indoor pool amenity on level 4. Level 4 contains residential dwelling units and a large indoor amenity area, including an indoor pool. Level 5 of the respective towers are occupied by residential dwelling units, as well as indoor amenity areas that have direct access to the outdoor amenity area located on the roof of the podium building. Above, the remainder of Towers 'B' and 'C' are occupied by dwelling units.

The proposed parkland dedication, with a total area of 510 square metres, will be located at the east end of Phase 2, between Tower 'C' and Cooksville Creek. The parkland forms an enhancement of the adjacent the trail that runs north-south along the west side of Cooksville Creek, providing a pedestrian connection to Dundas Street East to the north and King Street East to the south.

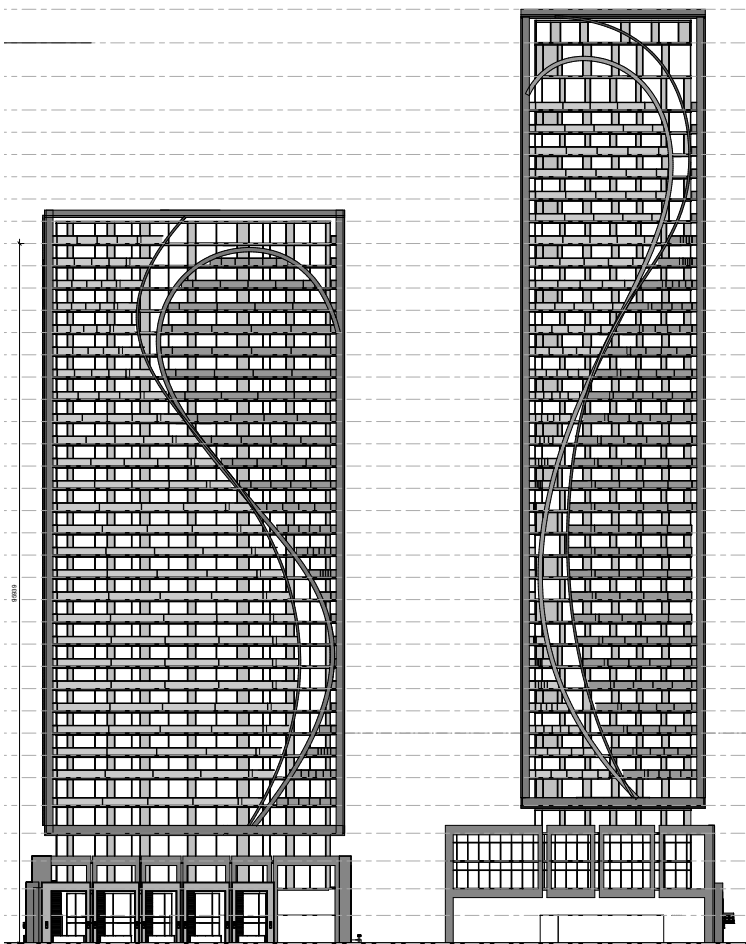


Figure 8 - East Elevation (Prepared by: Chamberlan Architects)

Parking, Loading, and Access

In terms of parking, the proposal contains a total of 979 parking spaces located within a 5-level underground garage. Of the total number of parking spaces, 856 are resident parking spaces and 123 parking spaces for visitors and retail patrons. This equates to a resident parking rate of 0.70 spaces per unit, and a visitor parking rate of 0.10 spaces per unit. In terms of bicycle parking, the proposal contains a total of 800 bicycle parking spaces, including 736 long-term bicycle spaces and 64 short-term bicycle spaces.

In terms of loading, 2 loading spaces are included within the proposal, including one type 'G' loading space within the podium of Tower 'A' in phase 1, and one type 'G' loading space within the shared podium of Towers 'B' and 'C' in phase 2. All loading spaces are internal to the building and accessed from a location that does not face towards the public street.

In terms of vehicular access, the proposal contains two entry points which lead to the shared parking garage entrances, including one entry point from Dundas Street East, aligned to Jaguar Valley Drive to the north, and on the east end of the podium for Tower 'A', and another entry point from Shepard Avenue, between Tower 'A' and Tower 'B'.

Towers 'A', 'B', and 'C' have been organized around the common private driveway, which has a roundabout configuration with drop off areas, at the central portion of the property. Tower 'A' contains a garage ramp located within the easterly portion of the podium providing access to the underground parking levels. Towers 'B' and 'C' contain a shared garage ramp located within the eastern portion of the podium building.

3.2 Key Statistic

Standard	Proposed
Site Area	10,734.05 square metres
Gross Floor Area	
Proposed Residential	67,000 square metres
Proposed Non-Residential	847 square metres
Total Proposed	67,847 square metres
Floor Space Index	6.32
Building Height	
Tower A	36 storeys / 123.4 metres (excl. MPH)
Tower B	33 storeys / 111.2 metres (excl. MPH)
Tower C	29 storeys / 99.25 metres (excl. MPH)
Unit Mix	
Bachelor	176 units (14%)
One-Bedroom/+ Den Units	741 units (61%)
Two-Bedroom/+ Den Units	292 units (24%)
Three-Bedroom/Townhouse Units	15 units (1%)
Total Dwelling Units	1224 units (100%)
Amenity Space	
Indoor	5579 square metres
Outdoor	4282 square metres
Total Amenity Space	9861 square metres
Car Parking Spaces	
Resident	856 spaces
Visitor	102 spaces (including 4 car share)
Commercial	21 spaces
Total Parking Spaces	979 spaces
Bicycle Parking Spaces	
Resident Long Term	735 spaces
Resident Short Term	62 spaces
Retail Long Term	1 space
Retail Short Term	2 spaces
Total Bicycle Parking Spaces	800 spaces
Loading Spaces	
Type G Spaces	2 spaces

3.3 Required Approvals

An amendment to the City of Mississauga Official Plan is required to increase the permitted density and building height as well as permit development on the site within the context of the Cooksville Creek floodplain.

The subject site is currently designated Mixed Use on Schedule 10 of the Mississauga Official Plan, which permits a range of non-residential uses. It is proposed to redesignate the majority of the site to Residential High Density – Special Site, and the southeast corner of the subject lands, which is to be conveyed as parkland dedication, to Greenlands. The redesignation to Residential High Density – Special Site will permit apartment dwellings and a range of commercial uses, as well as increase the permitted height and density. The amendment also proposes to revise the Downtown Cooksville Character Area to add the subject site as a "Special Site", permitting a range of accessory, non-residential uses on the lands, maximum building heights up to 36 storeys, and a density of 6.32 FSI. Approval of the proposed development will be subject to completion of a flood study that is acceptable to the Credit Valley Conservation Authority and the City of Mississauga.

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



Rendering (Prepared by: Chamberlan Architects)

Proposal
60 Dundas Street East, Mississauga



Policy & Regulatory Context

4.1 Overview

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

4.2 Provincial Policy Statement

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

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

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

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

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

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

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

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

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

Policy 1.2.6.1 requires that major facilities (including manufacturing uses and rail facilities) and sensitive land uses (including residences) be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and

redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 1.5 addresses the need for parks, trails and open space. Policy 1.5.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

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

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

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote

compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 2.1 includes policies regarding natural heritage, including Policy 2.1.1, which provides that natural features and areas shall be protected for the long term.

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

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

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

As the subject site is within a floodplain area, a Flood Study has been prepared and will be reviewed and discussed accordingly with the Credit Valley Conservation Authority.

For the reasons outlined in Section 5 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law are consistent with the Provincial Policy Statement.

4.3 Growth Plan for the Greater Golden Horseshoe (2019, as amended)

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the “2017 Growth Plan”) was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the “2019 Growth Plan”). All decisions made on or after May 16, 2019, in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

Many of the policies of the 2019 Growth Plan, as amended, remain the same as in the 2017 Growth Plan; however, significant amendments were made to policies related to employment lands, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and “major transit station areas”, among other matters.

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the Planning Act, all decisions with respect to land use planning matters shall conform to the Growth Plan. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

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

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

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

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

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

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

The subject site falls within the definition of a “strategic growth area” pursuant to the Growth Plan, as it is located within 150 metres of stops along the Hurontario LRT line, which is currently under construction, and the planned Dundas BRT line. Additionally, the Cooksville GO Station is located within an approximate 700 metre radius of the subject site (representing a 13-minute walk). “Strategic growth areas” are defined as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

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

While the City is required to delineate the boundaries of MTSA’s through its 2019 Growth Plan conformity exercise, it is our opinion that the site falls within an area that would be appropriate for inclusion within the MTSA boundaries. The Region of Peel is currently undertaking a municipal comprehensive review of its Official Plan, which will include the delineation of MTSA’s around stations/stops on the Hurontario LRT and the Dundas BRT. On September 23, 2021, Regional Council endorsed a Draft Regional Official Plan Amendment proposing changes related to Major Transit Station Areas, amongst other focus areas, to proceed to a statutory open house and public meeting. The draft ROPA proposes a new Schedule Y7 – Major Transit Station Area that identifies the subject site within a Primary Major Transit Station Area associated with Hurontario LRT stop HLRT-5, and Dundas BRT stops DUN-11 (Dundas Street East and Hurontario Street) and DUN-12 (Dundas Street East and Kirwin Avenue). See Section 4.5 below.

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

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

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

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

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

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

Policy 2.2.4(5), added by the 2019 Growth Plan, allows municipalities to delineate the boundaries of MTSA's and identify minimum density targets for MTSA's in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act. Policy 2.2.4(6) states that, within MTSA's on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

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

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

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

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

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

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

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

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

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

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

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

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

4.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP") that builds on the previous RTP ("The Big Move"), adopted in 2008. The 2041 Regional Transportation Plan (the "2041 RTP") is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto Hamilton Area (GTHA). The introductory text of the RTP states the common vision for the region:

"The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."

On Map 6: Complete 2041 Frequent Rapid Transit Network of the 2041 RTP identifies the Milton GO Line with 15-minute Two-Way All-Day GO Rail service, Dundas Street East with BRT service and Hurontario Street with LRT service, creating a transit rich context for the Subject Site.

The 2041 RTP conforms to the Growth Plan (2017), as well as other provincial land use policy documents, to set the policy framework for managing growth, establishing complete communities and delivering sustainable transportation choices. The 2041 RTP goes beyond the 2017 Growth Plan and therefore meets the 2019 Growth Plan horizon to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's (GTHA) entire Transportation Systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

One of the priority actions under Strategy 2 identified in the 2041 RTP is to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 by advancing key rapid transit projects, including 15-minute GO Regional Express Rail service on the Milton GO Line beyond 2025, and in-development projects for Dundas Street BRT service and Hurontario LRT service that will connect the existing and planned rapid transit and BRT.

With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and Major Transit Station Areas along priority transit corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour; and
- embed TDM in land use planning and development.

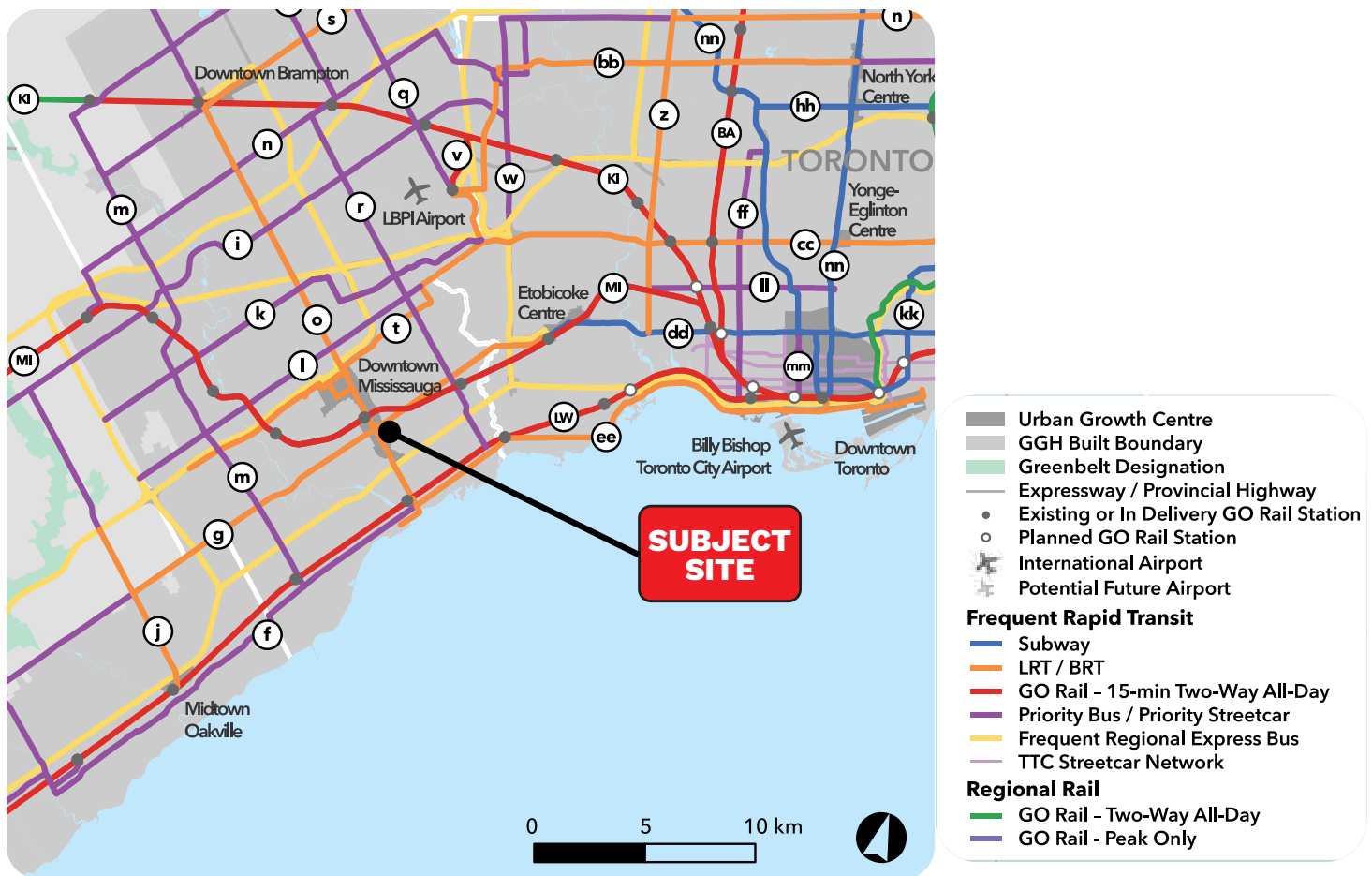


Figure 9 - Map 6 of Metrolinx 2041 RTP

4.5 Region of Peel Official Plan

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996 and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. The most recent consolidation of the Regional Official Plan is dated September 2021. A review of the Regional Official Plan is currently underway, and discussed further below.

Regional Structure

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

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

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

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

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;

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

Section 5.3.3 of the Regional Official Plan establishes Urban Growth Centres as significant locations of intensification that include compact forms of urban development and redevelopment and are focal areas for investment in regional public services and infrastructure.

Policy 5.3.3.1.1 provides that Urban Growth Centres are to be linked by public transit and include a range and mix of high intensity compact forms and activities while considering the characteristics of existing communities and services.

Growth Management

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

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

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

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

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

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

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

Housing

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

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

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

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low- and moderate-income households.

Policy 5.8.2.5 provides that the Region will support the initiatives of the area municipalities in the construction and retention of rental housing. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g. the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

Transportation

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

- develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;

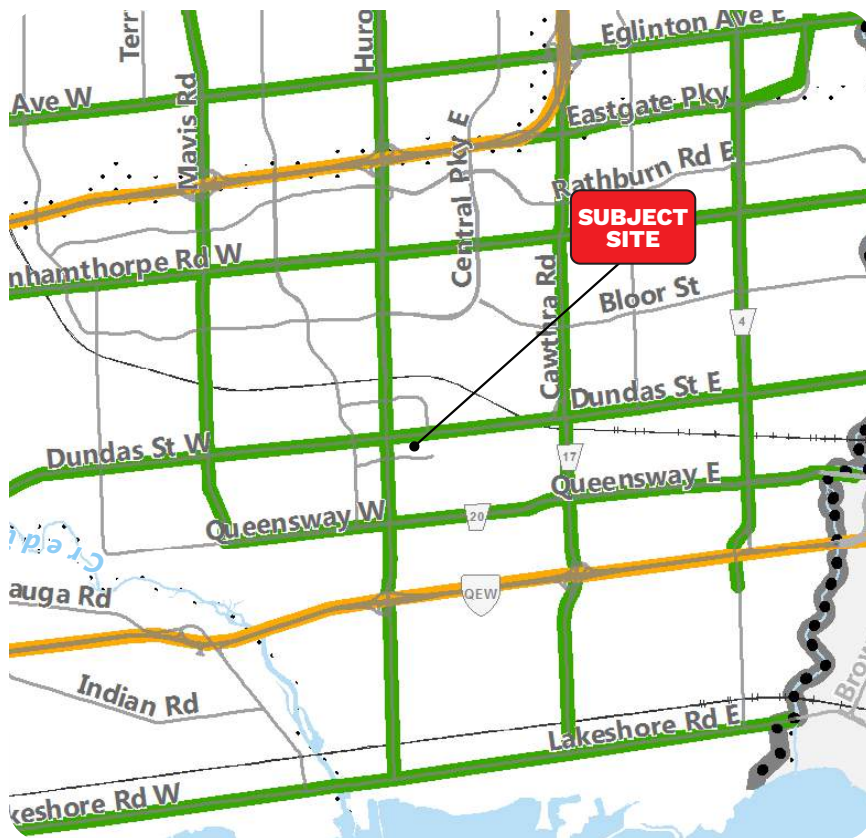
- support the integration of transportation planning, transportation investment and land use planning;
- support the provision of improved transportation mobility and choice to all residents, employees and visitors;
- promote and encourage the increased use of public transit and other sustainable modes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

Policy 5.9.2.3 provides that Regional Council will work with the Province and area municipalities to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process. Policy 5.9.2.5 reinforces the need to optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form and to encourage the area municipalities to do the same for infrastructure under their jurisdiction.

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

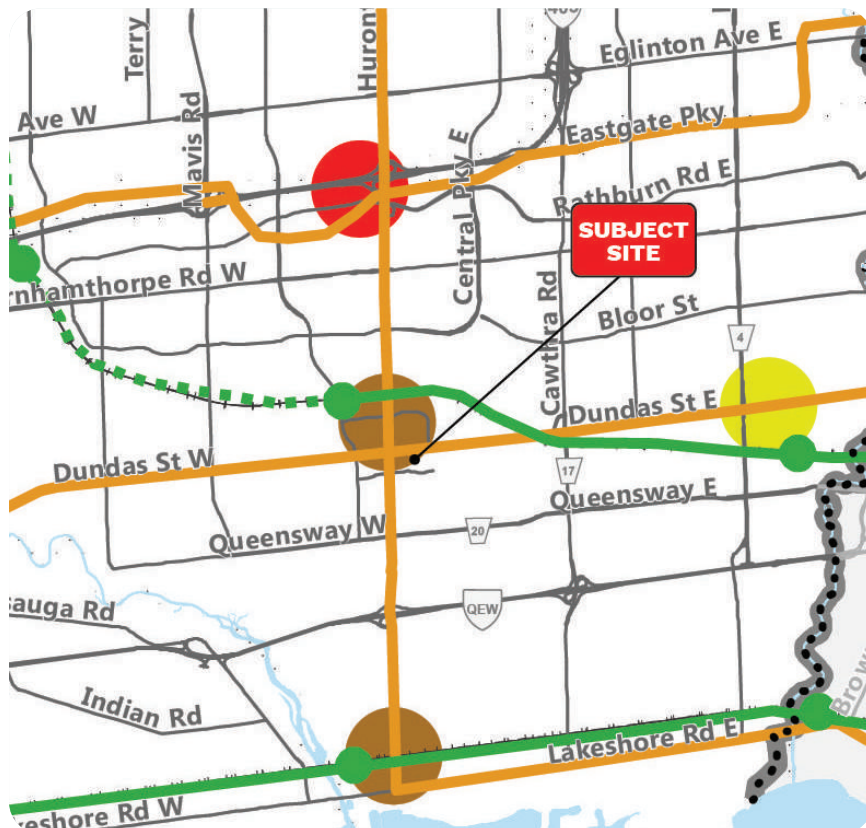
- support and encourage a higher use of public transit and an increase in transit modal share within the region; and
- support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.

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



- Legend:**
- Freeway
 - Freeway Extension
 - Major Road
 - Future Major Road
 - Conceptual North-South/ East-West Corridor/ Bramwest Pkwy Study Area
 - Conceptual North-South Corridor Study Area shown in Halton Region does not form part of this Plan
 - Area with Special Policies (Refer to Figure 2)
 - 2031 Regional Urban Boundary

Figure 10 - Schedule E (Major Road Network) of Peel OP



- Legend**
- Union-Pearson Rail Link
 - GORail Express Rail
 - GORail RTP Regional (Full Day)
 - GORail RTP Regional (Peak Period)
 - Other Rapid Transit Corridor
 - Other Potential Rapid Transit Corridor
 - Existing GO Rail Station
 - Proposed GO Rail Station
 - Mobility Hub - Anchor
 - Mobility Hub - Gateway
 - Mobility Hub - Future
 - 2031 Regional Urban Boundary
 - Area with Special Policies (Refer to Figure 2)

Figure 11 - Schedule G (Rapid Transit Corridors) of Peel OP

Flood Plains

The Flood Plain policies are set out in section 2.4.5 of the Regional Official Plan. The objective of the Flood Plain policies are to prevent or minimize the risk to human life and property associated with *development* and *site alterations* which create new or aggravate existing Flood Plain management problems along flood susceptible riverine environments.

Section 2.4.5.2 sets out the policies of *Regional Council* to:

- Support the area municipalities, in consultation with the conservation authorities, in directing *development* and *site alterations* to areas outside the regulatory floodplain
- Direct the area municipalities, in consultation with conservation authorities, to continue to address *riverine flood* susceptibility through the application of the one zone approach to Flood Plain planning and limited exceptions to the one zone, where appropriate, through the two zone and *special policy area* concepts, as outlined in provincial policy.
- Encourage the conservation authorities to coordinate their regulations and *Flood Plain* and fill line identification regulations to ensure consistent application throughout the *region*.
- Encourage the area municipalities in collaboration with the conservation authorities to comprehensively review areas of existing *development* that are flood vulnerable and to evaluate and implement flood remediation measures to decrease the level of risk as appropriate.
- Direct the area municipalities to include in their official plans, objectives and policies for the management of stormwater quality and quantity that would avoid, minimize and/or mitigate storm water volume, contaminant loads and impacts to receiving water courses
- Recognize that maintaining an up to date policy framework and floodplain information for *special policy areas* (SPAs) is a valuable mechanism for managing flood plains to allow for continued viability of existing uses and address the significant social and economic hardships to a community that would result from strict adherence to provincial policies concerning *development*.
- Direct the area municipalities to obtain approvals from the Ministers of Natural Resources and Municipal Affairs and Housing prior to the following:

- a. designation of a *new special policy area*;
- b. any change or modification to the site-specific policies of an *existing special policy area*; or
- c. any change or modification to the boundaries of an *existing special policy area*

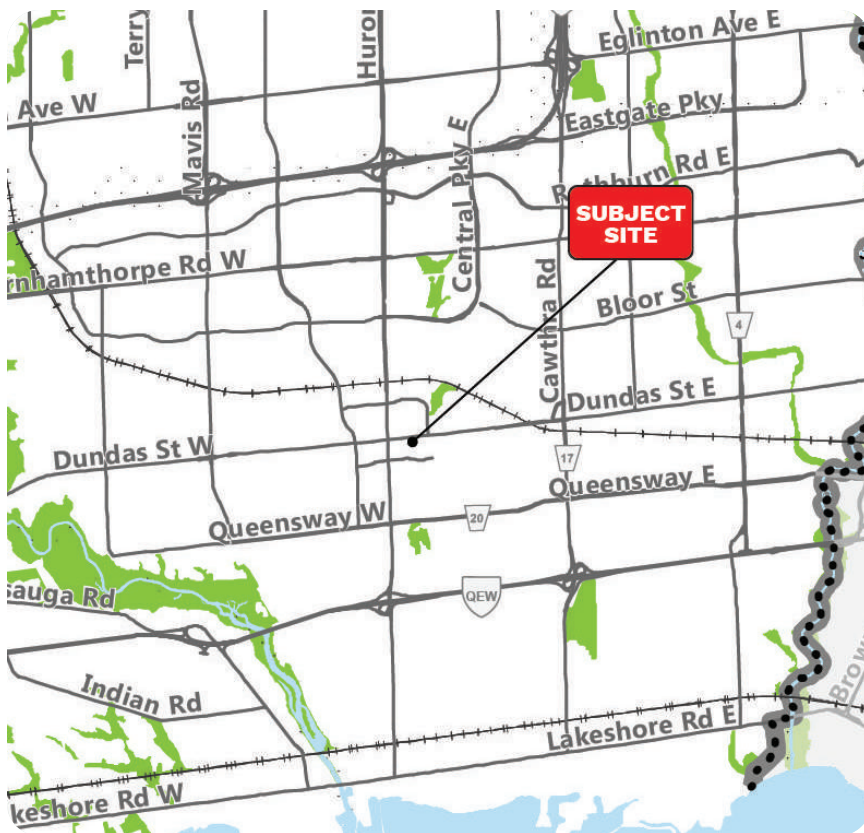
The designation of a new *special policy area* and any proposed revisions to the boundaries or policies of an existing *special policy area* shall be developed in accordance with all applicable provincial procedures and guidelines.

A Flood Study has been undertaken by Crozier in support of this application.

2051 Regional Official Plan Review and Municipal Comprehensive Review

A review of the Regional Official Plan is currently underway, which was initiated on November 21, 2013. As required under the 2019 Growth Plan and 2020 PPS, the Region is undertaking a Municipal Comprehensive Review to ensure the Regional Official Plan conforms with provincial plans and policies. The delineation of Major Transit Station Areas is a primary focus area of the Official Plan Review. The review will identify and prioritize major station areas in the Region, delineate MTSA boundaries, establish minimum and/or alternative densities, and develop Regional Official Plan policies.

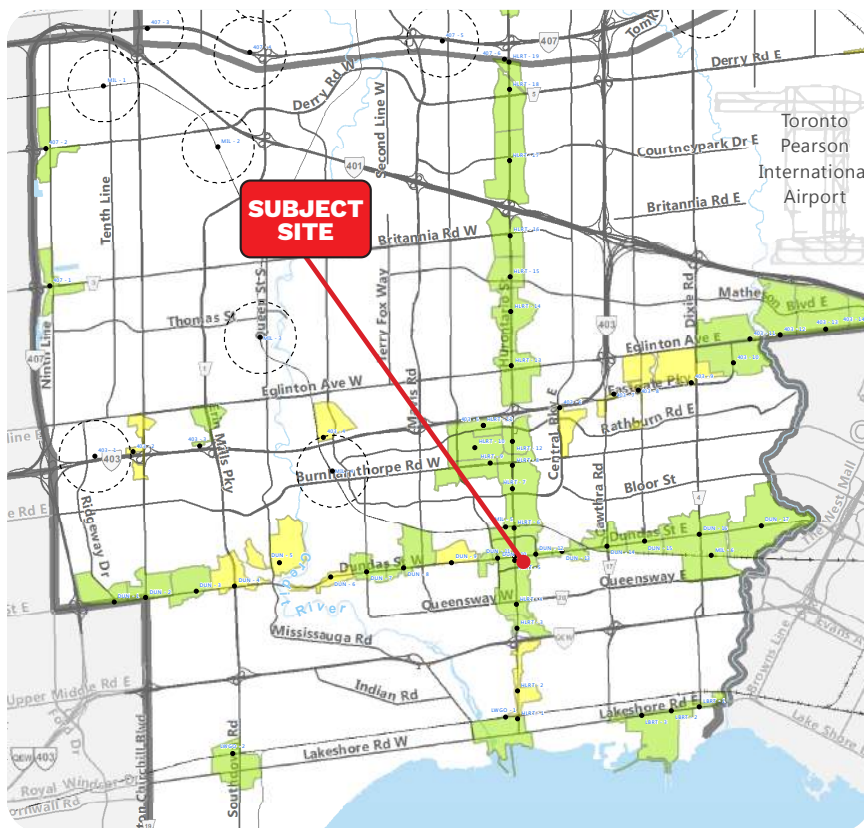
On September 23, 2021, Regional Council endorsed a Draft Regional Official Plan Amendment proposing changes related to Major Transit Station Areas, amongst other focus areas, to proceed to a statutory open house and public meeting. The draft ROPA proposes a new Schedule Y7 – Major Transit Station Area that identifies the subject site within a Primary Major Transit Station Area associated with Hurontario LRT stop HLRT-5, and Dundas BRT stops DUN-11 (Dundas Street East and Hurontario Street) and DUN-12 (Dundas Street East and Kirwin Avenue). Primary Major Transit Station Areas are areas that have existing or planned *transit supportive* built forms and can meet or exceed the minimum *transit supportive* density target, as defined by the Draft Peel 2051 Municipal Comprehensive Review Policies.



Legend

- Core Areas of the Greenlands System
- Core Areas Outside Peel
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Figure 12 - Schedule A (Greenland System) of Regional OP



- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius

Figure 13 - Draft ROPA Schedule Y7 – Major Transit Station Areas

Draft ROPA policy 5.6.19.8 directs local municipalities to achieve the minimum density target for each MTSA. This includes a minimum density target of 160 persons and jobs per hectare for the Dundas and Kirwin BRT MTSA (DUN-12), and 300 persons and jobs per hectare for the Dundas and Hurontario BRT and Dundas and Hurontario LRT MTSA (DUN-11 and HLRT-5). Draft policy 5.6.19.10 encourages local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops. Draft policy 5.6.19.11 provides that land uses within MTSA that do not meet the objectives of this plan be encouraged to redevelop in accordance with the transition policies incorporated in the local official plan.

Draft policy 5.6.19.13 provides that until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule Y7 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit supportive densities that recognizes the character and scale of the surrounding community;
- b. Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop;
- c. Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;
- d. Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods;
- e. Considers the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;
- f. Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and
- g. Supports high quality public realm improvements to enhance the Major Transit Station Area.

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

4.6 City of Mississauga Official Plan

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

Growth Management Policies

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

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

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

Based on Table 5-1 of the Mississauga Official Plan, Mississauga is forecasted to accommodate a population of 805,000 people and 510,000 jobs by 2031. Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

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

Policy 5.1.4 states that most of the City's future growth will be directed to Intensification Areas, which include Major Nodes, Intensification Corridors, and Major Transit Station Areas (discussed below). Policy 5.1.6 encourages compact, mixed use development that is transit supportive, in appropriate locations, in order to provide a range of local live/work opportunities.

Section 5.3 sets out the City Structure, which is intended to organize the City into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods and Employment Areas, as well as Special Purpose Areas. The subject site is located within the Downtown area of the City Structure as shown on Schedule 1 – Urban System (see **Figure 14**). Schedule 1 also identifies a portion of the site as part of the Green System (see **Figure 14** and **Figure 15**). Schedule 2 of the Mississauga Official Plan identifies Intensification Areas across the city and shows both the Downtown area and Dundas Street as Intensification Corridors (see **Figure 16**). The subject site is also within the Major Transit Station Area at Dundas Street East and Hurontario Street and Dundas Street East and Kirwin Avenue identified on Schedule 2.

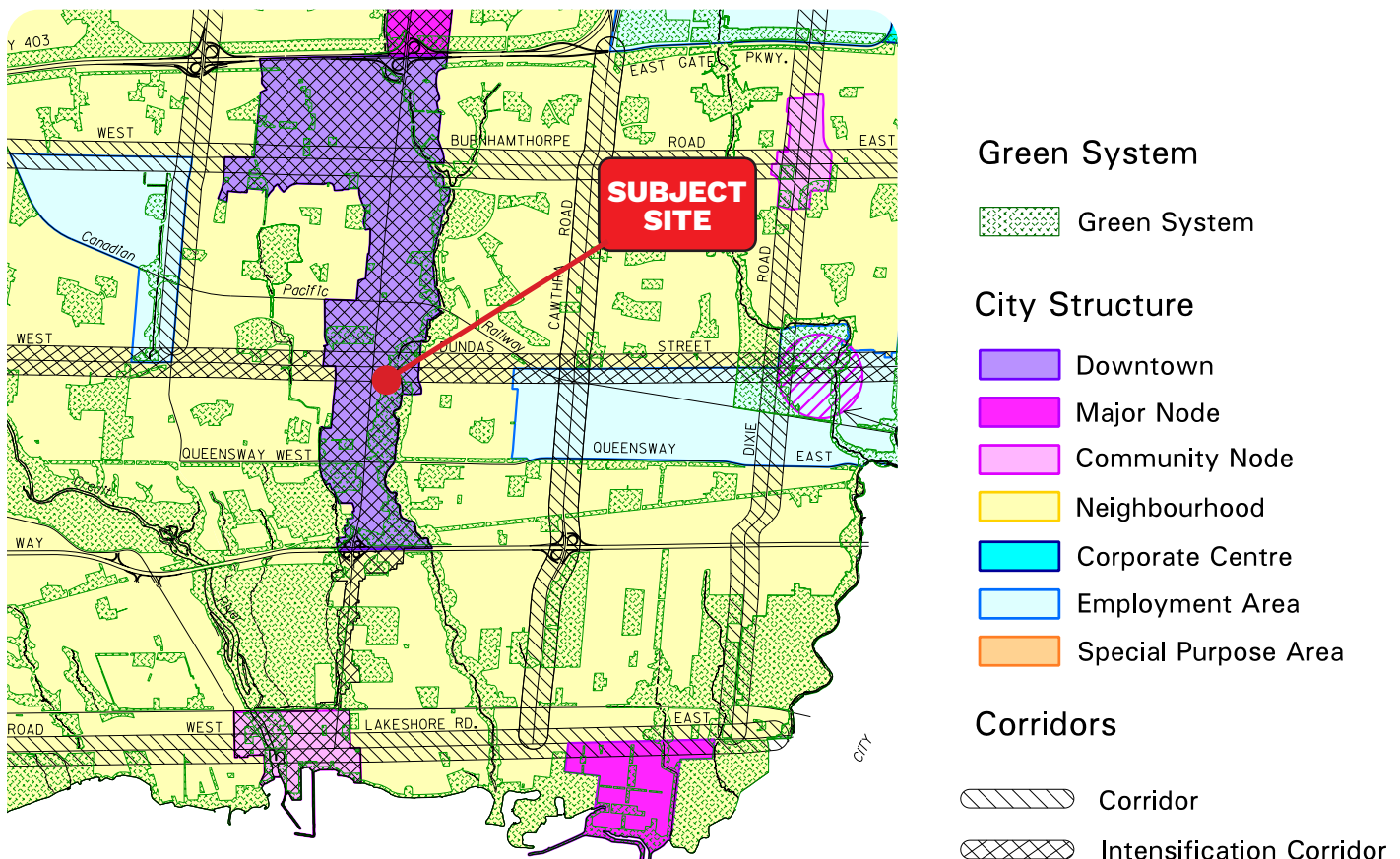


Figure 14 - City of Mississauga Official Plan – Schedule 1 – Urban System

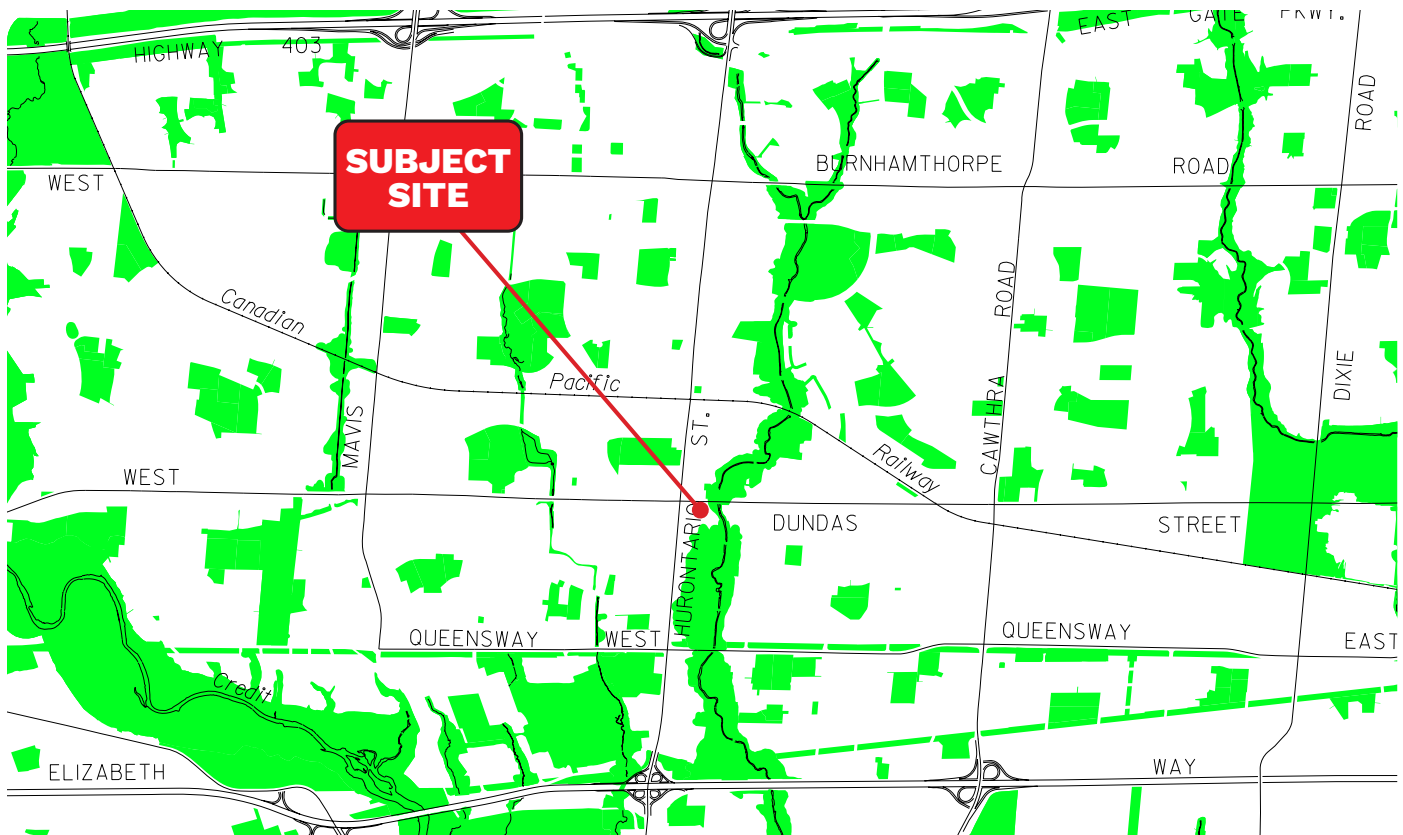


Figure 15 - City of Mississauga Official Plan – Schedule 1a – Green System

Urban System – Downtown Area

Section 5.3.1 sets out the general growth policies for the Downtown Area. The Official Plan states that the Downtown areas are where the highest densities, tallest buildings, and greatest mix of uses are expected. Policy 5.3.1.2 provides that The Downtown will be divided into four Character Areas:

- Downtown Core;
- Downtown Fairview;
- Downtown Cooksville; and
- Downtown Hospital.

Policy 5.3.1.3 establishes the Downtown as an Intensification Area. Policy 5.3.1.4 states that 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.

Policy 5.3.1.7 provides that Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown. In this respect, the subject site is located within the Downtown Cooksville character area, as shown on Schedule 9 (Character Areas).

According to policy 5.3.1.8, the Downtown will support opportunities for residents to work in Mississauga. Policy 5.3.1.9 directs the Downtown to develop as a major regional centre and the primary location for mixed use development, containing the greatest concentration of activities and variety of uses. Policy 5.3.1.11 provides that development in the Downtown will be in a form and density that achieves a high quality urban environment. Policy 5.3.1.13 provides that the Downtown will be developed to support and encourage active transportation as a mode of transportation.

Corridors

Section 5.4 indicates that Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis. Policy 5.4.4 states that development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews (Policy 5.4.6). In addition, Policy 5.4.7 indicates that land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

In terms of height and density, Policy 5.4.8 states that Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Further, Policy 5.4.10 indicates that local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

Policy 5.4.11 identifies Hurontario Street and Dundas Street East as Intensification Corridors as depicted in Schedule 2 of the Mississauga Official Plan, see **Figure 16**. Therefore it is an appropriate location to direct intensification and growth within the City of Mississauga. To that end, low density residential development is discouraged within Intensification Corridors (Policy 5.4.13).

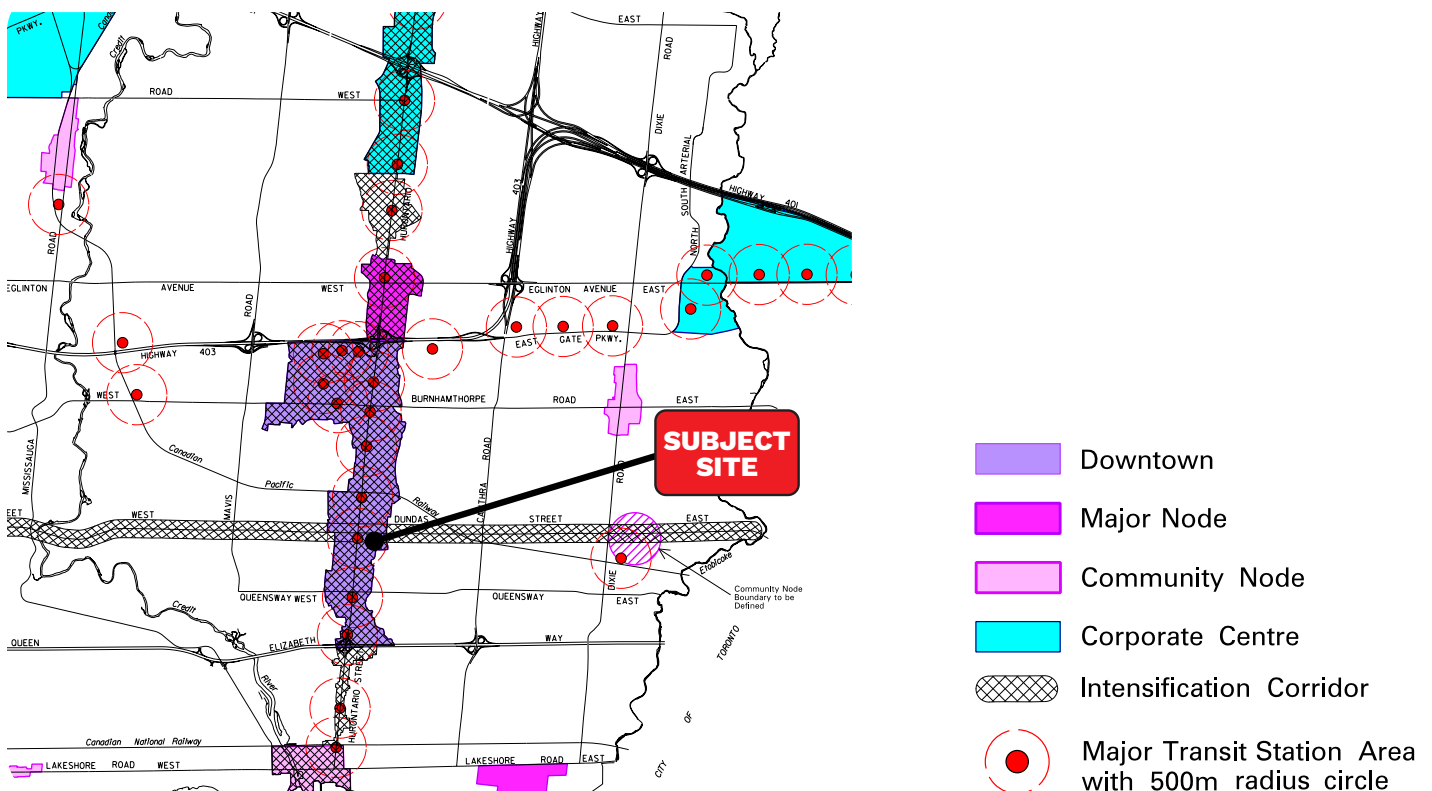


Figure 16 - City of Mississauga Official Plan – Schedule 2 – Intensification Areas

Intensification Areas

The Downtown, Intensification Corridors and Major Transit Station Areas are identified as Intensification Areas in Section 5.5 of the Mississauga Official Plan. As shown in **Figure 16** above, the subject site is within the Downtown area, is located within the Dundas Street East Intensification Corridor and is within three Major Transit Station Areas (as per the Draft ROPA Schedule Y7 – Major Transit Station Areas).

The Mississauga Official Plan directs that future growth within the City “will be primarily directed to Intensification Areas” and provides that more than three-quarters of the City’s growth in population and employment to 2031 is to be accommodated within Intensification Areas. Policy 5.5.1 of the Official Plan notes that the focus of intensification in the City will be in identified Intensification Areas such as the Downtown, Intensification Corridors (Dundas Street) and Major Transit Station Areas. Policy 5.5.3 indicates that planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses, and building heights, while Policy 5.5.5 encourages that development promote the qualities of complete communities.

The Mississauga Official Plan further provides that Intensification Areas are to develop as attractive mixed-use areas developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. Policies 5.5.7 and 5.5.8 state that a mix of medium and high-density housing, community infrastructure, employment and commercial / mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage.

Policy 5.5.9 speaks to the optimization of infrastructure and states that Intensification Areas will be planned to maximize the use of existing and planned infrastructure, which would include the planned Dundas BRT and Hurontario LRT.

Policy 5.5.13 provides that Major Transit Station Areas will be subject to a minimum building height of two storeys and a 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.

Major Transit Station Areas

The subject site is within three proposed Major Transit Station Areas. Major Transit Station Areas are intended to be developed as higher density, mixed-use, transit-supportive neighbourhoods that provides access to local amenities, jobs, housing and recreation opportunities. In addition to the relevant policies mentioned earlier, Policy 5.5.16 directs Major Transit Station Areas to 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.

As discussed in Section 4.5, the Region of Peel is currently undertaking a Municipal Comprehensive Review and, as part of this review, the Region is conducting a study of the Major Transit Station Areas across the Region to develop a strategy to guide growth and development within the various Major Transit Station Areas.

Environmental Policies

The natural environment policies of the Mississauga Official Plan are set out in Chapter 6 ("Value the Environment"). Generally, these policies are intended to ensure that the environment and sustainability is at the forefront as the City grows. Section 6.1 of the Mississauga Official Plan speaks to the importance of transit and transit-oriented development in addressing negative impacts on the environment. In this regard, the eastern portion of the subject site is designated as Natural Hazards on Schedule 10 – Land Use Designations of the Mississauga Official Plan (see **Figure 17**).

Policy 5.5.11 provides where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.

Policy 6.3.10 provides that the exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. Policy 6.3.11 clarifies that minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.

Policy 6.3.24 states that 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.

Policy 6.3.35 encourages the expansion and connection of the Natural Heritage System. 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. A Natural Heritage Impact Study has been undertaken in support of the application and is summarized in Section 5.

Policy 6.3.50 provides that development in flood plains will be subject to the one-zone concept, except where a special policy area or two-zone floodplain management concept has been approved. Policy 6.3.51 states that development and site alteration is generally prohibited on lands subject to flooding. Policy 6.3.52 further provides that where historic development has occurred in the flood plain, minor works may be permitted subject to detailed studies to the satisfaction of the City and appropriate conservation authority. Policy 6.3.53 states that the construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority. Policy 6.3.54 states that access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City. A flood study has been undertaken and is summarized in Section 5

Complete Community Policies

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

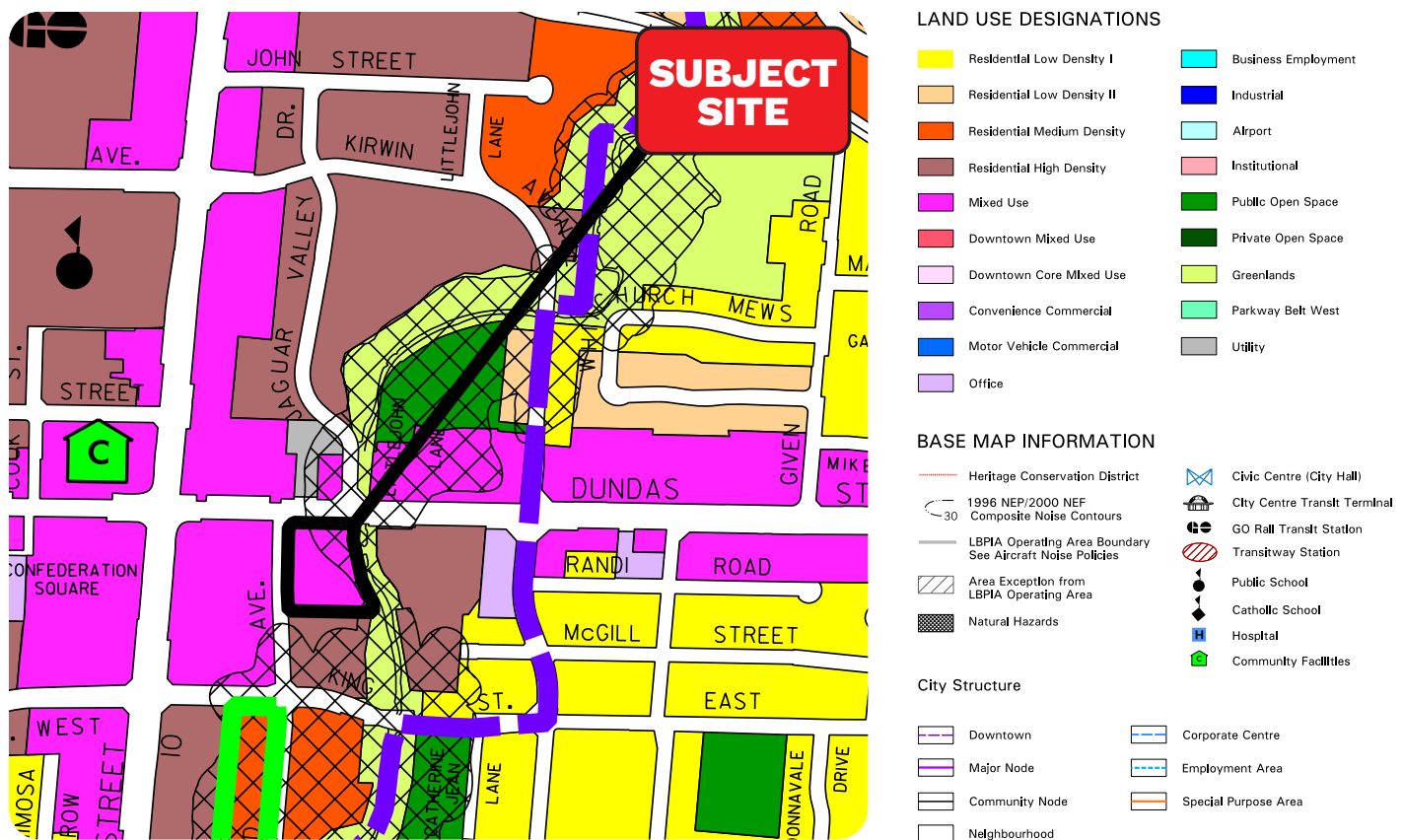


Figure 17 - City of Mississauga Official Plan – Schedule 10 Land Use Designations

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

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

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

Section 7.2 speaks specifically to housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. To that end, Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that

maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents, and Policy 7.2.2 states that Mississauga will provide opportunities for:

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

Policy 7.2.4 requires the City to ensure that the quality and quantity of the existing housing stock is maintained. In accordance with Policy 7.2.7, Mississauga is to directly assist all levels of government in the provision of rental housing by assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing and supporting the preservation of the rental housing stock. Policy 7.2.9 speaks to the diversification of housing options and provides that the provision of housing that meets the needs of young adults, older adults and families will be encouraged within Major Nodes, Community Nodes and the Downtown.

Multi-Modal Transportation Policies

Chapter 8 of the Mississauga Official Plan ("Create a Multi-Modal City") provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. The subject property is located on Dundas Street, east of Hurontario Street, both roads are identified as Arterial roads on Schedule 5 (see **Figure 18**). Dundas Street East and Hurontario Street have designated right-of-way widths of 42 metres and 35 metres, respectively, as per Schedule 8 (see Figure 21). In terms of the transit network, Schedule 6 identifies a Light Rail Transit Station at the intersection of Hurontario Street and Dundas Street East, an Existing Commuter Rail Station northwest of our site at Cooksville GO, and intensification corridors along Dundas Street East and Hurontario Street (see **Figure 19**). Schedule 7 depicts Long Term Cycling Routes and identifies Hurontario Street with a Primary On-Road cycling route (see **Figure 20**).

The Official Plan provides that within Intensification Areas, where the needs of transit, pedestrians and cyclists are at the forefront, transportation decisions will support the creation of a fine-grain street patterns, a mix of travel modes and attention to the design of the public realm. Policy 8.2.3.8 states that transit infrastructure, such as the planned Dundas BRT and Hurontario LRT, will be used to shape growth and planning for high residential and employment densities that contribute towards the viability of existing and planned transit. Policy 8.3.3.3 provides that pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

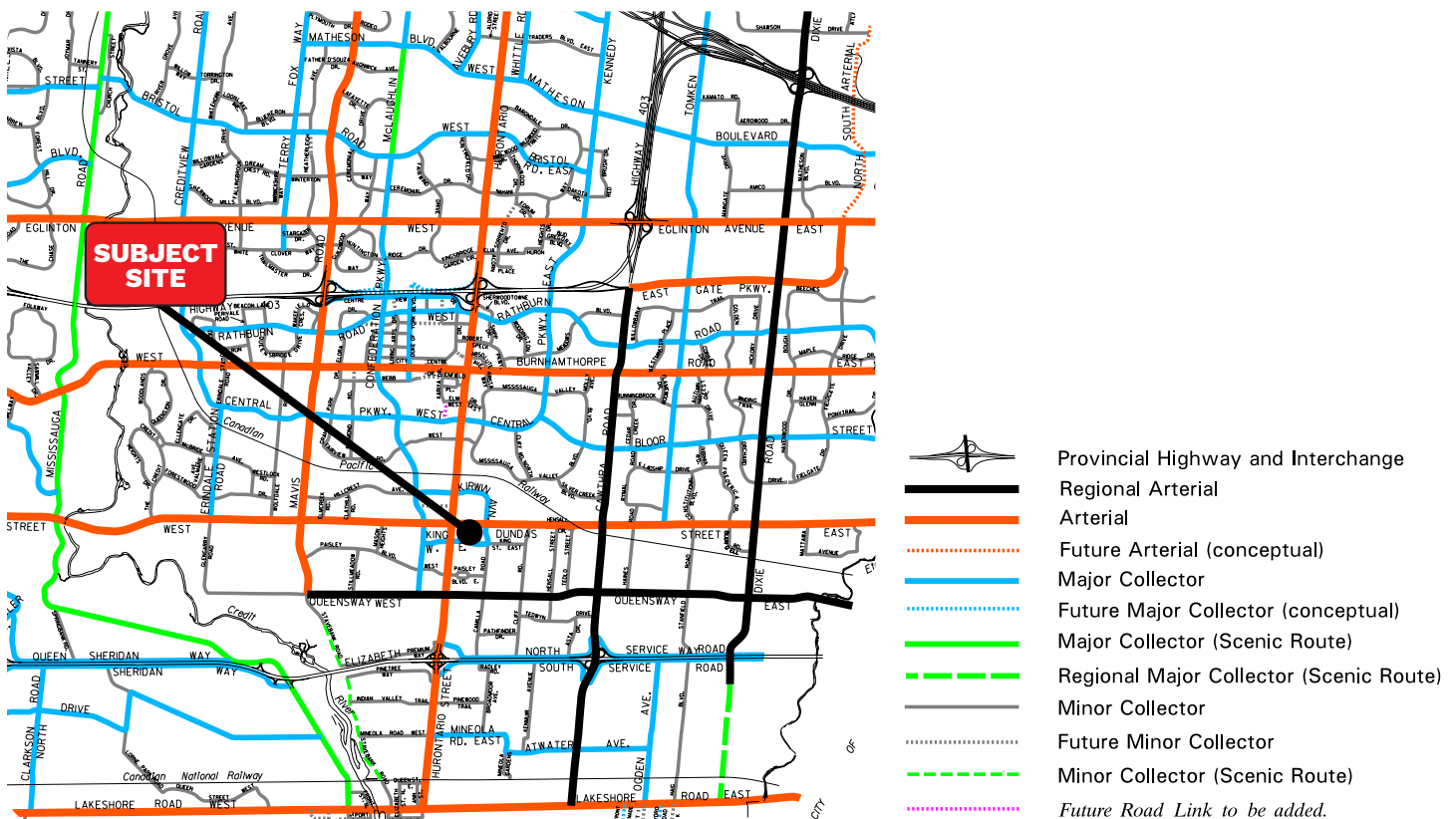


Figure 18 - City of Mississauga Official Plan – Schedule 5 – Long Term Road Network

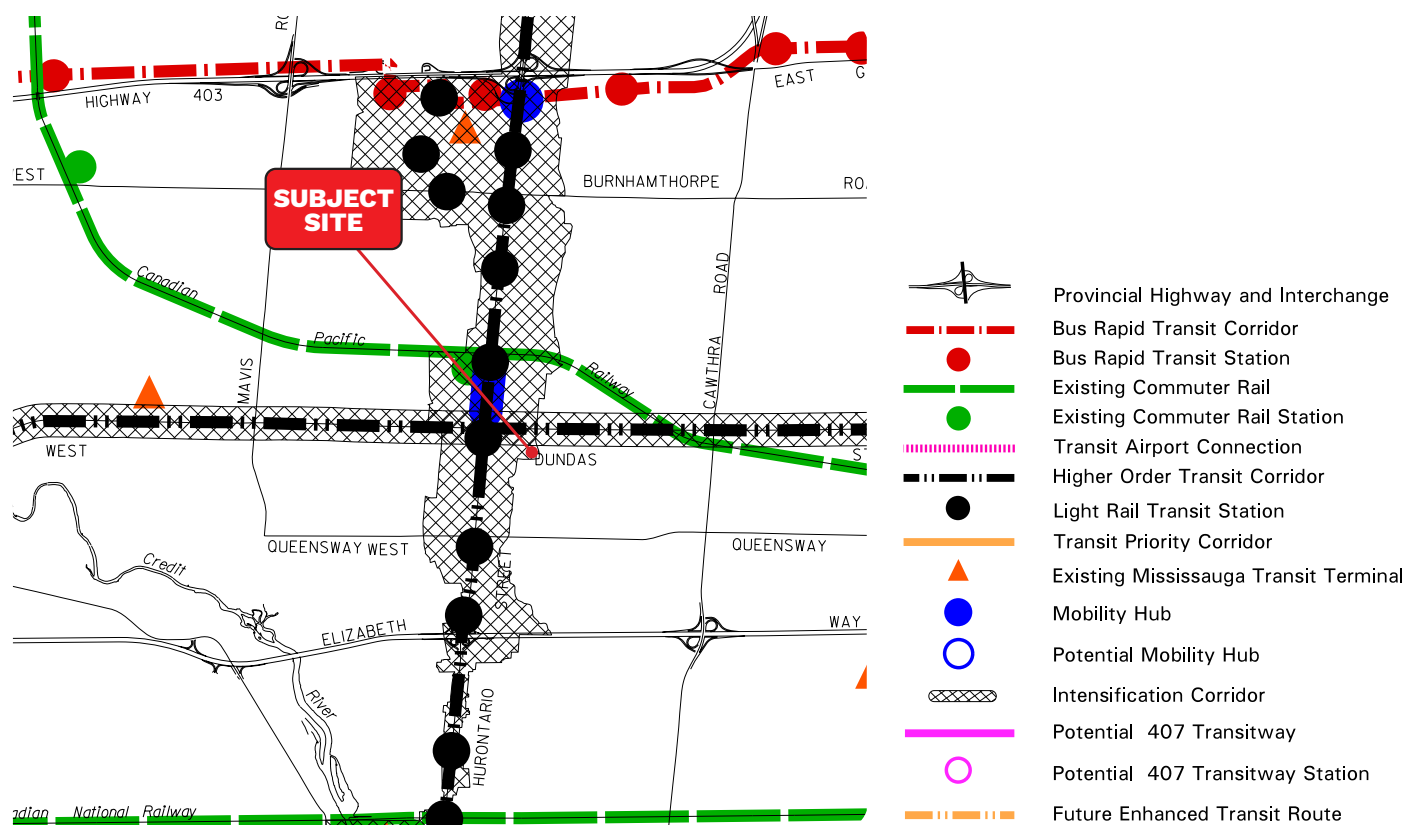


Figure 19 - City of Mississauga Official Plan – Schedule 6 – Light Rail Transit station at Hurontario and Dundas

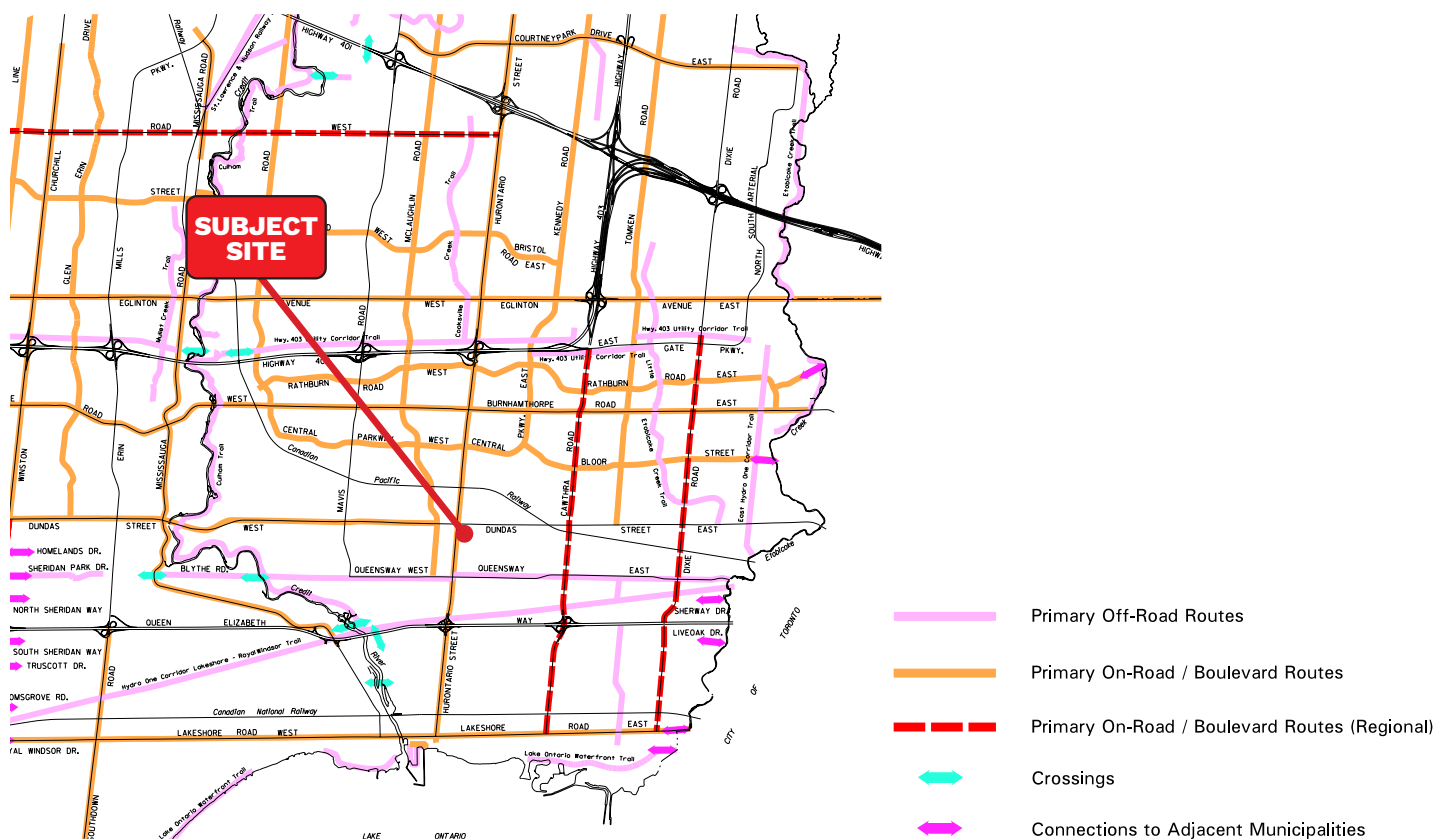


Figure 20 - City of Mississauga Official Plan – Schedule 7 – Long Term Cycling Routes

Parking Policies

Section 8.4 establishes that as Mississauga continues to grow, less land will be devoted to parking, particularly within Intensification Areas. The policy also supports sharing parking amongst multiple users.

Policy 8.4.2 provides that Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. Policy 8.4.3 provides that reduced off-street parking requirements for development will be considered to reflect levels of vehicle ownership and usage, and to encourage greater use of transit, cycling and walking. Policy 8.4.7 provides that within Intensification Areas, Mississauga will consider reducing minimum parking requirements to reflect transit service levels, and establishing maximum parking standards to support transit investments, particularly higher order transit investments.

Built Form Policies

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

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

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

With respect to Intensification Areas, Policy 9.1.2 requires that the urban form promotes a diverse range and mix of uses and supports transit and active modes of transportation. With respect to Corridors, Policy 9.1.5 states that development will be consistent with the existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring land uses. Policy 9.1.9 provides that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

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

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

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

Distinct from the City Structure set out in Chapter 5 of the Mississauga Official Plan, Section 9.2 outlines the City Pattern that defines Mississauga and includes: Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage. The City pattern is a reflection of policies and land use decisions that direct growth and is the major driver of the City's image.

Section 9.2.1 states that Intensification Areas are the "principle location for future growth" and consist of: the Downtown; Major Nodes; Community Nodes; Corporate Centres; Intensification Corridors and Major Transit Station Areas. As it relates to the built form within Intensification Areas, the Official Plan provides that the City will encourage high-quality, compact built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses and distinguish the significance of Intensification Areas from surrounding areas (Policy 9.2.1.4). To that end, Policy 9.2.1.8 states that the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

On wider streets (more than 20 metres in width), the Official Plan provides greater buildings heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As shown on Schedule 8 (Designated Right-of-Way Widths), Dundas Street East and Hurontario Street each have a planned right-of-way width of 42 and 36 metres respectively (see **Figure 21**).

Policies 9.2.1.10 to 9.2.1.16 address tall buildings and state the following:

- appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.10);
- tall buildings will be sited and designed to enhance the City's skyline (Policy 9.2.1.11);
- tall buildings will be sited to preserve, reinforce and define view corridor (Policy 9.2.1.12);
- tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.13);
- in appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm (Policy 9.2.1.14);
- Tall buildings will address pedestrian scale through building articulation, massing and materials (Policy 9.2.1.15); and

Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas (Policy 9.2.1.16).

Policy 19.2.1.18 addresses existing large blocks and provides that they will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support grade-related uses.

Further, the Mississauga Official Plan contains policies that aim to create an appropriate interface between the private and public realm. Policy 9.2.1.21 provides that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. In addition, Policy 9.2.1.22 states that development will be designed to support and incorporate pedestrian and cycling connections while Policy 9.2.1.23 requires active uses on principal streets with direct access to the public sidewalk. To ensure an animated public realm, Policy 9.2.1.24 states that development will face the street and Policy 9.2.1.25 provides that buildings should have active uses at grade, such as lobbies, entrances, and display windows. Within Intensification Areas, Policy 9.2.1.27 states that development will create a sense of gateway to the area with prominent built form and landscape treatments.

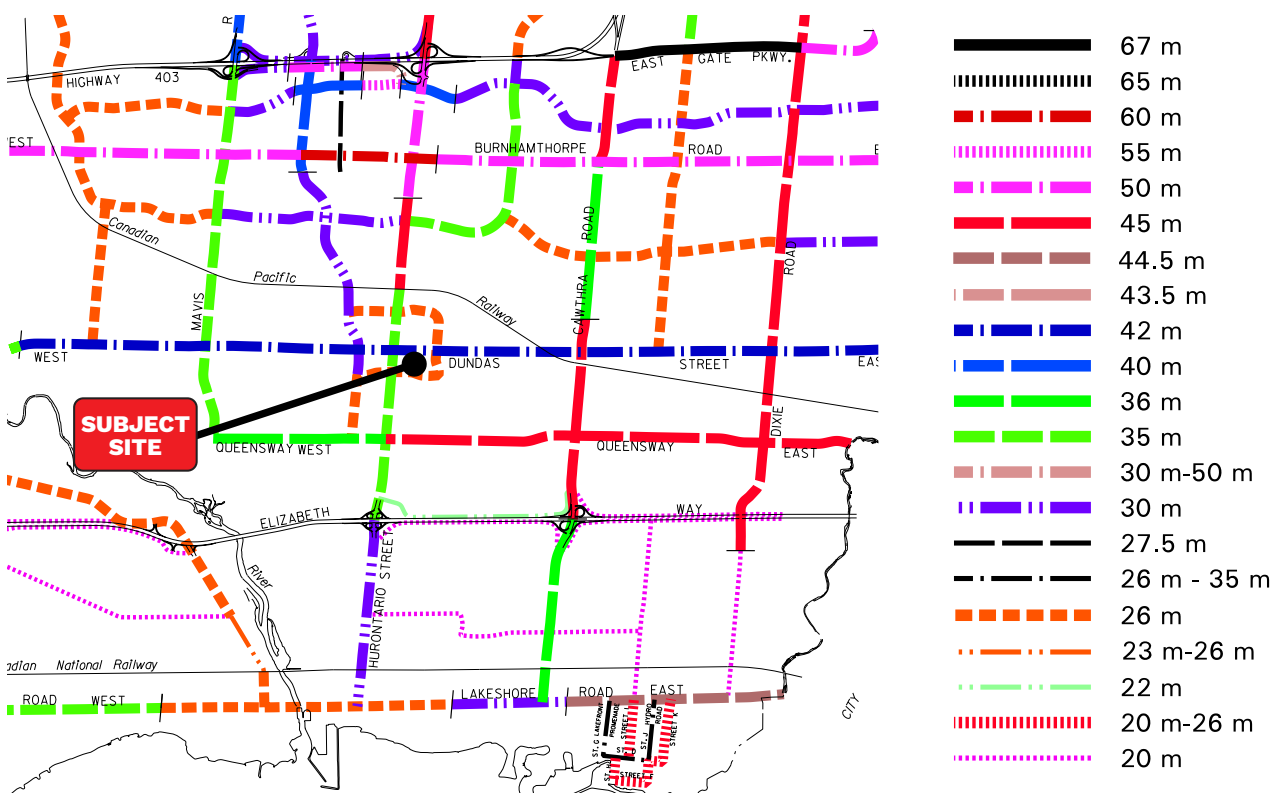


Figure 21 - - City of Mississauga Official Plan – Schedule 7 – Long Term Cycling Routes

With regards to the green system, Policy 9.2.3.1 provides that development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced, and restored. Policy 9.2.3.4 provides that open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

As it relates to the relationship between built form and streetscape, the Official Plan states that built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired (Policy 9.2.1.28) and that buildings will be compatible in bulk, massing and scale to provide an integrated streetscape (Policy 9.2.1.29). The Official Plan further provides that 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 and should be oriented to, and positioned along the street edge, with clearly defined primary entry points with direct access from the sidewalk (Policy 9.2.1.31 and Policy 9.2.1.32). Policy 9.2.1.36 provides that Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture will be coordinated and well designed. In support of a well-designed streetscape, Policy 9.2.1.37 states that developments should minimize the use of surface parking in favour of underground parking, screened from public view.

Public Realm Policies

Section 9.3 provides policies regarding the public realm. Policy 9.3.1.4 requires that development be designed to, among other things, be pedestrian oriented and scaled and support transit use, be attractive, safe, and walkable, and accommodate a multi-modal transportation system, while respecting the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks. Policy 9.3.1.5 highlights the importance of existing streets and the design of new streets and states that they should enhance connectivity by:

- developing a fine-grained system of roads;
- using short streets and small blocks as much as possible, to encourage pedestrian movement;
- avoiding street closures; and
- minimizing cul-de-sac and dead end streets.

Policy 9.3.1.6 provides that where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.

Policy 9.3.1.7 requires that streetscapes be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Policy 9.3.5.3 provides that Natural features, parks and open spaces will contribute to a desirable urban form by: assisting with the protection of the Natural Heritage System, connecting to the city's system of trails and pathways, ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety; ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

Policy 9.3.5.5 requires that private open space and/or amenity areas will be required for all development, and Policy 9.3.5.6 provides that significant residential development, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. Policy 9.3.5.7 requires that residential developments provide at grade amenity areas that are located and designed for physical comfort and safety and provides that, in Intensification Areas, alternatives to at grade amenities may be considered.

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

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

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

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

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

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

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

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

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

- provide enhanced streetscape;
- provide landscaping that complements the public realm;
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.
- Additionally, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:
- ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- ensure public safety.

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

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

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

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

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

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

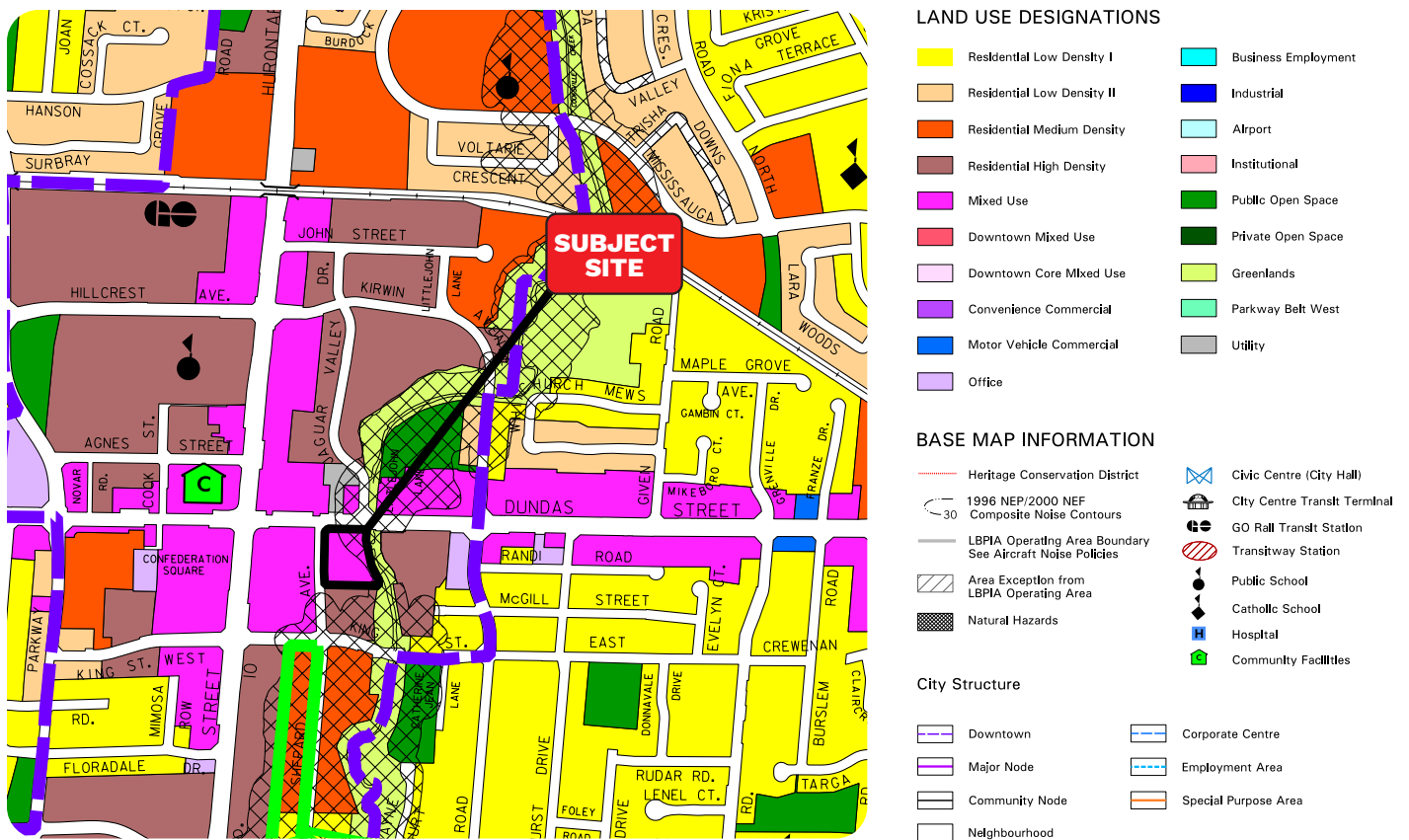
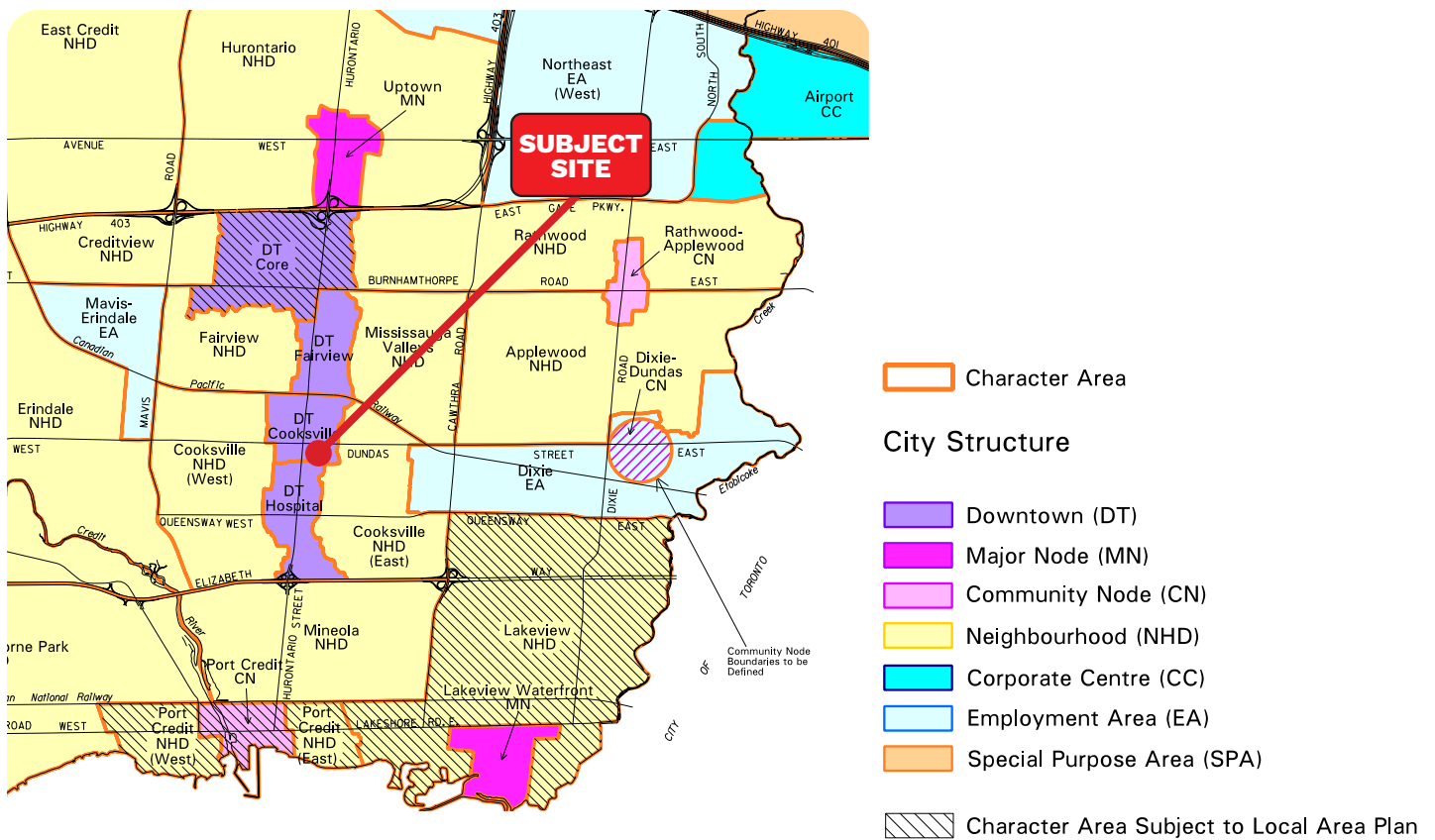
Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11, and the policies for *Downtown* are set out in Chapter 12. The subject site forms part of the *Downtown Cooksville* Character Area as shown on Schedule 9: Character Areas (see **Figure 22**) and is designated *Mixed Use* on Schedule 10: Land Use Designations (see **Figure 23**). Additionally, the east limit of the site is identified as a natural hazard on Schedule 10.

Chapter 11 of the Mississauga Official Plan sets out the general land use policies for Mixed Use designation. Within the Mixed Use designation, Policy 11.2.6.1 speaks to the function of Mixed Use areas as providing a variety of retail, service and other uses to support the surrounding residents and businesses. Policy 11.2.6.2 goes on to state that development on Mixed Use sites, when including residential uses, will be required to contain a mixture of permitted uses. In addition, developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation (Policy 11.2.6.3). Policy 11.2.6.6 specifies that where a development application includes buildings that are considered "Residential High Density" and are not combined with other permitted uses, a development master plan is required.

Chapter 12 of the Mississauga Official Plan identifies the modifications to the General Land Use designations in Chapter 11 that apply to the Downtown. Policy 12.1.1.2 requires a minimum building height of 3 storeys within the Downtown Character Area, and provides that Character Area policies may specify maximum building height requirements. 12.1.2.2 provides that notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.

Policy 12.1.3 specifies that Mixed Use development within the Downtown will be pedestrian oriented and street related, and compatible development is encouraged that recognizes the scale and enhances the form and character of Mixed Use areas.



The policies applicable to the Downtown Cooksville Character Area are set out in Section 12.4 of the Mississauga Official Plan. Policy 12.4.1.2 states that the sections of Hurontario Street and Dundas Street should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping, and related pedestrian amenities.

Policy 12.4.1.4 establishes the street scale and enclosure, and provides that the development should address the following:

- 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;
- Minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;
- Maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and
- A minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height

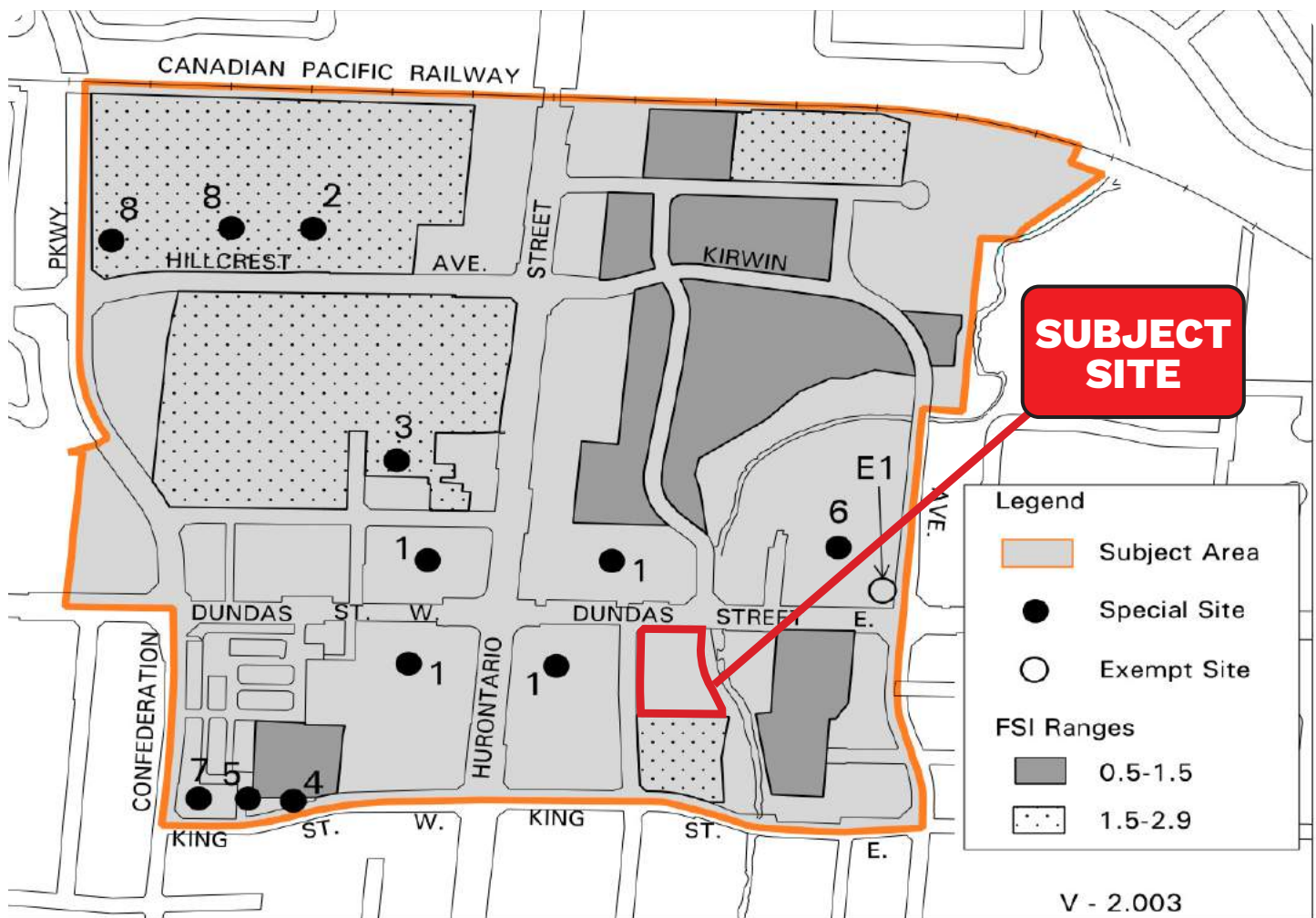


Figure 24 - City of Mississauga Official plan Map 12-4: Downtown Cooksville Character Area

Parkland Policies

Schedule 4 identifies a public park along the edges of Cooksville Creek to the east of the site.

Chapter 6 of the Mississauga Official Plan sets out policies for the Parks and Open Spaces designation, and provides that Mississauga will value and wisely manage its parkland and open spaces. Policy 6.3.66 provides that public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible. Policy 6.3.67 provides that public parkland will contain unstructured or landscaped areas for sedentary uses, where possible. Policy 6.3.68 directs that parks should generally be accessible for residents within 800 metres of their dwelling.

Policy 6.3.69 lays out the minimum city wide parkland provision of 1.2 hectares per 1,000 population. Policy 6.3.74 provides that 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. Policy 6.3.74 states that lands conveyed to Mississauga for use as public parkland will be in a condition that is acceptable to the city. Policy 6.3.76 directs that public parkland may incorporate components of the Natural Heritage System to provide opportunities for enjoyment, appreciation, and protection of nature.

Policy 6.3.78 states that where public open space contains or abuts the Natural Heritage System, the policies for the Natural Heritage System will apply. Policy 6.3.78 goes on to say that the potential for Public Open Space areas to expand or connect the Natural Heritage System will be encouraged to ensure that sensitive areas are maintained and enhanced. The proposal would enhance the Cooksville Creek trail open space network.

Downtown Cooksville Policy Review

In 2019, Mississauga City Council passed a motion directing staff to prepare amendments to the Mississauga Official Plan for three communities located along the Hurontario corridor – Downtown Cooksville, Fairview and Hospital Character Areas. With transit investments on the way and anticipated population and employment growth, an update to these policies are necessary. The Hurontario Light Rail Transit (LRT) is under construction, planning is underway for Bus Rapid Transit (BRT) along Dundas Street, and the potential exists for two-way, all-day GO Transit service at the Cooksville GO Station. The December 23, 2021, Corporate Report to the Mississauga Planning and Development Committee presents the draft Official Plan policies and Built Form Standards intended to manage that growth and help achieve vibrant, 15-minute communities.

Appendix 1 to the Corporate Report provides draft official plan amendments and proposes changes to the character area policies of Downtown Fairview, Cooksville and Hospital. Section 12.4.3 presents the vision for Downtown Cooksville, which will be a walkable mixed use community with places for culture and art. Hurontario and Dundas Streets will be animated with storefronts and other active uses that support local businesses. The area immediately surrounding the intersection of Hurontario and Dundas (Cooksville Corners) will be developed with a vibrant mainstreet focus that includes a mix of uses and a human-scaled built form. The Cooksville GO Station area will be a focal point for transit oriented development with a concentration and mix of residential, community, office, retail and service commercial uses.

Policy 12.4.5.1 provides that the greatest heights will be located at the Cooksville GO station and along Hurontario Street north of Agnes Street. Building heights in Downtown Cooksville will not exceed the maximum limits as shown on Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights (**Figure 25**). With respect to the subject site, **Figure 25** indicates a minimum height of 3 storeys and a maximum height of 16 storeys.

4.7 Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. The Subject Site is zoned Mainstreet Commercial (C4) under the Mississauga Zoning By-law 0225-2007 (see **Figure 26**). The commercial zoning regulation permits a range of uses, including retail stores with less than or greater than 600 square metres of GFA – non-residential, restaurant, take-out restaurant, commercial school, medical office, office, recreational establishment, apartments, and dwelling units located above the first storey of a commercial building.

With regard to built form setbacks, the commercial (C4) designation permits a minimum front yard setback of 0.0 metres and maximum front yard setback of 3.0 metres, and a minimum side yard setback of 0.0 metres and maximum side yard setback of 3.0 metres. In terms of abutting residential zones – which is the case on the south extent of the subject site – a minimum interior side yard setback of 4.5 metres is required. A 0.0 metre

interior side yard setback is required for any lot abutting a C4 zone, while a 1.5 metre interior yard setback is required for any lot abutting a C1 to C3 or C5 zone. With regards to a lot abutting any other zone – which is the case on the east extent of the subject site abutting a G1 zone – a minimum interior side yard setback of 4.5 metres is required. A 4.5 metre setback is also required for rear yards when abutting a residential zone, a 0.0 metre setback for rear yards when abutting a C4 zone, and a 4.5 metre setback for rear yards when abutting any other zone.

No maximum gross floor area is specified for non-residential uses, however, a minimum height of 2-storeys and a maximum height of 3-storeys (16.0 metres) for a sloped roof building is indicated, and a minimum height of 2-storeys and a maximum height of 3 storeys (12.5 metres) for flat roof buildings. A minimum 0.0 metre landscaping buffer is required for a lot line that is a street line. The minimum buffer requirement for abutting a commercial zone is 1.5 metres or 0.0 metres where abutting a C4 zone. For any other lot line condition, a 4.5 metre buffer is the minimum.

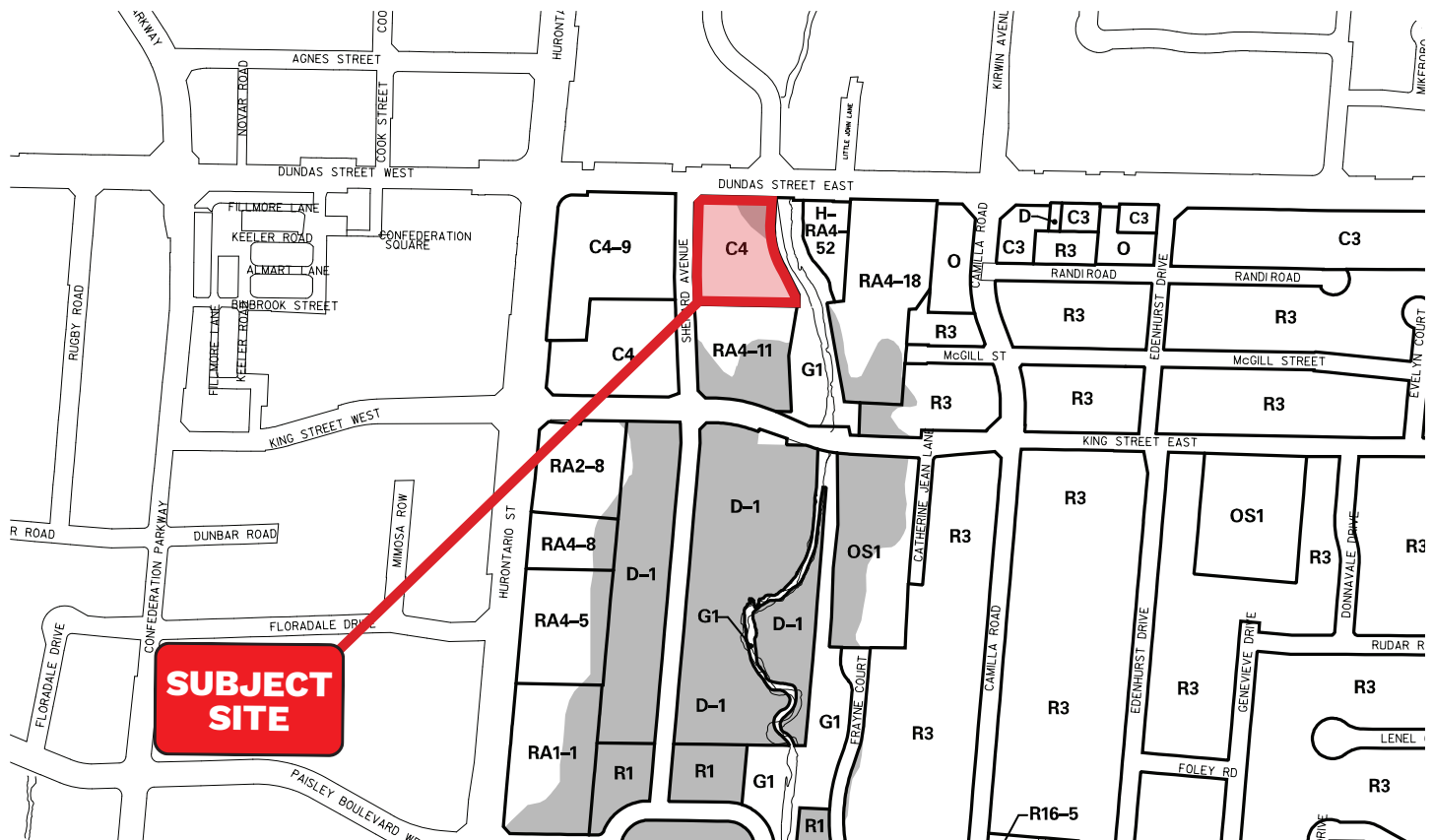


Figure 26 - Mississauga Zoning By-law 0225-2007 Zoning Schedule 14

4.8 Urban Design Guidelines

Green Development Standards

On July 7, 2010, City Council adopted the Green Development Strategy, which focuses on achieving sustainability and environmental responsibility in new development in Mississauga and outlines the Stage One Green Development Standards that applicants are to consider when preparing site plan and rezoning applications prior to development approval. Further to the Stage One Standard requirements, the City also requests that applicants pursue LEED-NC credits required to achieve Silver certification. This Green Development Strategy is outlined in the City's October 2012 Green Development Standards: Going Green in Mississauga document.

Section 2.0 of the GDS indicates that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development as well as other Low Impact Development ("LID") techniques.

Section 3.0 of the GDS provides the LID techniques that can be employed to retain stormwater on site including bio-retention, rainwater harvesting, the use of permeable pavements, grass and dry swales, as well as the installation of green roofs.

Section 4.0 recommends the use of soft landscape materials including new trees and native vegetations to promote biodiversity, improve air quality, reduce the urban heat island effect, and increase the aesthetic value within the overall area. Furthermore, Section 4.0 provides recommended soil volume per tree in different conditions and suggests that a minimum 50% of all proposed plantings to be native species, where feasible.

Section 5.0 is centred around pedestrian and cycling comfort and promotes continuous, universally accessible, barrier-free and clearly designated sidewalks. In addition, Section 5.0 recommends:

- Connecting building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles.
- Locating all air-exhaust systems and air intake grates away from pedestrian routes and amenity areas.
- Providing shade trees along pedestrian pathways and in amenity spaces to take advantage of summer shade
- Locating 50 percent of occupant bicycle parking in a secure weather-protected area contained within the development site.

Section 6.0 addresses exterior building design, in particular, bird friendly glazing and site and building lighting. In general, the GDS recommends treating the glass on buildings with a density pattern or muting reflections for a minimum of the first 10 to 12 metres above grade. In the instance that there are exhaust/ventilation grates at ground level, the GDS suggests a porosity of less than 2.0 centimetres by 2.0 centimetres. The GDS also discourages up-lighting and recommends exterior light fixtures to be properly shielded to prevent glare and/or light to trespass onto any neighbouring properties.

Section 7.0 indicates the City's request for new development applications to achieve LEED silver certification, which is achieved by scoring 50 to 59 credits of a possible 100 base credits, six innovative design and four regional priority points. With four possible levels of certification (certified, silver, gold and platinum), the City of Mississauga considers LEED certification flexible enough to accommodate a wide range of green building strategies that best fit the context of a particular site and/or project.

4.9 Credit Valley Conservation Authority Regulations

The eastern edge of the subject site falls within the Credit Valley Conservation Authority's Regulation Area and is regulated under Ontario Regulation 160/06. Lands within the Regulation Limit include river or stream valleys that have depressional features associated with a river or stream, whether or not they contain a watercourse. The technical guidelines and policies respecting the adjacent Cooksville creek and related floodplain are addressed in detail in the Slope Study by Grounded, Flood Study by Crozier and the Environmental Impact Study by Burnside. The conclusions of these studies are summarised in Section 5 below.

4.10 Vision Cooksville

Vision Cooksville was a City of Mississauga led initiative to develop a long-range vision for the Downtown Cooksville Community. Following extensive community and stakeholder consultation, a June 2016 Report was published which identified the long-range vision for the community. This community vision for Cooksville is as follows:

Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation; existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville's urban design, signage, and public art.

The vision is achieved through six guiding principles and nineteen related community recommendations. The guiding principles are as follows:

1. A vibrant public realm and walkable streets
2. Connected and engaging parks and open spaces
3. Community facilities for recreation, library and services
4. Housing opportunities and choices
5. Local and unique businesses
6. A new identity

These guiding principles are implemented through community recommendations. The proposed development has been planned and designed to further implement the following community recommendations:

- **1.1 Provide Improved Pedestrian Amenities:** The introduction of amenities such as benches, planters, pedestrian scaled lighting, weather-protected transit shelters, garbage receptacles, and attractive and clear wayfinding signage will encourage walking and contribute to a vibrant, active street life. The important main streets, Hurontario and Dundas, as well as smaller neighbourhood streets, will become more comfortable and enjoyable, offering increased safety, shade, visual interest and a place to interact and rest.
- **1.2 Ensure Pedestrian-Friendly Building Design:** Thoughtful and coordinated design of Downtown Cooksville's streets and public realm will create a more beautiful streetscape for pedestrians to enjoy. The reduction of surface parking lots, especially in front of shops and restaurants, by moving parking to the back of buildings or underground will go a long way in cultivating a more functional and beautiful public realm to spend time in. Buildings will line the street and new development will be encouraged to include active ground floor uses, multiple entrances and windows to help activate and animate the street. Well-maintained storefronts and outdoor spaces to sit will also help to foster active street life and contribute to an attractive, inviting public realm.
- **1.5 Improve Pedestrian Connections:** Walking in Cooksville will be attractive, safe and convenient with many options for pedestrian routes. Removing fences between neighbouring commercial properties or creating pedestrian gaps will allow for easier pedestrian circulation. Extensive open spaces on apartment properties could also offer new pedestrian routes if made available to the public. As development occurs, opportunities to break up long blocks will be sought through the introduction of new public streets and publicly accessible pathways through large development parcels.
- **2.2 Create New Parks in Strategic Locations:** New parkland will be created to meet the needs of Downtown Cooksville's growing population. Cooksville's current large parks will be complemented by smaller, more urban parks and parkettes that offer rest and respite for pedestrians, while expanding and beautifying the public realm. Sites on the north and south sides of Dundas adjacent to Cooksville Creek present ripe opportunities for new open spaces that reach out to the main street and improve the entrance to the creek system, while at the same time addressing flooding issues. As the Cooksville GO station lands are redeveloped there is an opportunity to create an urban plaza or park to break up the site and provide a community amenity. Similarly, there is an opportunity to create new park land adjacent to Cooksville Creek that could serve as a large central park.
- **2.3 Encourage Publicly Accessible Private Open Spaces:** New development...will be encouraged to create publicly accessible open spaces on their lands. These could be walkways, gardens, courtyards or playgrounds. Together with public parks and trails, these spaces will provide a wide range of places for interacting, playing and relaxing
- **4.1. Increase the Range of Housing Options Through New Development:** New housing will take on a mix of built forms, including new low-rise, mid-rise and high-rise residential and mixed-use buildings to ensure there are housing opportunities for a range of

socioeconomic levels, and people at all stages of life. Given the urban context, high density developments are appropriate in Downtown Cooksville and as this new housing is developed, opportunities to integrate ground floor and family-oriented units will be sought. New ground floor housing will diversify the existing residential stock

- *4.3. Create Opportunities for Homeownership:* Cooksville residents love this community and want to be able to live here through all stages of life. While the availability of rental units makes Downtown Cooksville desirable for many people, some residents are seeking to purchase a home and will welcome the opportunity to stay in their community. The demand for affordable housing is still great, especially for families. New development will include opportunities for affordable homeownership, helping Cooksville residents to stay in the area and invest in their community.
- *5.2. Support Small Independent Retail:* Efforts will be made to maintain the character of Downtown Cooksville's small-scale, independent retail landscape. New developments will be encouraged to include commercial spaces at grade that are appropriate for small-scale sized businesses

The proposed development contributes to the implementation of the above-noted recommendations by providing:

- New parkland adjacent to Cooksville Creek which will also improve pedestrian connections by enhancing the Cooksville Creek multi-use path;
- public realm enhancements, including active grade-related retail uses that provide for social interaction and animated street life;
- an increased range of housing options and homeownership opportunities;
- a terraced built form that includes setbacks from the property line and stepbacks above the podiums to provide for pedestrian-oriented built forms and a human-scale.

4.11 Dundas Connects Master Plan

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

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

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

The plan also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed use and transit oriented built forms. The plan proposes a bus rapid transit (BRT) line along Dundas Street in a dedicated right-of-way in a central median, and includes BRT stops at the intersection of Dundas Street East and Hurontario Street, approximately 170 metres west of the subject site, and at the intersection of Dundas Street East and Kirwin Avenue, approximately 300 metres east of the subject site.

One of the primary recommendations of the report is to encourage mixed-use transit supportive intensification across Dundas Street, stating that "new development will be dense enough to provide ridership for the future transit line, optimizing the use of this significant public investment". The report also recommends that lands within MTSA's (within a 500 metre radius from a BRT stop) "should be redeveloped to permit uses that will achieve transit-supportive densities. Minimum density targets should be achieved as follows: 160 residents and jobs combined around major transit stations." Notably, the definition of a Major Transit Station Area as per the 2019 Growth Plan has been revised to state that an MTSA may include the area within a radius of up to 800 metres.

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

The report also recommends planning for a greater level of intensification in focus areas as they provide opportunities for introducing a mix of residential and employment uses in a range of building heights and types. While not all Focus Areas will grow to the same extent the report notes that some focus areas have numerous large sites or other conditions that can better enable growth, such as the intersection of one or more higher-order transit lines.

The subject site is located within the Cooksville Focus Area (see **Figure 27**). The plan identifies the following "opportunities" for the Cooksville Focus Area:

- Opportunity to create a mobility hub that provides clear connections between Hurontario LRT, GO Transit, and Dundas Street Rapid Transit
- Opportunity to improve public realm and future development of Cooksville GO station based on the Mobility Hub Master Plan and Vision Cooksville Study
- Opportunity for infill development to support transit
- "Four Corners" expansion to increase public space on Dundas Street
- Potential for creating new green open spaces in strategic locations and improving the natural heritage system for Cooksville Creek

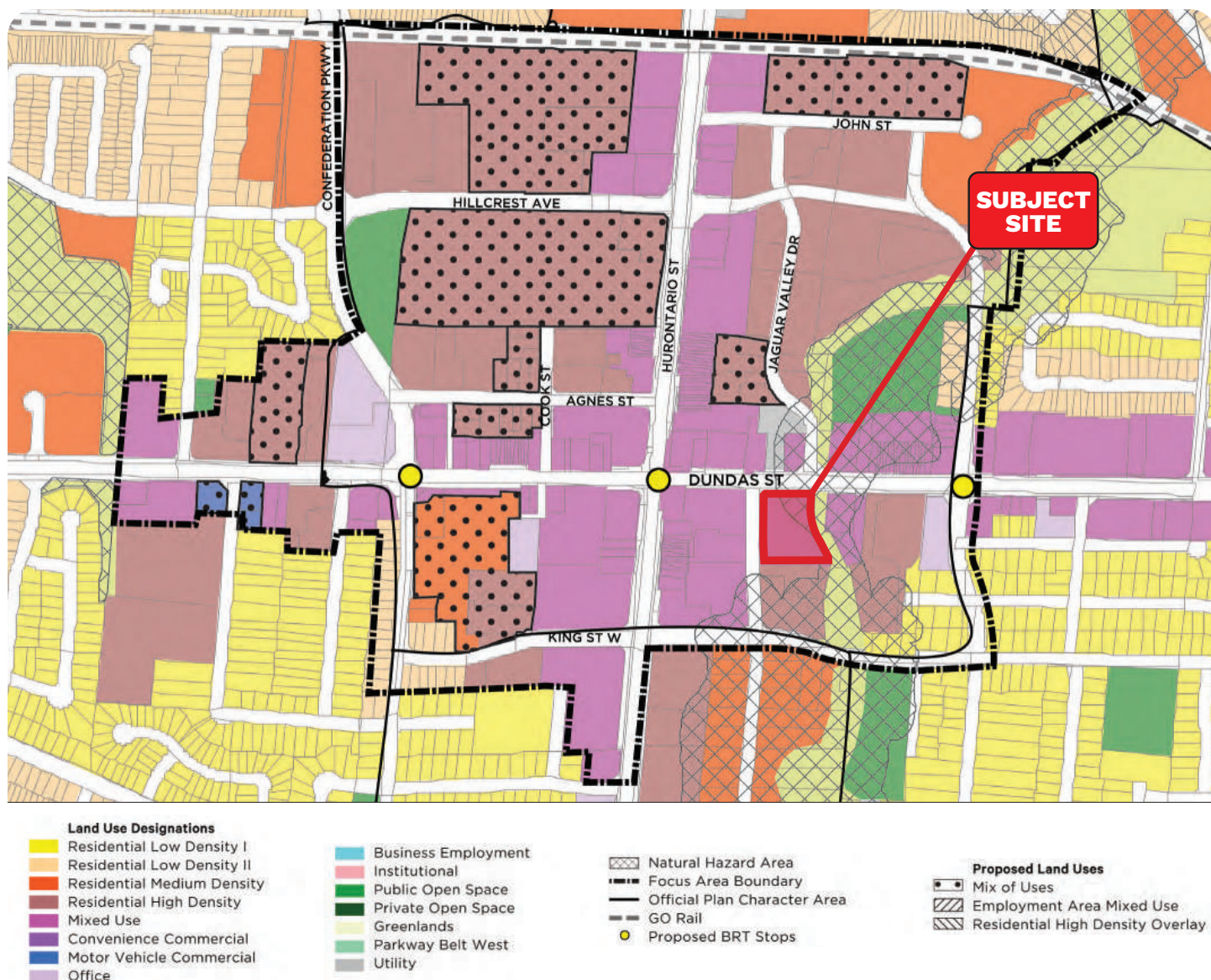


Figure 27 - Cooksville Focus Area



Figure 28 - Figure 8.8.2 from Hurontario Main Street Master Plan – Downtown Cooksville Density and Height Map

Section 5.1.2.4 provides recommendations for the Cooksville Focus Area:

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

Section 5.1.6.1 of the report provides a framework for the built form across the Cooksville Focus Area which ranges from a minimum building height of 3 storeys (10m) to a maximum building height of 25 storeys residential (78m) concentrated around the Cooksville GO Station (see **Figure 28**). A maximum density of 4.0 FSI can be achieved in the Focus Area. Figure 5-13 of the master plan provides a built form Concept Plan for each focus area along Dundas Street West (see **Figure 29**).

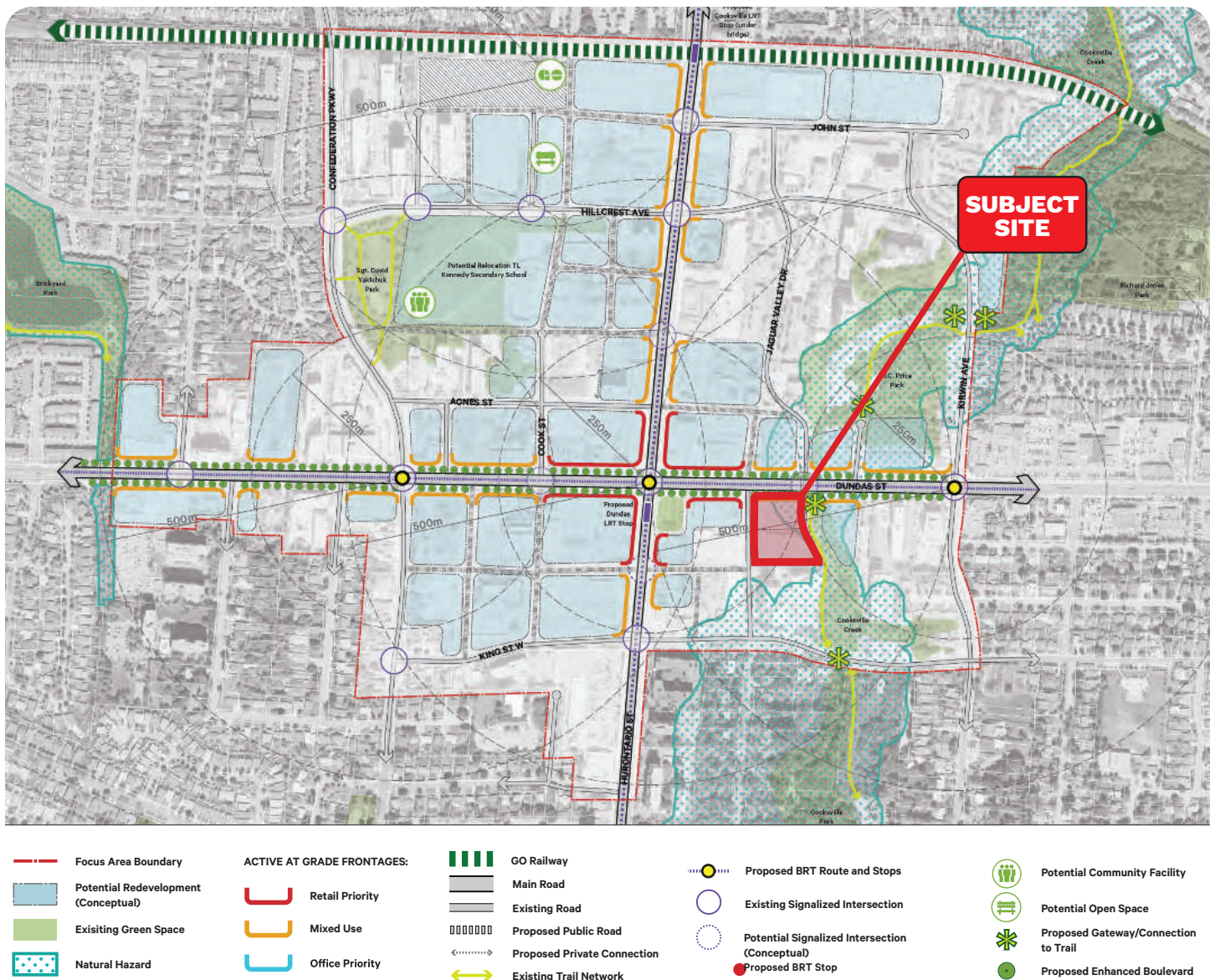


Figure 29 - Figure 5-13 from Dundas Connects – Built Form Concept Plan

A photograph of two women, one of Asian descent and one of African descent, working together on a large-scale architectural model of a city. The woman on the left is pointing at a specific part of the model with a pen. The woman on the right is looking down at the model. The background is a blurred office setting with shelves and papers. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

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

The proposal is in keeping with the intensification policies of both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The site is immediately adjacent to the planned Dundas BRT, within 150 metres of the Dundas stop on the Hurontario LRT and within an 800 metre radius of the Cooksville GO station. The site is located along or adjacent to a designated Intensification Corridor and is within the MTSA on Schedule 2 of the Mississauga OP and the Region of Peel's municipal comprehensive review draft OPA.

The site is located within a 'built-up area' as defined in the Growth Plan. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands as contemplated is supported as the proposal will provide for reinvestment of the Site and facilitate development that is within a delineated built boundary, is serviced by existing and planned municipal water and wastewater infrastructure and is serviced by existing and planned higher order transit services.

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

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

The City's Downtown consists of several areas, each with a unique character. As such, the Downtown component of the City Structure is sub-divided into four (4) Character Areas – Downtown Core, Downtown Fairview, Downtown Cooksville, and Downtown Hospital. Collectively, these four (4) Downtown Character Areas comprise the Downtown Mississauga Urban Growth Centre as per A Place to Grow. The Subject Lands are centrally located within the Downtown Cooksville Character Area (see **Figure 27**) and is subject to a Downtown Cooksville Character Area policy overlay. The following policies apply to redevelopment of the Subject Lands. 5.3.1.7. Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown.

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

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

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

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

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

As described here, the proposed development is located within the City's Downtown. The proposal supports the above-noted Downtown policy objectives by proposing a high density, compact, mixed-use development in an appropriate location, and at a density that supports the various, surrounding proposed transit networks. It will also comprise mixture of residential, retail / service uses on a site designated for redevelopment and intensification. Furthermore, the proposed development seeks to introduce new housing units in an area that is extremely well-served by a variety of uses, public services and transit.

5.2 Land Use

As further demonstrated on the Site Plan as part of this application submission, the development will provide for a new public park along with safe, comfortable and convenient pedestrian pathways and encourage active transportation. The proposal also provides for a high-quality, contextually appropriate built form that supports the City's Downtown policy objectives. Urban design elements for this proposal, and their conformity to these policies, is outlined in latter parts of this document.

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

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

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

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

As mentioned in section 4.6, the subject site is currently designated "Mixed Use". In order to facilitate the proposed development, the associated draft Official Plan Amendment seeks to redesignate the site to "Residential High Density" with a Special Site policy. In our opinion, the "Residential High Density" designation is the most appropriate and will facilitate the proposal with site-specific permissions. The proposal represents an appropriate and orderly redevelopment of the site, with a comprehensive approach to improved shared amenity spaces and enhanced landscaping will ensure that the redeveloped site will complement the existing and planned land use context, which includes a mix of apartment buildings, office buildings and commercial buildings west of the Cooksville Creek and within the Dundas Corridor. Within the Neighbourhood south of Dundas Street, the proposed development is appropriate within the context of the existing and proposed developments on the north and south sides of Dundas Street East.

The proposed development will provide a range of high-quality grade-related non-residential and residential uses that will activate the streets, provide for a mix of residents and jobs, and help meet the needs of current and future residents. The proposal represents an appropriate built form and advances the City's and Province's development and intensification objectives.

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

5.3 Housing

In our opinion, the proposal is supportive of Provincial, Regional and City policies that encourage a range and mix of housing to accommodate people with diverse housing preferences and socio-economic characteristics and needs.

Furthermore, the proposal supports the vision of the Dundas Connects study by introducing a transit-oriented, higher density development adjacent to a major intersection (Dundas Street East and Hurontario Street) which will be served by two higher-order transit services. The Downtown Fairview, Cooksville and Hospital Policy Review states that greater housing options should be facilitated in areas such as the Downtown Cooksville Character Area to provide for community needs. This proposal would contribute to providing more housing supply while also expanding the range of housing types available to existing and new residents to this area.

The proposed new building will include a mix of studio, one-bedroom, two-bedroom apartments and townhouses. In our opinion, the range and mix of unit sizes responds appropriately to the City's request that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes, in accordance with Home for All-Peel Housing and Homelessness Plan 2018-2028.

5.4 Height, Massing, and Density

As noted previously, the subject site is an appropriate location for intensification from a planning perspective. From a built form perspective, the subject site is an appropriate location for the proposed three new apartment buildings, given the existing and planned context on Dundas Street East and the cluster of mid-rise and tall buildings along Hurontario Street.

The policies set out in Chapter 12 of the Mississauga Official Plan speak to heights of up to 25 storeys for lands designated "Residential High Density". The proposed development has heights up to 36 storeys, which we believe to be appropriate given the Official Plan Downtown policies and surrounding context.

Policy 12.4.1.5 speaks to the bulk and massing of the area, and provides that 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 is encouraged from this intersection to the Character Area edges. As the site is in close proximity to the Hurontario Street and Dundas Street intersection, where the Primary Major Transit Station Area for HLRT and DBRT are also located, taller building heights would be encouraged.

The site is adjacent to a 16 storey condo apartment being constructed to the east (86-90 Dundas Street East). To the west of the subject site are commercial buildings and retail plazas. North of the Hurontario Street and Dundas Street intersection (3085 Hurontario Street) is a proposed development that includes heights up to 35 storeys. The three towers, consisting of 36, 33 and 29 storeys, respectively, would provide an appropriate progression to the 16 storey development being constructed to the east, while still within the range of heights within the Downtown Cooksville Character Area and generally being proposed proximate to the Hurontario corridor. The greater level of height and density would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging policy changes including the new PPS, Growth Plan and Municipal Comprehensive Review (MCR).

In our opinion, the height, massing, and density of the proposal is appropriate and compatible with the surrounding built form based on a number of contextual and urban design considerations, including but not limited to:

- achieving an appropriate transition in heights that respects the surrounding context without resulting in any unacceptable built form impacts;
- enhancing the existing and planned development context (i.e. the mid-rise and tall building context along Dundas Street and Hurontario Street);
- the location of the subject site within a planned Primary Major Transit Station Area as identified by the Region of Peel's Draft ROPA and as defined by the Growth Plan;
- the large size of the subject site
- The proximity of the subject site to the Cooksville GO station, existing MiWay Transit, and the future Hurontario LRT and Dundas BRT; and
- The substantial separation distances of the proposed tall buildings to the existing *Residential Low Density I* areas;

In our opinion, the determination of appropriate building heights for new development should consider existing patterns of building height, built form relationships and potential impacts. Furthermore, the long-range planning for this area should also be taken into consideration when assessing development proposals here. Existing building heights on the subject site, while part of the built form context, should not be determinative in evaluating the appropriate built form approach for intensification and infill development. In this regard, the site is located within the Downtown Cooksville Character Area, which is planned for significant intensification. Due to both the size of the subject site and its locational attributes, in our opinion the site represents an appropriate location for moderately taller buildings than those existing on the site currently.

As shown on **Figure 30**, there is a wide range of building heights throughout the area, both inside and outside the boundaries of Downtown Cooksville. This area has been subject to a number of planning studies outlining a higher density vision for the area that reflects significant transit investments. At this time, the existing context in Downtown Cooksville is still emerging, and does not reflect the planned vision for the area.

The Dundas Connects Master Plan (which is related to the Hurontario/Main Street Corridor Master Plan) also envisions building heights up to 25 storeys and a floor space index of 4.0 in the 'Cooksville Focus Area'.

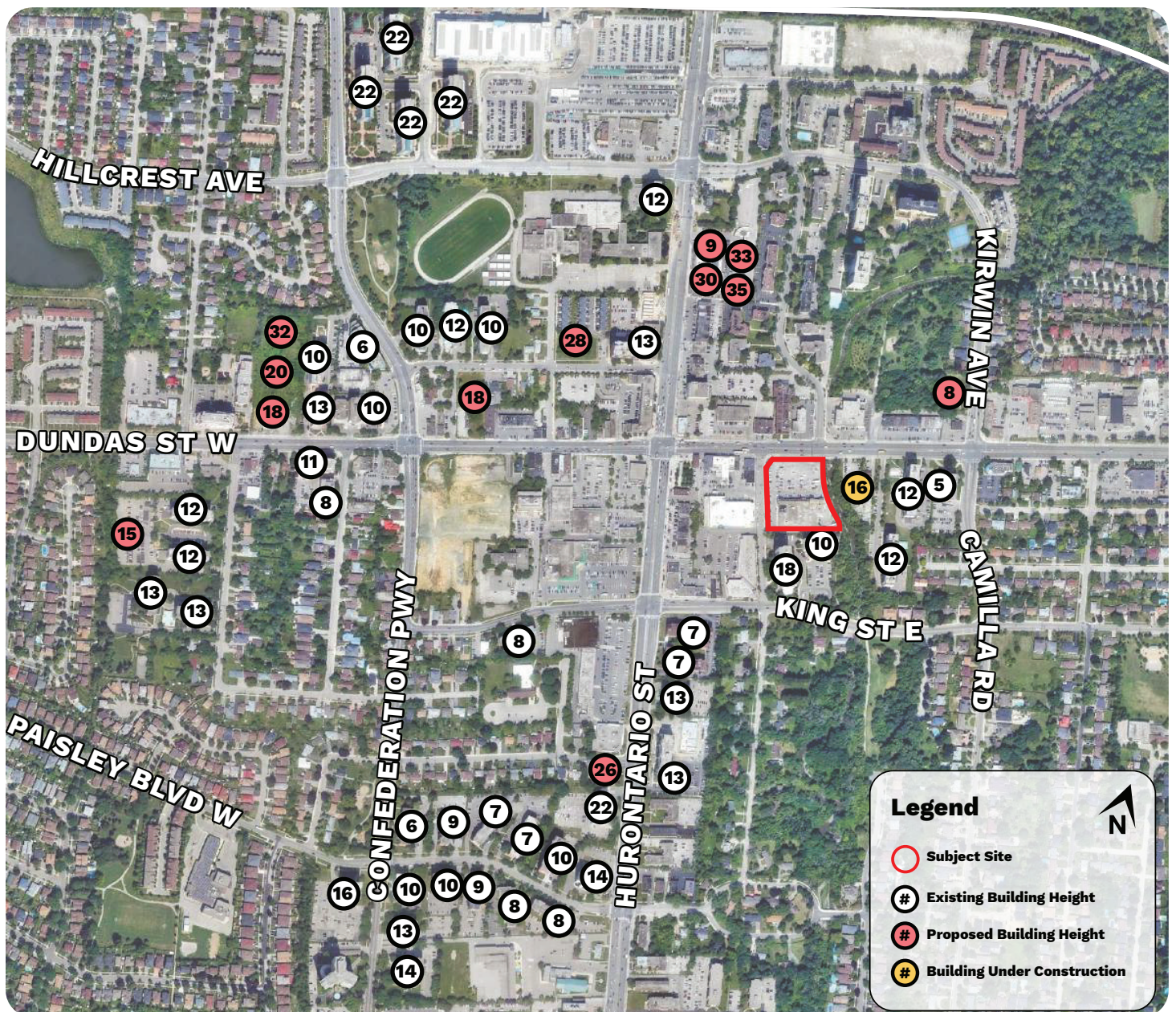


Figure 30 - Height Map

The size of the site, in combination with the layout and orientation of the exiting retail plaza and surface parking, presents an opportunity to redevelop the site that is consistent with City's policy direction for this area while also positively contributing to the character of the area and facilitating additional ridership for the Dundas BRT, the Hurontario LRT and the Cooksville GO Station.

With respect to massing, the proposed development has been massed to fit the existing and planned built form context. The proposed new building will complement the modernist character of the subject site and adjacent property. Along the north façade, the building (and its podium) is setback from the arterial street (Dundas Street East), creating a complementary presence and providing sufficient transition from the developable area to the street level. The other building (and its podium) is situated closer to the local street (Shepard Avenue), incorporates additional streetscape treatment to provide an interphase between this building to the street, and provides a smaller scale public realm which is used by apartment and local residents.

From a density perspective, it is our opinion that the proposed total density of 6.32 FSI is desirable and appropriate, and represents a modest increase over the as-of-right density permissions. While the Mississauga Official Plan does not generally provide for density limitations in the Downtown designation, the policies for the Cooksville Character Area permits densities of up to 4.0 FSI. However, the density of 6.32 is generally consistent with other approved densities in the area, including the 5.94 FSI approved at 90 Dundas Street East.

From a planning policy perspective, it is appropriate and desirable to optimize density on the subject site given its location within a Primary Major Transit Station Area focused on two higher order transit lines, and given the immediate local area context is comprised of apartment buildings, commercial buildings and retail plaza.

5.5 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties, including apartment buildings within the Residential High Density designation to the south, the commercial and retail uses in the Mixed Use designation to the west and north, and the Residential High Density use south of Dundas Street East and east of the Cooksville Creek.

Light, View, and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. It is noted that there are no design guidelines for the development of tall buildings outside of the Downtown Core. However, the proposal has been devised to actively consider LVP impacts and means by which to minimize them.

The proposed building will be set back between 12.75 and 14.3 metres from the south lot line, providing ample separation from the adjacent apartment site. The Cooksville Creek which runs along the east lot line provides a natural separation to the under-construction apartment building adjacent to this site and also provides a buffer which acts to soften the built form impact along arterial street (Dundas Street East). For the 3 storey podium of the tower 'A', located along the south side of Dundas Street East, a minimum building setback of 8.0 metres to the front lot line will be provided. Tower 'A' further maintains a 3.9 metre stepback from the front (north) podium façade. The C4 Zone designation does not have a front yard setback requirement. The proposal has acted to exceed Zoning provisions and attempts to soften the impact of the development to the street and could ensure public amenities are retained or possibly enhanced by retaining a strip of undeveloped land directly adjacent to Dundas Street East. The proposed setback complies with the C4 zoning setback requirements.

Shadow Impact

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

With respect to residential private outdoor amenity spaces, the proposed shadows impact private amenity spaces (rear yards) of single-detached lots on following roads at certain test times:

- Cook Street and Agnes Street at 7:07am on June 21st;
- King Street East at 7:20pm and 7:33pm on June 21st;
- Frayne Court at 7:33pm on June 21st;
- McGill Street at 4:12pm on September 21st;
- and King Street East at 5:12pm and 5:48pm on September 21st

The proposed shadows do not exceed one hour in duration on any of the private amenity areas. As a result, the development is in accordance with the criteria.

With respect to shadow impacts on communal outdoor amenity areas:

June 21st:

- There is no shadow impact on communal outdoor amenity areas 4 to 10 on any of the test times. As a result, the criteria has been met with respect to those areas.
- The proposed north outdoor amenity area from Tower A at level 3 (Area 2) provides an overall sun access factor of 0.53. As a result, the criteria has been met.
- The proposed south outdoor amenity area from Tower A at level 3 (area 1) represents a sun access factor of 0.22. It is noted that at same level, the other outdoor amenity area (area 2) provides a sun access factor of 0.53. In total, outdoor amenity area from tower A at level 3 has an overall sun access factor of 0.51 that provides adequate sunshine on June 21st. Therefore, the below average sun access factor of area 1 can be considered negligible.

- The proposed rooftop amenity area from Tower B and C at level 5 (area 3) do not meet the criteria, representing a sun access factor of 0.39. In our opinion, this is acceptable because a central location of this amenity space serves as the most logical location, while allowing for appropriate spatial separation between tower elements with the Subject Site.

September 21st:

- There is no shadow impact on communal outdoor amenity areas 6 to 10 on any of the test times. As a result, the criteria has been met with respect to those areas.
- The outdoor amenity areas from under construction Artform Condo (areas 4 and 5) provide an overall sun access factor over 0.5 that meet the criteria.
- Areas 1, 2, and 3 from the proposed development do not meet the criteria. It is our opinion that the shadow impact is appropriate given the physical constraints of the site and in keeping with the intensified planning framework.

December 21st:

- Areas 1, 4, 6 to 10 have an overall sun access factor over 0.5. As a result, the criteria has been met
- Areas 2, 3 and 5 do not meet the criteria. However, It is noted that these outdoor spaces (i.e. patio, outdoor dining and terraces) would be closed for use in the winter season and as such, the utility of the space due to shadowing from the proposal is considered to be negligible.

With respect to public streets, the proposed development allows for sunlight on Shepard Avenue on the opposite sidewalk on September 21st for at least 5 hours, including the period between 12:12pm and 5:12pm, meeting the criteria as defined by the Terms of Reference. However, the criteria has not been met for the opposite boulevards associated with Dundas Street East. But it is our opinion that the shadow impact is acceptable given the site's location along the City's intensification corridor where a more urban built form context is contemplated.

With respect to public open spaces, parks and plazas:

- **Proposed Parkland:** the proposed parkland associated with the development has a sun access factor of 0.33 on September 21st impacted by both existing buildings and proposed development. It does not meet the criteria.
- **Cooksville Creek:** the proposal casts shadows onto Cooksville Creek on September 21st from 11:12am to 5:48pm. The proposal was designed to comply with the standard on September 21st (minimum 0.5), providing a sun access factor of 0.72. In addition, the proposal also provides a sun access factor of 0.75 on June 21st (although not required as per Terms of Reference).
- **Cooksville Park:** There is no shadow impact on Cooksville Park from the proposed development on September 21st. In general, it has a sun access factor over 0.5 receiving shadows from existing and planned buildings.
- **John C. Price Park:** There is no shadow impact on John C. Price Park from the proposed development on September 21st. In general, it has a sun access factor over 0.5 receiving shadows from existing and planned buildings.
- **Cooksville Four Corners Plaza:** There is no shadow impact on Cooksville Four Corners Plaza from the proposed development on September 21st. In general, it has a sun access factor over 0.5 receiving shadows from existing and planned buildings.

With respect to lawn and turf and flower gardens, there are none impacted by the proposed development.

With respect to building faces of low-rise residential buildings, no building faces have been identified for the possibility of using solar energy, and as such, no impacts are produced by the proposal and its shadows.

Based on this analysis, it is our opinion that the proposed shadow impacts and resulting sun access factors are relatively limited and acceptable.

The proposed development meets the shadow impact criteria for all existing amenity areas and public spaces. The areas that are affected by not meeting the shadow impact criteria are within the proposed development site and adjacent property to the northeast with an under construction building on site. Effort has been made to mitigate the shadow impact by locating amenity areas with sun exposure in mind.

It is our opinion that the shadow impact is appropriate given the site's location along City's Intensification Corridor (Schedule 1C) where a more urban built form context is contemplated. The proposal is supportive of the overall vision for regeneration and intensification outlined in the Dundas Connects Master Plan. The proposed development has ensured the continued provision of adequate sunlight in the areas surrounding the subject site, in accordance with acceptable sun access factors sought by the City through the terms of reference.

In general, the shadows cast from the proposed development will not cause undue shade on the Subject Site and surrounding context. This includes building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm, as outlined in the City's Terms of Reference.

Wind Impacts

A Pedestrian Wind Study was prepared by RWDI (dated March 2022) in support of the proposed development. The purpose of the study was to assess the wind environment around the proposed development in terms of pedestrian comfort and safety. The study is required as per the City of Mississauga's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies.

The results of RWDI's wind tunnel testing for the proposed project can be summarized as follows:

- The existing wind conditions on and around the project site are predicted to be generally comfortable for the intended use throughout the year. However, uncomfortable wind conditions are predicted around the existing towers to the south of the site during the winter season.
- With the addition of the Proposed Phase I building to the project site, the overall predicted wind speeds are considered appropriate for the intended use in the summer, including the building main entrances, grade level outdoor amenity and sidewalks. The addition of the Proposed Phase II building to the project site is not expected to change the general grade level wind conditions, but higher wind speeds are anticipated at the Proposed Phase II outdoor amenity, and uncomfortable wind conditions predicted between the Phases I and II buildings.

- In the winter, wind speeds increase from those in the summer months due to seasonally stronger winds. Uncomfortable wind conditions are predicted at multiple locations on and around the Phase I building, including the north main entrance. The addition of Phase II building is expected to improve some of the uncomfortable wind conditions around the Proposed Phase I building, but higher wind speeds are measured at most of the building's entrances, and uncomfortable wind conditions are predicted on the north and south sides of the Phase II building.
- Wind speeds on the above-grade outdoor amenities are expected to be generally appropriate for the intended use in the summer, with the exception of the 3rd floor amenity terrace on the Phase 1 Building.
- The criterion used to assess the pedestrian wind safety is expected to be met at all locations for the existing configuration. In the Proposed Phase I configuration, this criterion is expected to be exceeded at multiple locations around the building and on the 3rd floor amenity terrace. The addition of the Proposed Phase II building is expected to improve some of the predicted safety exceedances. Wind speeds that exceed the wind safety criterion are anticipated in the area between the Phases I and II buildings, to the south of the Phase II building, and on the 3rd floor terrace even with the future buildings in place.
- The addition of the future buildings is expected to slightly improve the wind conditions.
- Satisfactory wind speeds around the Phases I and II buildings, and in the 3rd floor amenity terrace of Phase I building can be achieved with various wind control measures. Additional wind tunnel testing is recommended to develop wind control solutions.

The study concludes that in general, wind speeds suitable for sitting or standing are considered desirable for building entrances where pedestrians are apt to linger. These low wind speeds are also preferred in areas such as outdoor amenity spaces and terraces where passive patron activities are anticipated during the summer. For sidewalks and walkways, where pedestrians are active and less likely to remain in one place for prolonged periods of time, higher wind speeds comfortable for walking are appropriate.

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

5.6 Urban Design

In accordance with the criteria for development in Downtown areas as set out in Policy 12.1 of the Mississauga Official Plan, the proposed building will:

- respect the continuity of front yard setbacks;
- respect the existing scale, massing, and character of the site and surrounding area by providing a new building that reflects the planned context of other approved and under construction hi-rise buildings in the area
- Use of architecturally elements which complement the surrounding building context;
- provide appropriate setbacks to side and rear property lines to minimize overshadowing and overlook on adjacent properties; and
- preserve existing mature trees, where possible.

The proposed development has been designed in accordance with the public realm, site organization and building policies set out in Policies 12.4.1.9, 12.4.1.4, 12.4.1.5, 12.4.1.6, 12.4.1.7 of the Mississauga Official Plan. In particular, the proposed development has been designed to:

- be oriented to pedestrians and support transit use by improving site circulation to encourage pedestrian activity on the site, connecting new front doors to the new pathway system on site and providing improved pedestrian connections to Dundas Street East and Shepard Avenue, to encourage the use of existing and planned transit infrastructure in the area;
- provide common on-site amenity, including attractive new outdoor amenity areas at grade and atop the building podiums, to be shared by all residents;
- provide resident bike storage for new units within the new building
- respect the existing pattern of streets and blocks in the area, and retain the existing front yard setbacks on the site;
- provide new landscaped area along the periphery of the proposed buildings, with new tree planting and landscaping, and enhance the internal landscaping design of the site with new plantings;
- provide an appropriate height, massing and density that will not result in any unacceptable built form impacts and will provide appropriate transition to the surrounding area;
- retain the current ingress/egress access points on the site thus reducing the number of curb cuts, and remove the existing surface parking;

- provide appropriate building separation, and orient the new buildings either perpendicular or parallel to adjacent existing buildings to further mitigate light, view and privacy impacts
- utilize a variety of building materials to provide visually appealing façade in terms of the building design;
- provide well-glazed amenity space at grade to activate the west building frontage and promote natural surveillance and personal safety, as promoted through 'Crime Prevention Through Environmental Design' principles;
- integrate new vehicular parking and loading within the new buildings, reducing the overall amount of surface parking on the site.
- locate the entrances to the parking and loading areas away from the outdoor amenity areas and public realm; and
- integrate the rooftop mechanical equipment into the building design to minimize the visual impact.

The development proposal represents a high-quality addition to the *Downtown Cooksville Character Area* that is consistent with the City's Official Plan built form policies and urban design guidelines.

The City's applicable urban design policies and guidelines both advocate for creating healthy, liveable and vibrant mixed-use communities while protecting the stability and integrity of adjacent neighbourhoods and natural areas. In that respect, the proposal has been designed in a contextually sensitive manner, having a strong consideration for transition through spatial separation and diminishing building scale. The proposing building towers are setback from the street so as to visually break up the bulk and massing, while incorporating an architectural design which is complimentary to the neighbourhood context. The proposal will also contribute to enhanced pedestrian experience through the activation of at retail and public realm uses at the street level.

In addition, appropriate flood mitigation measures have been provisioned for the site as it is adjacent to the Cooksville Creek. Additional re-naturalization, done in consultation with Credit Valley Conservation (CVC), would be done on the site to minimize environmental impacts. These measures will be achieved through high quality landscape design.

The design components of this development proposal constitute a high-quality design standard for the *Downtown Cooksville Character Area*. The expression of the pedestrian-scaled podium elements provides architectural interest from within the public realm,

framing the public streets with good proportion, while the towers make an appropriate contribution to the quality and character of the Mississauga skyline. The network of proposed open spaces adds to the vitality of the area and contribute to a pattern of development that is consistent with what is planned for the *Downtown Cooksville Character Area* which this subject site is located in.

In accordance with the criteria for development in *Intensification Areas* as set out in Section 9.2.1 of the Official Plan, the development proposal will:

- make more efficient use of underutilized lands by establishing a transit-oriented community comprised of commercial, residential, community uses and new public parkland (*is new parkland confirmed with our development?*);
- consist of high-quality, distinctive architecture with a unique architectural expression and attractive landscaping that will define the character and create a sense of place within the *Downtown Cooksville Character Area*;
- provide a range of compact, attractive and transit-supportive building typologies that will allocate for pedestrian oriented streetscapes;
- provision for bicycle infrastructure further contributing to a well-connected local community and contribute to the City's objectives as provisioned in the *Cycling Master Plan*;
- incorporate building heights and forms that are representative of intensification objectives, locating tall buildings with a range of uses, including residential, commercial and community space, within a prospective *Major Transit Station Area* (*have the MTSAs been delineated or are they still proposed?*);
- locate and mass buildings in a manner to achieve appropriate height and built form transition within the subject site and from adjacent properties by incorporating spatial separation, setbacks, stepbacks, and decreasing height and intensity of built form;
- integrate podiums that are massed to achieve a suitable pedestrian scale and achieve appropriate street enclosure in relation to the adjacent right-of-way widths of the abutting streets;
- minimize wind impacts and maximize sun exposure onto the street through considerations related to massing and stepping of built form;
- building setback, building massing and landscaping elements have been applied to minimize shadow impacts, while ensuring sufficient sunlight access, for current and future neighbourhood residents

- incorporate open space, streets, driveways, and pedestrian access points to break up the scale of development blocks;
- provide a substantive public park for the use of current and future residents of the broader surrounding community (*will we be doing this?*); and
- consolidate and locate parking, loading and service uses within the buildings and/or below grade, screened from public view.

In addition, the proposed development has been designed in accordance policies relating to public realm, site circulation, site organization and built form as set out in Sections 9.3, 9.4 and 9.5 of the Official Plan. The proposed development will:

- be pedestrian oriented and scaled to support transit use, accommodating a multimodal transit system including pedestrian paths and bicycle related infrastructure;
- introduce architecturally distinct, attractive buildings made of high-quality materials, with a focus on sustainability through building orientation, structural systems and potential energy systems;
- locate and site the new public park at the intersection of two public streets to address both street frontages, providing clear visibility, access and safety (*again, don't know if this is being done*);
- provide common on-site amenities, including attractive elevated outdoor amenity courtyards, which is allocated for each of the proposed building towers;
- provide resident and visitor bike storage throughout the site at each proposed building;
- provide highly landscaped sidewalks zones that promote active transportation and foster social connections;
- respect the existing pattern of streets and blocks in the area and contribute to the creation of a fine-grain network of streets as envisioned by the Official Plan;
- provide an appropriate height, massing and density that will be compatible with the existing and emerging context of the *Downtown Cooksville Character Area*; not result in any unacceptable built form impacts; and provide appropriate transition to the adjacent residential and commercial areas to the west;
- provide appropriate building separation to mitigate potential issues related to the provision of sunlight, access to sky view and the maintenance of privacy between residential units;
- provide new lighting and increased landscaping to enhance the pedestrian experience throughout the subject site;
- utilize a variety of complementary building materials and application patterns to increase articulation and add visual interest to the building design;
- be phased in a strategic manner that supports a cohesive approach to the subject site with regard for the future development within the Downtown Cooksville Character Area and as it relates to purposed Dundas BRT and Hurontario LRT;
- consolidate vehicular access points to enhance the safety of the public realm and minimize interaction between pedestrians and vehicles;
- comprise tall building forms that consist of three distinct elements: podium, middle and top;
- incorporation of public art on the subject site that contributes to the neighbourhood cultural industrials as stipulated in the City's *Culture Master Plan*;
- the development proposal will preserve local inter-connectivity to adjacent properties which will contribute to positive pedestrian experience and ensure continuity with the existing urban blocks;
- locate all parking underground in shared parking facilities; and integrate rooftop mechanical equipment into the building design to minimize its visual impact.

Bousfields Inc. has prepared an Urban Design Study (dated March 2022) to describe and illustrate the urban design goals, objectives and analysis for the development being proposed at the corner of Dundas Street East and Shepard Avenue – municipally known as 60 Dundas Street East (hereafter referred to as the "Subject Site"). The report provides the opinion that the built form of this proposed development represents good urban design, supports incoming transit infrastructure along Hurontario Street and Dundas Street East and positively contributes to the enhancement of the existing and planned character of Downtown Cooksville.

The Subject Site is envisioned as an attractive mixed-use and transit-supportive development that will contribute to Downtown Cooksville's existing vibrant and diverse urban neighbourhood. The intensification of the Subject Site will improve the public realm along both Dundas Street East and Sheppard Avenue by siting buildings near the street edge to contribute to the main street character and incorporating grade-related retail to encourage activity. Taller buildings forms will be established to provide more housing within the neighbourhood and to support existing and planned transit initiatives such as the Hurontario Light Rail Transit (LRT), proposed Bus Rapid Transit (BRT) along the Dundas Street corridor and GO Transit.

In support of the City of Mississauga's policies and guidelines for Downtown Cooksville, the proposal appropriately considers the following objectives:

1. Enhance the Existing Character of the Site
 - Develop a pedestrian-friendly building form with excellent architectural design, contextually appropriate massing and treated with high-quality building materials.
 - Orient and place the proposed building at, or near, the street edge to animate and enhance the adjacent public realm.
 - Expand the existing green network by introducing a new public park adjacent to the creek edge.
2. Support Existing and Planned Transit Infrastructure
 - Introduce densities that will support existing and planned transit initiatives within the immediate neighbourhood.
 - Orient building entrances towards transit corridors and stops for immediate access and convenience.
3. Create a Positive Pedestrian Experience at Ground Level
 - Provide an appropriate street wall height to promote a positive pedestrian-scaled experience at the ground level.
 - Incorporate active uses and transparent material at the ground level to animate and enhance the character of the adjacent public realm.
 - Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.
4. Maintain Compatibility and Respect and Connect the Surrounding Context
 - Reduce impacts of overlook, shadowing and wind tunnel effects on the surrounding neighbourhood context by incorporating appropriate transitions in height and articulation to the proposed massing.
 - Improve pedestrian circulation within the existing open space network by introducing new pedestrian connections to fill the "gaps".

The Urban Design Study concludes that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing and planned character of both Dundas Street East and Mississauga. The proposal is successful in providing an enhanced interface with the public realm and introducing a built form that enhances the existing character of the site and provides an adequate transition to the nearby neighbourhood and naturalized.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. The positioning of building height near the corner of Dundas Street East and Shepard Avenue will support the existing and planned transit infrastructure and nearby Cooksville Go Station. Moreover, it will serve as a transition towards the planned intensification along Dundas Street East and within Downtown Cooksville as a whole.

The proposed development is generally in keeping with, and maintains, the intent of the urban design policies in the Official Plan as outlined in this Urban Design Study. Overall, the proposed development is appropriate, desirable, and should be approved.

5.7 Transportation and Servicing

Transportation

A Transportation Impact Study has been prepared by R.J. Burnside & Associated Limited (dated February 2022) to evaluate future impacts from the proposal on the road and transportation network and to ensure that the proposed site layout for access, parking and loading is adequate.

With regard to Traffic Operations, under existing and future conditions, all intersections are and will operate with excess capacity, a level of service E or better and queues that are projected to be within their existing storage and link distances with a few exceptions as discussed below.

Hurontario/Dundas Intersection

- The southbound left turn movement will experience a LOS F under background and total conditions during the weekday AM peak hour and under total conditions during the PM peak hour, where it will also approach capacity. The projected queue for this movement will exceed the proposed storage length by 18 m under total conditions during the PM peak hour.
- The westbound left turn queue will exceed its storage by 16 m under total conditions during the AM peak hour and during the PM peak hour by 9 m under existing conditions; by 8 m under background conditions; and by 7 m under total conditions.
- The eastbound left turn queue, during the PM peak hour, will exceed its storage by 19 m under existing conditions; by 18 m under background conditions; and by 28 m under total conditions.

- The northbound through-right turn queue will exceed its existing link distance by 15 m under total conditions, during the PM peak hour.
- There is a center two-way left turn lane on Dundas Street, east and west of this intersection, that can accommodate the above minor east-west queue spillovers without affecting through traffic.
- In addition, it is our opinion that the traffic volume projections should be considered conservative since the Region's higher mode share target was not considered and the growth rate provided by the City appears to underestimate the full impact of future transit and active transportation improvements.
- It is recommended that the City monitor this intersection after the HULRT is constructed to confirm whether any additional improvements are required.

Dundas/Jaguar Valley/Site Driveway Intersection

- Under total conditions, during the PM peak hour, the northbound and southbound left turn movements will experience a LOS F but continue to have excess capacity. A traffic signal would significantly improve operations and therefore a signal warrant analysis was conducted for background and total conditions based on the methodology contained in the Ontario Traffic Manual Book 12 but warrants were not met.
- It is recommended that the City monitor this intersection for possible future improvements such as signalization.

A review of the site plan concludes that the site is well designed to accommodate all modes of travel. Access and circulation analyses utilizing AutoTurn confirms that the site and garage can accommodate all expected design vehicles

With regard for transportation demand management strategies (TDM) various measures currently exist and are either under construction or are planned that will discourage vehicle use and dependency such as:

- Transit service provided immediately near the site via several MiWay bus routes, the under construction Hurontario LRT and the future Dundas BRT.
- Existing temporary bicycle lanes along King Street and planned bike lanes on both sides of Hurontario Street and Dundas Street
- The existing multi use trail on the east side of the site

To further facilitate other modes of travel, several TDM measures are proposed by the development as follows:

- Internal secured bicycle storage for residents
- Short-term bicycle racks strategically placed at ground level near the main entrance/lobby for visitors and patrons
- Sidewalk connections from the building entrances to the existing external sidewalk network along Dundas Street and Shepard Avenue
- An information package will be provided to residents, which will include MiWay and GO Transit maps and schedules, cycling and trail maps, and information on Smart Commute
- Transit subsidy for residents via a preloaded PRESTO pass with \$25 for the first time purchasers and/or renters
- Real time transit information displays in building lobbies
- Encourage residents to join the Mississauga Smart Commute Program
- Parking spaces will not be bundled with apartments and will require separate purchase or rent
- Recommending parking rate reductions for residents and visitor parking.

The combination of these proposed TDM measures and the addition of significant transit improvements in the area are expected to reduce vehicle trips and parking demand.

In terms of parking on the site, according to the requirements of the ZBL, there will be a deficit of 676 resident spaces and 156 visitor spaces for an overall deficit of 832 spaces. A Draft ZBA with updated parking requirements was published in November 12, 2021, which is expected to be passed by Council this year. According to the updated parking rates in the Draft ZBA, there will be a deficit of 123 resident spaces and 86 visitor and patron spaces for an overall deficit of 209 spaces.

However, it is our opinion that the parking demand suggested by the ZBL and Draft ZBA is overestimating future parking demand for the proposed development for the following reasons:

- There are many MiWay bus routes within a 2 minute walk of the site.
- There will also be frequent, daily transit service provided by the future HULRT and DBRT, which will both have stations that are located within a 2 minute walk from the site.

- The proposed Transportation Demand Management (TDM) measures summarized in
- Section 8.0 will further reduce parking demand.
- There have been several similar developments with similar access to transit that have either lower peak parking demand or lower approved rates.

Based on the above, a comparison was conducted of other similar developments with similar transit access and within similar neighbourhoods based on submitted applications. These proxy sites clearly show a pattern of reduced parking requirements with resident rates from 0.46 to 0.70 spaces per unit and visitor rates from 0.03 to 0.10 spaces per unit.

The report concludes that the resident parking supply of 856 spaces (0.70 space / unit) and the visitor parking supply of 123 spaces (0.10 space / unit) will meet or exceed future parking demand. The number of proposed accessible, short and long term bicycle spaces and loading spaces will meet or exceed the minimum requirements of the ZBL.

Servicing and Stormwater Management

A Functional Servicing and Preliminary Stormwater Management Report was prepared by C.F. Crozier and Associates Inc. (dated February 2022) in support of this application. The conclusions and recommendations include:

1. The estimated peak hourly domestic water demand for the fully developed site is 25.9 L/s. The site will be serviced with a 100 mm diameter domestic water services, a 200 mm diameter fire service, and an independent 200 mm diameter water service for redundancy. Each service will connect to the existing 300 mm diameter watermain within Dundas Street East.
2. The proposed water system within the development will be designed by the Project's Mechanical Engineer.
3. The estimated Site fire flow requirements are 133 L/s for a duration of 2 hours according to the Fire Underwriters Survey calculations. Detailed fire flow calculations will be completed by the project Mechanical Engineer during detailed design. A hydrant flow test will be completed in Spring 2022 to confirm available pressure and flow within the existing system.
4. The estimated sanitary flow generated from the site is 32.7 L/s. A 200 mm diameter sanitary sewer connection is proposed to connect to the existing 375 mm diameter sanitary sewer within Dundas Street East.

5. The Site stormwater quantity controls will retain and store the 100-year post-development peak flows to 2-year pre-development levels, based on City of Mississauga requirements. Our calculations show that the controlled discharge rate should be 89 L/s therefore require 295 m³ of storage. Regional flood control is outlined in the Floodplain Study (Crozier, February 2022), under separate cover.
6. The Site stormwater quality controls will provide 80% TSS removal based on Ministry of Environment, Conservation and Parks 'Enhanced' requirements by a proposed filter system, such as a Jellyfish or Stormfilter system. The appropriate system will be selected during detailed design.
7. A storage volume of approximately 53 m³ (equivalent to 5 mm across the site area) will be provided through green roof retention and dead storage in the stormwater tank to meet the water balance criteria. The appropriate system will be designed during detailed design.

Based on the above conclusions, C.F. Crozier and Associates Inc. recommend the approval of the Zoning By-law Amendment for the proposed development from the perspective of functional servicing and preliminary stormwater management.

5.8 Flood Study

A Floodplain Study has been prepared by C.F. Crozier and Associates Inc. (dated February 2022) in support of this application. The study concludes that significant discrepancies exist between the 1-D and 2-D models provided by Credit Valley Conservation Authority (CVC). These should be addressed through the application process through consultation with CVC.

The study recommends a series of floodplain management measures for the site including flood free access to Shepard Avenue, floodproofing the structures to an elevation of at least 111.5 m, flood proofing the site to an elevation of 109.12 m at the north limit and 107.94 m at the south limit, as well as safe conveyance of the Regional flood through an overland flow route at the east limit of the site.

Based on the above conclusions, the study recommends the approval of the Official Plan and Zoning By-law Amendment subject to clarifying the model discrepancies as noted above.

5.9 Slope Stability Study

A preliminary Assessment of Long Term Stable Slope Crest position has been prepared by Grounded Engineering Inc. (dated May 2021). Cooksville Creek is east of the subject site on public property. The creek is at a lower elevation compared to the subject site. The sides of the creek are retained by retaining walls ranging in height from approximately 4.5± m (at the north end of the site) to 3± m (at the south end of the site). The retaining walls are located on public property. The Cooksville Creek watershed is regulated by Credit Valley Conservation (CVC). Grounded is providing a preliminary assessment of the Long Term Stable Slope Crest (LTSSC) position. Grounded has completed a geotechnical and hydrogeological feasibility letter under a separate cover. Additional boreholes with wells in the proximity of the creek, topographic mapping, and a detailed slope stability study are required at a later date.

The report provides preliminary geotechnical engineering advice intended for use by the owner and their retained design team for due diligence only. These preliminary interpretations, design parameters, advice, and discussion on construction considerations are not complete. A detailed site-specific geotechnical investigation and slope stability modelling must be conducted by Grounded during detailed design to confirm and update the preliminary LTSSC recommendations provided here.

5.10 Natural Heritage Impact Study

A Scoped Environmental Impact Study (EIS) has been prepared by R.J. Burnside & Associated Limited (dated February 2022). The Credit Valley Conservation Authority (CVC) is requiring the preparation of the EIS as there are CVC-regulated lands on the subject site associated with Cooksville Creek, found to the east of the site. The purpose of this study is to delineate and assess the natural heritage features and functions within and adjacent to the subject site, as well as determine impacts and mitigation as needed within the context of the proposed development.

The study concludes that impacts to the adjacent Cooksville Creek and its associated valley and vegetation are not anticipated due to the existing urban uses on the Subject Property. An overall improvement to natural heritage features and functions of the valley will result from the increase in on-site landscaped areas and implementation of the monitoring and mitigation recommendations of this EIS.

5.11 Noise and Vibration Impact Study

A Noise and Vibration Impact Study has been prepared by RWDI (dated February, 2022). The following noise control measures are recommended for the proposed development:

1. Installation of central air-conditioning so that all suites' windows can remain closed
 - a. STC-26, STC-45, and STC-25 are recommended for the minimum sound insulation ratings for the window, exterior wall, and exterior door respectively on the north façade of Building A. These STC ratings would be achieved with the Ontario Building Code Minimum requirements
2. Construction of perimeter noise barriers along the outdoor amenity areas if feasible
3. The inclusion of noise warning clauses related to transportation sound levels at the building façade, and in the outdoor amenity areas if barriers or parapet walls are not provided

Vibration from the LRT to the south-west along Hurontario Street at the proposed development is not expected due to the setback being greater than the worst case setback noted in the project's Environmental Project Report.

At this stage in design the impact of the development on itself and its surroundings could not be quantitatively assessed. However, the impact on both the building itself and its surroundings is expected to be feasible to meet the application criteria.

We recommend that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis for the given site plan and the implementation of the recommendations included with this assessment, the proposed development is predicted to meet the applicable sound and vibration criteria.



Conclusion

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given that it is located within an existing mixed use neighbourhood within the Downtown Cooksville Area, and along a major arterial road corridor within convenient walking distance of two planned higher-order transit stops that is well served by existing municipal infrastructure. This report concludes that the proposed development is in keeping with the planning and urban design framework set out in the PPS, A Place to Grow, the Metrolinx 2041 Regional Transportation Plan, and the City of Mississauga Official Plan, as well as the applicable urban design guidelines. In our opinion, the phased development appropriately intensifies an underutilized site and contributes to the continued reurbanization and intensification of the Dundas Street East corridor.

From a land use perspective, the proposal is supported by numerous policy directions that seek to facilitate residential development within built-up areas through infill and intensification, particularly in proximity to higher order public transit. In this regard, the proposed development will facilitate the introduction of new residential housing through intensification of an underutilized subject site. The proposed development will provide additional housing and transit ridership on that subject site that is located within a Major Transit Station Area focused on two higher order transit lines, the Dundas Street Intensification Corridor, and the Downtown Intensification Area. The proposal is also located within approximately 1 kilometre of Cooksville GO station.

From a built form and urban design perspective, the proposal has been carefully organized, sited and massed in a manner that fits harmoniously within the surrounding area and context in Mississauga. In that regard, appropriate transition will be provided to residential designated properties to the south by way of a significant separation distance between all building elements. Furthermore, the base podiums will help to establish a pedestrian-friendly scale, while the tower elements are sited so as to minimize potential built form impacts. New landscaping will be provided, resulting in an attractive site design which improves pedestrian connectivity and provides new amenities. New parking and loading will be screened within new underground parking levels to minimize impact on the public realm and site amenities. The proposal has been designed to be in keeping with urban design policies of the Official Plan.

Accordingly, it is our opinion that the proposal represents good planning and urban design and that the Official Plan and Zoning By-law amendments are consistent with the PPS and conforms with the A Place to Grow and is therefore appropriate and desirable and should be approved.

Respectfully submitted,

Bousfields Inc.

Michael Bissett, MCIP, RPP

