

WESTON  
CONSULTING



# PLANNING JUSTIFICATION REPORT

DVB REAL ESTATE INVESTMENTS INC.  
3016, 3020, 3026 & 3032 KIRWIN AVENUE &  
3031 LITTLE JOHN LANE

CITY OF MISSISSAUGA

APRIL 2021  
FILE# 7665-2



# TABLE OF CONTENTS

1. INTRODUCTION . . . . .	4
2. PURPOSE OF THE REPORT . . . . .	6
3. SITE DESCRIPTION & CONTEXT . . . . .	8
3.1 Legal Description . . . . .	9
3.2 Description of Subject Lands . . . . .	9
3.3 Regional and Neighbourhood Context . . . . .	10
3.4 Transportation & Transit . . . . .	15
4. PROPOSED DEVELOPMENT . . . . .	18
4.1 Description of Development Proposal . . . . .	19
4.2 Planning Applications . . . . .	23
4.3 Public Consultation . . . . .	23
5. SUPPORTING MATERIALS . . . . .	24
6. PLANNING POLICY FRAMEWORK . . . . .	30
6.1 Planning Act, R.S.O. 1990, c.P.13 . . . . .	32
6.2 Provincial Policy Statement (February 14, 2020 Office Consolidation) . . . . .	33
6.3 Growth Plan For The Greater Golden Horseshoe (August 28, 2020 Office Consolidation). . . . .	39
6.4 Peel Region Official Plan (December 2018 Consolidation) . . . . .	46
6.5 City of Mississauga Official Plan (November 22, 2019 Office Consolidation) . . . . .	52
6.6 City of Mississauga Zoning By-Law 0225-2007 . . . . .	91
7. NON-STATUTORY DOCUMENTS . . . . .	92
8. PROPOSED OFFICIAL PLAN AMENDMENT . . . . .	96
9. PROPOSED ZONING BY-LAW AMENDMENT. . . . .	98
10. PLANNING ANALYSIS & JUSTIFICATION . . . . .	100
10.1 Policy Context . . . . .	101
10.2 Development Limits . . . . .	102
10.3 Urban Design & Compatibility . . . . .	103
10.4 Infrastructure & Servicing . . . . .	103
10.5 Transportation & Transit. . . . .	104
10.6 Sustainability & Natural Heritage . . . . .	104
11. CONCLUSION. . . . .	106

# LIST OF FIGURES

Figure 1: Air Photo . . . . .	9
Figure 2: Area Land Use Context Map . . . . .	11
Figure 3: Community Services and Amenities Map. . . . .	14
Figure 4: Hurontario LRT, Jan 2019 . . . . .	16
Figure 5: Dundas BRT, Dec 2020 . . . . .	17
Figure 6: Proposed Site Plan Prepared by KFA architects + planners inc. . . . .	21
Figure 7: South Elevation Prepared by KFA architects + planners inc. . . . .	21
Figure 8: East Elevation Prepared by KFA architects + planners inc. . . . .	22
Figure 9: Render Prepared by KFA architects + planners inc. . . . .	22
Figure 10: The Growth Plan for the Greater Golden Horseshoe. . . . .	38
Figure 11: Proposed Dundas MTSA, Dec 2020 . . . . .	41
Figure 12: Peel Region Official Plan Schedule D, Regional Structure . . . . .	45
Figure 13: City of Mississauga Official Plan Schedule 1, Urban System . . . . .	51
Figure 14: City of Mississauga Official Plan Schedule 3, Natural System . . . . .	56
Figure 15: City of Mississauga Official Plan Schedule 5, Long Term Road Network . . . . .	67
Figure 16: City of Mississauga Official Plan Schedule 8, R.O.W. Widths . . . . .	81
Figure 17: City of Mississauga Official Plan Schedule 10, Land Use Designations . . . . .	82
Figure 18: Zoning By-Law 0225-2007 Map 21, Schedule B . . . . .	90
Figure 19: Render Prepared by KFA architects + planners inc. . . . .	106

# LIST OF TABLES

Table 1. List of Supporting Documents . . . . .	25
---	----



# 1. INTRODUCTION



Weston Consulting is the planning consultant for DVB Real Estate Investments Inc., the legal owner of the parcels municipally addressed as 3016, 3020, 3026 & 3032 Kirwin Avenue and 3031 Little John Lane in the City of Mississauga, in the Region of Peel. This assembly of parcels will be herein referred to as the “subject property”.

In conjunction with the submission of this report, applications have been submitted to the City of Mississauga to amend the Official Plan and Zoning By-law 0225-2007, in order to permit the development of an 8 storey residential apartment building on the subject property. This report, along with the materials identified during the Pre-Application Meeting held on May 13, 2020 with the City of Mississauga, Region of Peel and Credit Valley Conservation Authority staff is intended to satisfy the requirements for Complete Application under Sections 22(4) and 34(10.1) of the *Planning Act*. It is recognized that in addition to the aforementioned applications, a Site Plan Approval application will be required in order to fully implement the proposed development.



## 2. PURPOSE OF THE REPORT

---

The purpose of this report is to provide the context for the proposed development in relation to the applicable Provincial, Regional and Municipal land use planning policies and regulations. It will evaluate the proposed development against the applicable policies of the Provincial Policy Statement 2020 (“PPS”), the Growth Plan for the Greater Golden Horseshoe 2020(the “Growth Plan”), the Region of Peel Official Plan (“RPOP”),the City of Mississauga Official Plan(“CMOP”) and the City of Mississauga Zoning By-law 0225-2007 (“ZBL 0225-2007”), in addition to other applicable non-statutory plans, strategies, and initiatives of the Region and Municipality. This Report provides planning analysis and justification for the proposal in accordance with the hierarchy of applicable land use planning policies and good planning principles, and provides a basis for the advancement of the planning applications through the planning process.





### 3. SITE DESCRIPTION & CONTEXT

---

### 3.1 Legal Description

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

- 3016 Kirwin Avenue: LT27 PL C 14 TORONTO; MISSISSAUGA;
- 3020 Kirwin Avenue: LT 28 PL C 14 TORONTO CITY OF MISSISSAUGA;
- 3026 Kirwin Avenue: LT 29 PL C 14 TORONTO CITY OF MISSISSAUGA;
- 3032 Kirwin Avenue: LT 30 PL C 14 TORONTO; MISSISSAUGA;
- 3031 Little John Avenue: PT LT 15, CON 1 NDSTT & PT LT 5, EHS, "PL TOR-12", TORONTO, AS IN VS71301, EXCEPT VS74671 AND PL RD67; T/W VS71301; "AMENDED 1999/05/28, LAND REGISTRAR #17" TOGETHER WITH AN EASEMENT AS IN VS74671 TOGETHER WITH AN EASEMENT AS IN VS74672 CITY OF MISSISSAUGA

### 3.2 Description of Subject Lands

The subject property is municipally addressed as 3016, 3020, 3026, 3032 Kirwin Avenue and 3031 Little John Lane, and is located in the City of Mississauga, within the Region of Peel. The subject property is an assembly of 5 separate, vacant parcels that have a total area of approximately 6,385 square metres (1.58 acres or 0.64 hectares). The developable portion of the site has an approximate area of 3,923 square metres in accordance with the proposed development limit as determined with the Credit Valley Conservation Authority.

The assembly of parcels is generally rectangular in shape. The four parcels that front onto the west side of Kirwin Avenue previously contained uninhabited single storey residential structures that have since been demolished. The property fronting onto Little John Lane is also currently vacant and undeveloped; it is located in the rear of the 4 parcels fronting Kirwin



Figure 1: Air Photo

Avenue. The subject property as a whole contains varying amounts of vegetation throughout with more vegetation on the western portion vs. sparsely vegetative lands on the east side of the property where the former residential dwellings existed. The subject property slopes downward towards Little John Lane to the west, with a drop in elevation of approximately 4 metres.

The subject property is currently accessed from both Kirwin Avenue and Little John Lane, both being public roads that run perpendicular to Dundas Street to the south. The subject property has approximately 60 metres of frontage along Kirwin Avenue and approximately 50 metres of frontage along Little John Lane. Refer to Figure 1 for an aerial photo of the subject property and surrounding context.

### 3.3 Regional and Neighbourhood Context

The subject property is located in the northeast quadrant of Hurontario Street and Dundas Street East. It has its primary frontage along Kirwin Avenue, which is a collector road that connects to Dundas Street to the south and Hurontario Street to the northwest. Both Hurontario Street and Dundas Street East are considered *Intensification Corridors* within Mississauga's urban structure and will be one of the primary recipient areas for growth and development within the City. The subject property is located within a built up area of the City and is to be considered an infill development. The site is within the Cooksville neighbourhood, specifically *Downtown Cooksville* per the CMOP. This area, along with other neighbourhoods designated as *Downtown*, are expected to contain the highest densities and tallest buildings within the City, and as a result receive a substantial proportion of the new development. The neighbourhood is anticipated to transform substantially in the long-term planning horizon as a result of the Hurontario Light Rail Transit (LRT), which will attract development interest and investment to an area that has seen little construction activity within the past few decades in comparison to other areas of the City.

Commercial and retail uses are predominantly found to the south and west of the subject property along the major arterial corridors, while stable residential uses can be found to the east and north. Closer to the intersection of Hurontario Street and Dundas Street East are a series of high-rise apartment buildings which continue northward towards Hillcrest Avenue and southward towards Queensway West/East. The Cooksville Creek and its associated natural heritage features are located in the vicinity of the subject property to the west and north. Refer to Figure 2 for the community context.

#### Surrounding Land Uses

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

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

**South:** Abutting the subject property to the south is an existing two storey commercial plaza containing a mixture of retail and commercial uses that front and access Dundas Street. The property at the corner of Kirwin Avenue and Dundas Street contains an autobody repair service station. Beyond Dundas Street is a mix of commercial and residential uses on separate parcels with stable low rise residential neighbourhoods beyond. To the southwest at 90 Dundas Street, there is an application for a 29-storey apartment building as well as the King Gardens retirement residence and condominium. The King Gardens is comprised of 2 buildings, approximately 9 and 18-storeys.



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

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



Figure 2: Area Land Use Context Map

## Community Services

The proposed development is an infill proposal within an existing built up area, therefore a wide range of community services and facilities are located within the area and greater community. Provided in this section is a listing of the various community services and facilities located within 1km of the subject property. Refer to Figure 3 for the locations of each facility within the area. It must be noted that this is not an exhaustive list of all the facilities.

### **Educational Facilities:**

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

### **Recreation Centres:**

- Mississauga Hanson Road YMCA Child Care Center, Mississauga
- Cooksville Library, Mississauga
- Syrian Active Volunteer Community Centre, Mississauga
- Arirang Age-Friendly Community Centre, Mississauga
- Indus Community Services, Mississauga

### **Transportation:**

- Milton GO Rail – Milton Line
- Milton GO Bus Route 21H
- 1 Dundas, Bus
- 1C Dundas-Collegeway, Bus
- 2 Hurontario, Bus
- 4 Sherway Gardens, Bus
- 101 Dundas Express, Bus
- 101A Dundas Express, Bus (Discontinued during Covid-19 Pandemic)
- 103 Hurontario Express, Bus
- Future Hurontario LRT

### **Parks:**

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

### **Places of Worship:**

- Cooksville United Church, Mississauga
- Pentecostals of Mississauga, Mississauga
- Middle East Baptist Church, Mississauga
- St. Catherine of Siena, Mississauga
- Iglesia de Dios Ministerial de Jesucristo International, Mississauga
- St. Ignatius Knanaya Church Toronto, Mississauga

### Commercial Areas:

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

### Healthcare Facilities:

- CML Healthcare, 3035 Hurontario Street, Suite 503
- Huron Square Medical Centre, 2500 Hurontario Street
- Cracovia Square Inc., 160 Dundas Street
- St. Lucia's Medical Centre, 160 Dundas Street
- Goodlife Medical Health Centre, 3024 Hurontario Street, Unit 215
- Ontario TCM Centre, 3024 Hurontario Street
- Kang-Shou Health Centre, 3024 Hurontario Street, Unit G3 & G4
- 79 Dundas Rehab, 79 Dundas Street
- LifeLabs, 3025 Hurontario Street
- Dr. Jameela Jifri – Huron Dental Centre, 3085 Hurontario Street
- Agnes Medical Centre, 25 Agnes Street
- Revive Health Centres – Hurontario, 2444 Hurontario Street
- MRA Medical Centre, 165 Dundas Street
- Parkerhill Medical Centre, 255 Dundas Street, Unit 6A

### Restaurants/Services:

- Willy's Jerk, 3024 Hurontario Street
- Subway, 3024 Hurontario Street
- Potluck, 21 Dundas Street
- Burrito Boyz, 19 Dundas Street
- Benab Family Restaurant, 3085 Hurontario Street
- Frederick Chinese Restaurant, 2515 Hurontario Street
- Semi Korean & Japanese Restaurant, 2580 Shepard Avenue
- McDonald's, 2500 Hurontario Street
- Popeyes Hurontario, 2500 Hurontario Street
- KFC, 60 Dundas Street
- Montfort Restaurant, 60 Dundas Street
- Charlie's Caribbean Cuisine, 3055 Hurontario Street
- Tazah Taste, 3041 Hurontario Street
- Dollarama, 93 Dundas Street
- FreshCo, 2500 Hurontario Street
- Food Basics, 2550 Hurontario Street
- I.D.A, 60 Dundas Street
- Dollar Discount Store, 40 Dundas Street





Figure 3: Community Services and Amenities Map

### 3.4 Transportation & Transit

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

#### Roads

Kirwin Avenue is defined as a *Major Collector* road that intersects with both Hurontario Street and Dundas Street. In accordance with Table 8-2 in the Official Plan, the planned right-of-way width for Kirwin Avenue is 26m. Hurontario Street and Dundas Street East are both defined as *Arterials* and require a 35-metre right-of-way width. Both Dundas Street East and Hurontario Street have been designated as *Intensification Corridors* that will feature connections to the under-construction Hurontario LRT and a planned BRT along Dundas Street East and West. Little John Lane functions as a laneway and is located on the western boundary of the subject property, which terminates at John C. Price Park.

#### Highways

The subject property is located approximately 3km south of Highway 403 and can be accessed from the Hurontario Interchange. In addition, the Queen Elizabeth Way (QEW) is located approximately 2 kilometres south of the subject property and can also be accessed via Hurontario Street. Both of these highways are part of the provincially operated 400-Series network that provides connections to other highways within the Province and Greater Toronto Area (GTA).

#### Transit

At present, seven MiWay bus routes serve the subject property: the 1, 1C, 2, 4, 101, 101A and the 103, all of which have stops within 1km of the subject property. It should be noted that routes 101, 101A and 103 are express lines with limited stops to decrease travel times for transit users, while the other routes are local lines with frequent stops.

In addition to these bus lines, Dundas Street and Hurontario have future planned transit infrastructure being developed. Dundas Connects is a multi-phased master plan that will direct the way that the identified 17 km long corridor of Dundas Street will grow in terms of land use, transit and public spaces. It is anticipated that this corridor will have a multi-modal street design that will consist of bike lanes, vehicle lanes and a Bus Rapid Transit (BRT) line. Hurontario Street has a planned and funded LRT line that will include 19 stops, running from Port Credit GO Station in south Mississauga to the Gateway Bus Terminal in Brampton. The Hurontario LRT is currently under construction and is anticipated to be completed by Fall 2024. The Cooksville GO Train station is located less than 1km away from the subject property, which provides connections to the rest of the Metrolinx system and to the GTA via Bus Route 21H and the Milton Rail Line. The station will also provide a future connection to the Hurontario LRT. The planned Dundas BRT and Hurontario LRT routes are outlined in the corresponding figures.





Figure 4: Hurontario LRT, Jan 2019





Figure 5: Dundas BRT, Dec 2020

## Trails and Cycling

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



## 4. PROPOSED DEVELOPMENT

## 4.1 Description of Development Proposal

### Proposed Uses, Built Form and Massing

The development concept proposes an 8-storey, 25.5m tall purpose-built rental apartment building on the subject property containing a total of 148 dwelling units. The dwelling units consist of one to three-bedroom units. 113 one-bedroom units, 32 two-bedroom units, and 3 three-bedroom units are proposed within the apartment building. The proposed residential units will range in size from 34 square metres to 117 square metres. The ground floor will consist of 1 one-bedroom and 9 two-bedroom “townhouse units”, which include two storey units built within the building and having access from the exterior and interior of the building, while the remaining storeys will contain standard apartment units. A mail room has been incorporated adjacent to the lobby of the proposed building. A total residential gross floor area (GFA) of 11,120.0 square metres (119,699 square feet), along with a Floor Space Index (FSI) of 1.74 based on Gross Site Area (GSA) and 2.83 based on Net Site Area (NSA) are proposed for the site. As well, a lot coverage of 27% based on GSA and 43% based on NSA is proposed. The developable area (NSA) as determined through consultation with the City of Mississauga and the CVCA is approximately 3,923.0 square metres and maintains the development limits for the proposed habitable structure and servicing infrastructure. The proposed development limits are the same as the previously approved Site Plan application for the hotel development that forms the existing C4-52 zoning exception for the property, and the prior planning applications submitted by the previous owner of the site (NYX Capital Corp).

The proposed apartment building will be developed in the shape of a bow-tie, which will provide additional separation from the existing commercial buildings to the south and minimize any noise impacts from their operations, while also adding architectural expression and massing interest to the community through a unique building design. The proposed visual design for the building is a French-chateau aesthetic with modern influences, and has been provided at the request of the Local Councillor. The 3-storey podium along Kirwin Avenue will feature

a grey stone-like material, unit and lobby windows with black frames that will convey the intended aesthetic. As well, the podium will feature decorative articulations at its top edge for visual interest. The units above and behind the podium are proposed to be constructed with black exteriors which, in conjunction with the glass panels and balconies, will convey modernity alongside the French-chateau aesthetic to pedestrians along Kirwin Avenue. In order to minimize any massing impacts to the adjacent park and low-rise dwellings to the east, the proposed building will step down to 3-storeys along Kirwin Avenue and 4-storeys at its northwest corner. The proposed building is also terraced at its front and rear end in order to assist in minimizing massing impacts. At the front end, the 4th to 7th storeys step back 2.2m from the first 3-storeys; the 8th storey steps back 1.7m from the 7th storey. At the rear end, the 5th to 8th storeys incrementally step back in ranges of 3.3m to 7.0m from the first 4-storeys.

The proposed building will have a minimum setback of 4.5m from the front yard and the side yard abutting the existing commercial buildings. A minimum setback of 5.6m and 9.5m are proposed for the rear yard and side yard abutting John C. Price Park, respectively. 12 square metres of land near the driveway access in the front yard will be dedicated for road widening purposes to the City.

### Amenity and Landscaped Area

The proposed development includes approximately 550 square metres of private outdoor amenity space and 330 square metres of private indoor amenity space. A total of 880 square metres of amenity space is proposed in the development, providing approximately 5.95 square metres of amenity per unit. Approximately 100 square metres of the outdoor amenity area will be located on the ground floor along the northwest and southeast portions of the property, and 450 square metres will be located on the roof top. The indoor amenity area will be provided on the ground floor within the northwest section of the proposed building (abutting the outdoor amenity area), which will provide residents and guests with views into the nearby park. The indoor amenity area

will consist of a gym, party room, and theatre, while more specific programming of the amenity areas will be determined as part of the future site plan application.

2,138.0 square metres of landscaping will be provided on the subject property, covering approximately 54% of the NSA, and consisting of 912 square metres of soft landscaping, 760 square metres of hard landscaping, and 466 square metres of green roof area. The soft and hard landscaping will be provided along all portions of the site, but primarily along the southern and western portions. The landscaping along the southern and western portions of the site will feature various plantings and a network of pedestrian pathways to facilitate pedestrian circulation through this area. A minimum 1.5m landscape buffer will be provided along the northern portion of the site between the proposed driveway and the property line. The soft landscaping will consist of various trees, shrubs, ornamental grasses and perennials on the property.

Streetscape improvements are also proposed along Kirwin Avenue in order to enhance the public realm. Curbed plant beds, concrete planters, and concrete seat walls are proposed along the street. The plant beds and planters will contain various trees, shrubs, and perennials. Cumulatively, these improvements will contribute to a pedestrian-oriented streetscape by providing for an attractive space to rest and socialize in the public realm. The proposed concrete pavers leading to the front entrance will also clearly define the streetscape as a pedestrian-oriented space.

### Parking and Access

The proposed development is accessed by a 7.0m wide driveway from Kirwin Avenue which enters the property from the northeast corner and leads to a 2-storey underground parking garage. 178 vehicular parking spaces are proposed for the site, consisting of 157 residential parking spaces and 21 visitor parking spaces. This translates to a parking rate of 1.02 spaces per 1-bedroom unit, 1.18 spaces per 2-bedroom unit, 1.30 spaces per 3-bedroom

unit, and 0.14 visitor spaces per unit. 5 of the visitor spaces will be located at-grade, including 1 Type A and 1 Type B accessible parking space. All residential parking spaces will be located within the underground garage and will include 5 accessible parking spaces.

As well, 14 short-term residential and 101 long-term residential bicycle parking spaces will be provided for a total of 115 spaces. This translates to a rate of 0.09 short-term spaces and 0.68 spaces per unit. 6 of the short-term bicycle spaces will be located near the entrance to the underground garage, while the remaining 8 spaces will be located in the front yard adjacent to the lobby. The long-term residential bicycle parking spaces will be located in a secured room in the 1st-storey of the underground garage.

### Garbage and Loading

The development proposal contains a segregated enclosed waste collection area that is 123 square metres in size and is located on the ground floor of the building near the northwest section. A separate bulk storage area approximately 15 square metres in size is included in the waste collection area. Storage bins have been provided in accordance with the Region's Waste Collection Design Standards. A loading area meeting the size and clearance requirements as specified in the Zoning By-Law is also provided adjacent to the waste collection area. 13m turning radii have been provided along the driveway to ensure sufficient turning room for the front-end bin loading waste collection vehicle, which is measured at 9.85m by 2.77m.

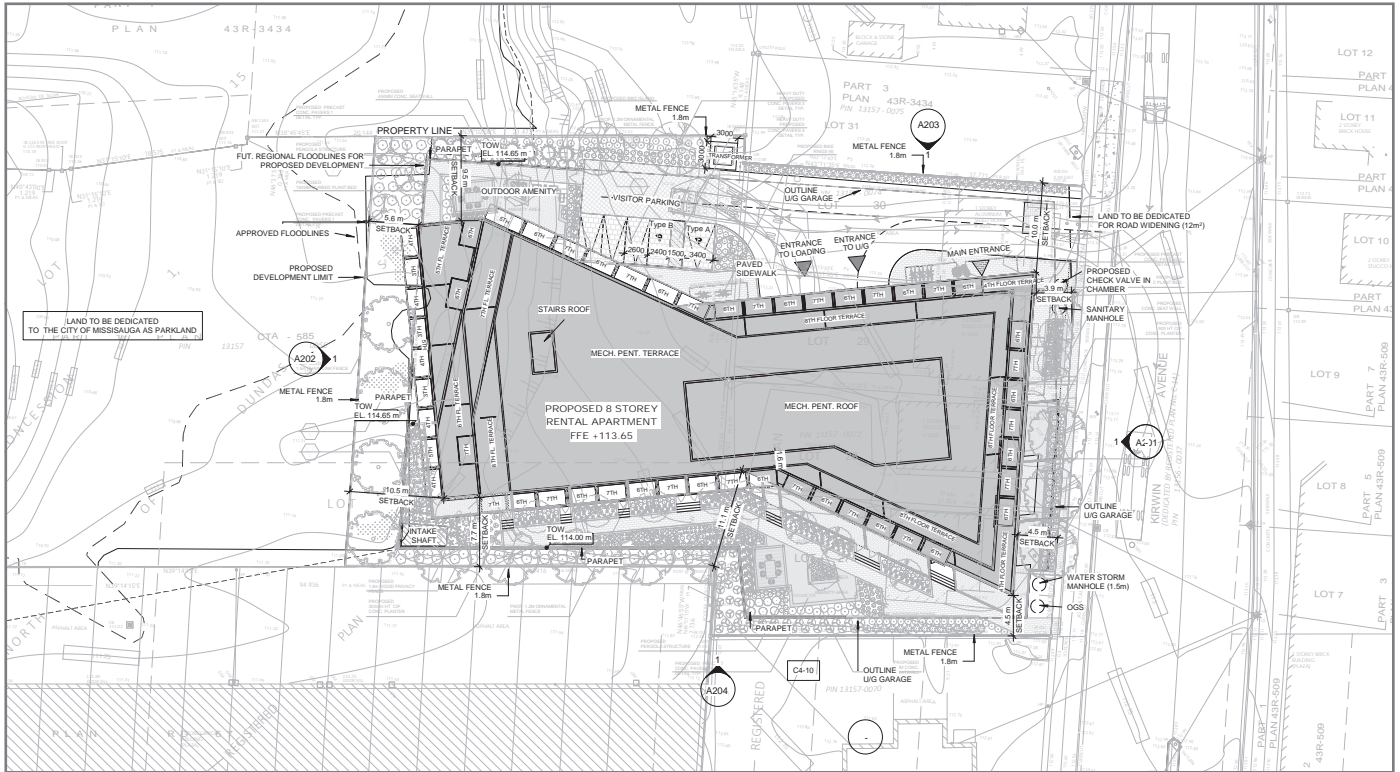


Figure 6: Proposed Site Plan Prepared by KFA architects + planners inc.



Figure 7: South Elevation Prepared by KFA architects + planners inc.



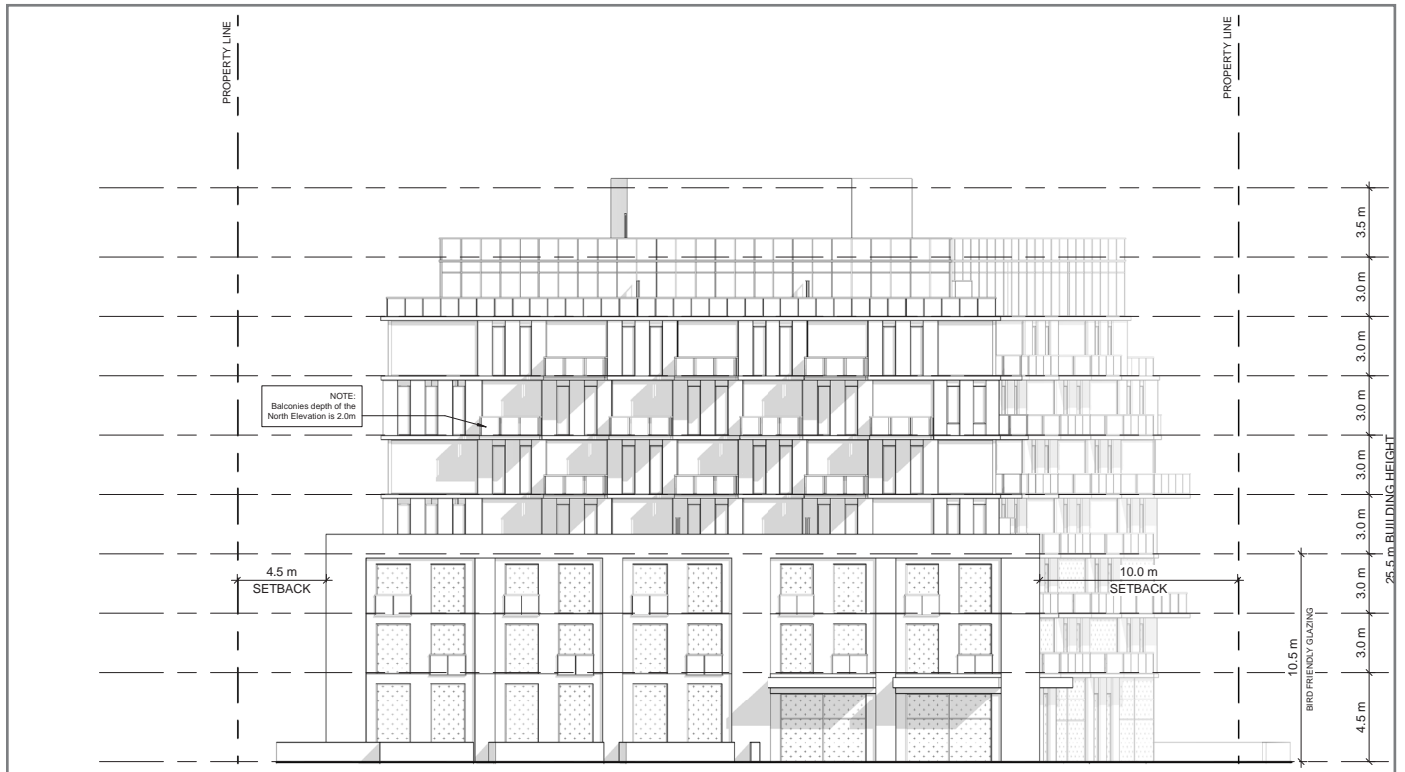


Figure 8: East Elevation Prepared by KFA architects + planners inc.



Figure 9: Render Prepared by KFA architects + planners inc.

## 4.2 Planning Applications

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

The subject property is designated *Mixed-Use* under the City of Mississauga Official Plan which requires a mixture of uses to be developed on the site. The proposed development contemplates residential-only uses on the subject property. A portion of the subject lands is also identified as being part of a *Natural Hazard* and no amendments are required to this portion of the subject property as the proposed development respects the limits of the feature and is being developed based on previously reviewed and approved development limits. An OPA is being submitted to permit residential development as a singular use within the *Mixed-Use* designation.

The City of Mississauga Zoning By-law zones the subject lands *Mainstreet Commercial (C4-52)*. An amendment to the Zoning By-law is required to permit the proposed residential-only use and to amend some site specific zoning standards required to implement the development as proposed. Through the proposed Zoning By-law Amendment application, the existing zoning designation will be amended to permit the residential-only use with site-specific standards. A future application for Site Plan Approval will be submitted in order to facilitate the proposed development.

## 4.3 Public Consultation

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

- A Pre-Submission Public Open House was held on January 21, 2021, to which the initial proposal as discussed in this report was presented to area residents. Both the Local Councillor's office and Planning Department attended the meeting. No residents attended the virtual meeting or made representation on the proposed development.
- Once the application is deemed complete, a Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality detailing the nature of the application and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the subject property by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject property.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

It is our understanding that the above public consultation strategy is consistent with the requirements of the *Planning Act*. We are committed to amending the above Public Consultation Strategy as required to ensure sufficient public input from the community.



## 5. SUPPORTING MATERIALS

---

In accordance with the information obtained as a result of the Pre-Application Consultation meeting conducted with the Region of Peel, City of Mississauga and Credit Valley Conservation Authority on May 13, 2020, and subsequent correspondence, the following studies are submitted in support of the proposed development:

**Table 1. List of Supporting Documents**

Report	Author/Consultant
Planning Justification Report	Weston Consulting
Urban Design Study	
Sun/Shadow Study	
Acoustical Feasibility Study	Valcoustics
Wind Study	Theakson Environmental
Phase 1 + Phase 2 ESA	Azure Group
Traffic Impact Study	Lea Consulting
Stormwater Management Report/Functional Servicing Report	
Tree Inventory Preservation Plan & Arborist Report	Beacon Environmental
Scoped Environmental Impact Study	
Archaeological Assessment + Clearance Letter	Amick Consultants

Furthermore, through correspondences with City Staff, it was determined that the Archaeological Assessment and Arborist Report, which were submitted under the previous owner (NYX Capital) under City File No. OZ/OPA 186, may be resubmitted without modifications for the current OPA/ZBA applications. An Archaeological Clearance Letter has also been provided in this submission. A Pre-Submission Community Engagement Meeting was also held on January 21, 2021 in accordance with the DARC Checklist provided.



### Acoustical Feasibility Study

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

To mitigate the noise impacts, Valcoustics provided two recommendations that are to be discussed further with the adjacent land owner regarding the noise produced by the neighbouring mechanical units on the roof. These recommendations include replacing the commercial fans with quieter units and/or adding rooftop acoustic screens. As well, an exterior acoustic wall and windows were recommended to mitigate indoor sound levels from transportation noise sources to indoor criteria. The report concludes that the proposed residential development is feasible provided the recommendations are implemented. For further information, please see the accompanying report.

### Archaeological Assessment

AMICK Consultants were retained by the previous owner to conduct the appropriate undertakings to evaluate the archaeological history of the subject property. AMICK conducted a Stage 1-2 Archaeological Assessment for the entirety of the study area and found no archaeological resources on site. As such, AMICK recommends that no further archaeological assessment of the study area is warranted and that the proposed undertaking is clear of any archaeological concern. This Stage

1-2 Archaeological Assessment has been included within this submission should further information be necessary. Our correspondence with Brooke Herczeg from the City has confirmed that a new Archaeological Assessment will not be required. A MTCS Clearance Letter has also been provided with our submission.

### Environmental Impact Study

An Environmental Impact Study was prepared by Beacon Environmental in 2017 which evaluated the potential impacts of the previous townhouse development on the natural features and ecological function of the natural heritage system. The prior study had concluded that *“the proposed redevelopment will not adversely impact upon the Significant Natural Area or any significant natural heritage features and ecological functions associated with the Natural Heritage System.”*

An updated study was prepared by Beacon Environmental in support of the current development concept for an 8-storey apartment building on the subject property. The updated study also resulted in the same conclusion as the previous study that the proposed development will have no adverse impacts on the surrounding natural heritage features and ecological functions.

### Functional Servicing & Stormwater Management Report

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

The FSR proposes on-site storage and a quality treatment facility for the purposes of stormwater management to the satisfaction of the applicable regulations and policies of the City and CVCA. The report concludes that the proposed development could be appropriately serviced through existing infrastructure located along Kirwin Avenue. The proposed development is not anticipated to create any negative impacts off-site or to City infrastructure.

#### Phase One/Two Environmental Site Assessment

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

Afterwards, an updated Phase One and Phase Two ESA were prepared by Azure Group on December 22, 2020 and January 7, 2021, respectively. The Phase One ESA indicated the presence of various environmental concerns on-site and within the vicinity of the property. Accordingly, a Phase Two ESA was conducted thereafter to assess the soil and groundwater quality on the subject property. The report found that the on-site soil and groundwater met the applicable MECP standards. As a result, it was concluded that the property is suitable for the proposed development, and that no further environmental investigation is recommended.

#### Transportation Impact Study

Lea Consulting prepared a Transportation Impact Study (TIS) to evaluate the impact of the proposed development on the existing and future traffic network in terms of traffic volume, operational and safety concerns, and projected on-site parking demand. The TIS utilized 2017 traffic data and adjusted them with historical growth rates to reflect 2020 traffic conditions given that no traffic surveys can be conducted due to the Covid-19 Pandemic. The report outlined existing traffic conditions, future traffic conditions without the proposed development, and future traffic conditions after considering the proposed development.

The TIS found that the existing Dundas Street and Hurontario Street intersection will continue to operate at acceptable Levels of Service during all existing and future conditions. As well, the proposed parking rate for the proposed development is expected to sufficiently meet the projected on-site parking demand, despite being deficient of the Zoning By-Law requirements. A TDM Plan was also outlined in the study.

#### Tree Inventory & Preservation Plan & Arborist Report

Beacon Environmental was retained by the proponent to prepare an updated Arborist Report and Tree Inventory & Preservation Plan which outlines the impact of the proposed development on the site's existing trees. This report and plan were previously prepared in 2017 in support of the prior development applications for townhouses on the property.

A total of 228 trees were inventoried and assessed on the property. Most of these trees were found outside of the developable area, west of the flood line outlined on the Site Plan. A total of 84 trees are proposed to be removed to accommodate the development. The complete inventory of existing trees and that are proposed for removal or preservation are outlined in the report and plan. Replacement trees will be determined in coordination with City staff at a later date.

### Wind Study

A Preliminary Pedestrian Level Wind Study was prepared by Theakston Environmental in support of the proposed development. The purpose of the study is to estimate pedestrian level wind conditions resulting from the development and their impacts on pedestrian comfort and safety. The results indicate that pedestrian comfort conditions are generally expected to remain comfortable and suitable for walking or standing. Additional mitigation measures are recommended for the Rooftop Amenity Space, including wind screens and raised planters, in order to make it more suitable for its intended use.

*This page intentionally left blank.*





## 6. PLANNING POLICY FRAMEWORK

---

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

- Planning Act, RSO 1990, c.P.13;
- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2020;
- Region of Peel Official Plan, 2018 (Consolidation December 2018);
- City of Mississauga Official Plan, 2019 (consolidation September 2020); and,
- City of Mississauga Zoning By-Law 0225-2007.

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

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

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

### Section 2 Provincial Interest

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

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

- n. the resolution of planning conflicts involving public and private interests;*
- o. the protection of public health and safety;*
- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r. the promotion of built form that,*
  - i. is well-designed,*
  - ii. encourages a sense of place, and*
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

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



## 6.2 Provincial Policy Statement (February 14, 2020 Office Consolidation)

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020 and provides policy direction pertaining to land use matters of provincial interest that must be considered whenever land use planning decisions are being made. The PPS supports intensification and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are available. The PPS encourages appropriate development while maintaining public health and safety and the quality of the natural and built environments. Section 3 of the Planning Act requires that decisions affecting land use planning matters “shall be consistent with” the PPS. The following is an evaluation of the policies of the PPS that are applicable to the proposed development and a discussion on how the identified policies have been satisfied and are consistent with the PPS as part of this development application.

Section 1.1.1 outlines policies for managing and directing growth and development to ensure that they result in efficient land use patterns, expand the range of housing options, avoid any negative environmental or public health impacts, are accompanied by necessary infrastructure, and incorporate the principles of transit-oriented development.

### *1.1.1 Healthy, liveable and safe communities are sustained by:*

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e. 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;*
- g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h. promoting development and land use patterns that conserve biodiversity and*

The proposed development provides for the redevelopment of underutilized and currently vacant parcel of land to create a compact built form and efficient land use that will contribute additional housing and intensification opportunities within the community. The proposed residential apartment building will provide 148 purpose-built, market rental apartment units to a City that now sits at a rental vacancy rate of 1.2% in 2019 per Peel Region market data (prior to the start of the Covid-19 Pandemic), which is far below the widely-accepted healthy threshold of 3%. The additional rental units will help to alleviate a pressing housing need in the City. The proposed development will contribute 32 two-bedroom units and 3 three-bedroom apartment units to increase the range and diversity of housing options and types within the City, while also providing larger units to be enjoyed by growing families. Although a portion of the subject property predominately consists of natural features and is located within the floodplain associated with the Cooksville Creek west of the property, the proposed development will be entirely contained within an area previously evaluated and approved for development by the City in cooperation with the CVCA. This will avoid any potential environmental, natural hazard or biodiversity impacts.

As earlier noted, the subject property is located within 1km of the Cooksville GO Station and approximately 550 metres of the future Dundas Station along the Hurontario LRT, and is designated within *Downtown Cooksville* per the CMOP. Intensification is expected in this built-up area. Per the Functional Servicing and Stormwater Management Report prepared by Lea Consulting, no new servicing infrastructure will be required for the proposed development as the existing infrastructure along Kirwin Avenue will be sufficient, thereby minimizing servicing costs and making efficient use of existing servicing capacity. The proposed development will achieve an FSI of 2.83 based on NSA, thereby achieving intensification and transit-supportive densities on presently vacant, serviced land that is not contributing any development opportunity to support the transit and infrastructure investments in the area. The proposed development will result in a cost-effective development pattern, optimize the Hurontario LRT and other nearby transit infrastructure, and minimize land consumption.

Section 1.1.3 outlines policies for directing growth and development within *Settlement Areas*. The Cooksville neighbourhood of the City is within the *Settlement Area*.

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a. efficiently use land and resources;*
- b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e. support active transportation;*

- f. are transit-supportive, where transit is planned, exists or may be developed; and*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.3 Planning authorities shall 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, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The proposed development will achieve a compact and dense built form that will efficiently utilize land and the existing servicing infrastructure, transit investments, and public service facilities. As earlier detailed, the Cooksville neighbourhood contains an abundance of community services and facilities that are readily available to the site. As well, Kirwin Avenue contains a dedicated bicycle lane which connects to other nearby bicycle lanes; the proposed development contemplates short and long-term bicycle storage which will support the existing active transportation infrastructure in the area. The proposed development will achieve a transit-supportive density that will permit efficient usage of the future Hurontario LRT, and the nearby MiWay and GO bus and rail routes within *Downtown Cooksville*. The proposed development will also increase the range and supply of housing options by redeveloping the underutilized site for a mix of one to three-bedroom apartment units, and will be appropriately serviced by the existing servicing infrastructure along Kirwin Avenue without any need for expansion.

## 1.4 Housing

Section 1.4 outlines policies to guide residential developments and planning authorities with respect to the provision of an appropriate range and mix of housing options and densities. The following are relevant to the proposed development:

*1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

As stated, the proposed development contemplates a mix of one to three-bedroom apartment units in a compact built form that will increase the range and mix of housing options within the City. The existing servicing infrastructure along Kirwin Avenue will adequately service the proposed development. Overall, the proposed development provides an appropriate opportunity for intensification on underutilized lands to contribute to the City's long-term intensification goals and housing needs.

*1.4.3 Planning authorities shall provide 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 of the regional market area by:*

- a. establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b. permitting and facilitating:*
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

- f. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development will directly address a pressing market need for rental apartment units that is targeted for moderate income households. The apartment units will range from one to three-bedroom in size to meet the requirements of a variety of households, and will be developed within a compact, dense built form. The range in unit sizes and types will provide varying housing opportunities for the community. The proposed development will be located in an area that is readily serviced by community services and infrastructure including parks, grocery stores, community centres, schools, recreation centres and health care facilities to ensure that the social, health, and well-being requirements of future residents will be readily met. As well, the proposed development will efficiently utilize existing servicing, active transportation and transit infrastructure, including the proposed Hurontario LRT and current MiWay/GO bus and rail routes, along with the bicycle lane on Kirwin Avenue.

Section 1.6 outlines the following pertinent policies regarding the provision of infrastructure and public service facilities:

*1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposed development shall be serviced by existing infrastructure including municipal water and wastewater services as demonstrated through the Functional Servicing Report prepared by LEA Consulting dated March 2021. The proposed development will optimize the use of these existing services along Kirwin Avenue.

#### *1.6.7 Transportation Systems*

*1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

As earlier mentioned, the proposed development will achieve transit-supportive densities on the site which will make efficient use of the existing MiWay and GO bus and rail routes, along with the under-construction Hurontario LRT. A TDM Strategy has been prepared by Lea Consulting, which outlines a number of TDM measure including bicycle parking, an expanded pedestrian realm and access to multiple higher order transit services. The proposed development will be located on a site which has an abundance of amenities and community services and facilities within walking distance, along with bicycle lanes along Kirwin Avenue and nearby roads to provide access to those amenities. As a result, the location of the development will help minimize the length and number of vehicle trips while supporting current and future use of transit and active transportation. The proposed development density will further support the current transit investments in the area.

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*



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

The proposed development will support energy conservation and efficiency by providing a compact built form that is located within close proximity to transportation infrastructure (existing and planned), and is adjacent to existing trails and pedestrian connections that connect the subject property to the larger community. Furthermore, the site is well within walking distance of an abundance of amenities which will assist in reducing vehicular trips and greenhouse gas emissions. These site and design elements will reduce the carbon footprint and environmental impact of the proposed development, thereby assisting in climate change mitigation.

## 2.1 Natural Heritage

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

A portion of the subject property contains existing natural features, which have been evaluated by Beacon Environmental. As outlined in the EIS prepared by Beacon Environmental, the existing tree cover and forested portion of the property will be maintained in order to preserve the ecological integrity of the area and enhancement of the natural heritage feature which has been degraded over time due to historic land uses.

## 3.1 Natural Hazards

Section 3.1 outlines policies with the overall intention of directing development outside of natural hazards. The following are relevant to the proposed development:

3.1.1 *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- b. *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*

3.1.2 *Development and site alteration shall not be permitted within:*

- b. *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*

- c. *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*
- d. *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*

It is recognized that a significant portion of 3031 Little John Lane on the subject property is within the *Regulatory Floodplain* as regulated by the CVCA. Through past conversations with the Conservation Authority during the NYX applications, and through subsequent discussions surrounding this development proposal, it was agreed to that the previously approved development limit associated with the hotel proposal remains valid and represents the development limit for this application. This development limit remains unchanged and is reflected on the submitted Site Plan

### Summary

The proposed development contemplates the intensification of a currently vacant and underutilized site with access to existing municipal infrastructure, various public services and facilities and multiple existing and planned transit investments that will sufficiently service the development. The proposed development is located in a built-up area with access to transit and active transportation and provides for a range and mix of unit types and sized that will provide additional rental housing opportunities that are needed for the market area. The proposed development will efficiently use the vacant lands through new intensification and development, while protecting public health and safety. The development limit has been established in coordination with the CVCA based on previous approvals. It is our opinion that the proposed development is consistent with the PPS.

### 6.3 Growth Plan for the Greater Golden Horseshoe (August 28, 2020 Office Consolidation)

The Growth Plan for the Greater Golden Horseshoe (GGH) provides direction on the development and growth of communities within the Greater Golden Horseshoe. The Growth Plan was prepared under the *Places to Grow Act*, 2005 and provides a framework for implementing the Provincial Government’s vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH). The current Growth Plan (2020) came into effect on August 28, 2020 and applies to the development of the subject property. The site is located within the *Built-Up Area*.

Section 2.2.1 of the Growth Plan outlines policies for directing growth and development to the appropriate geographical areas within the Greater Golden Horseshoe. The following policies are relevant to the proposed development:

2.2.1.2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a. *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*

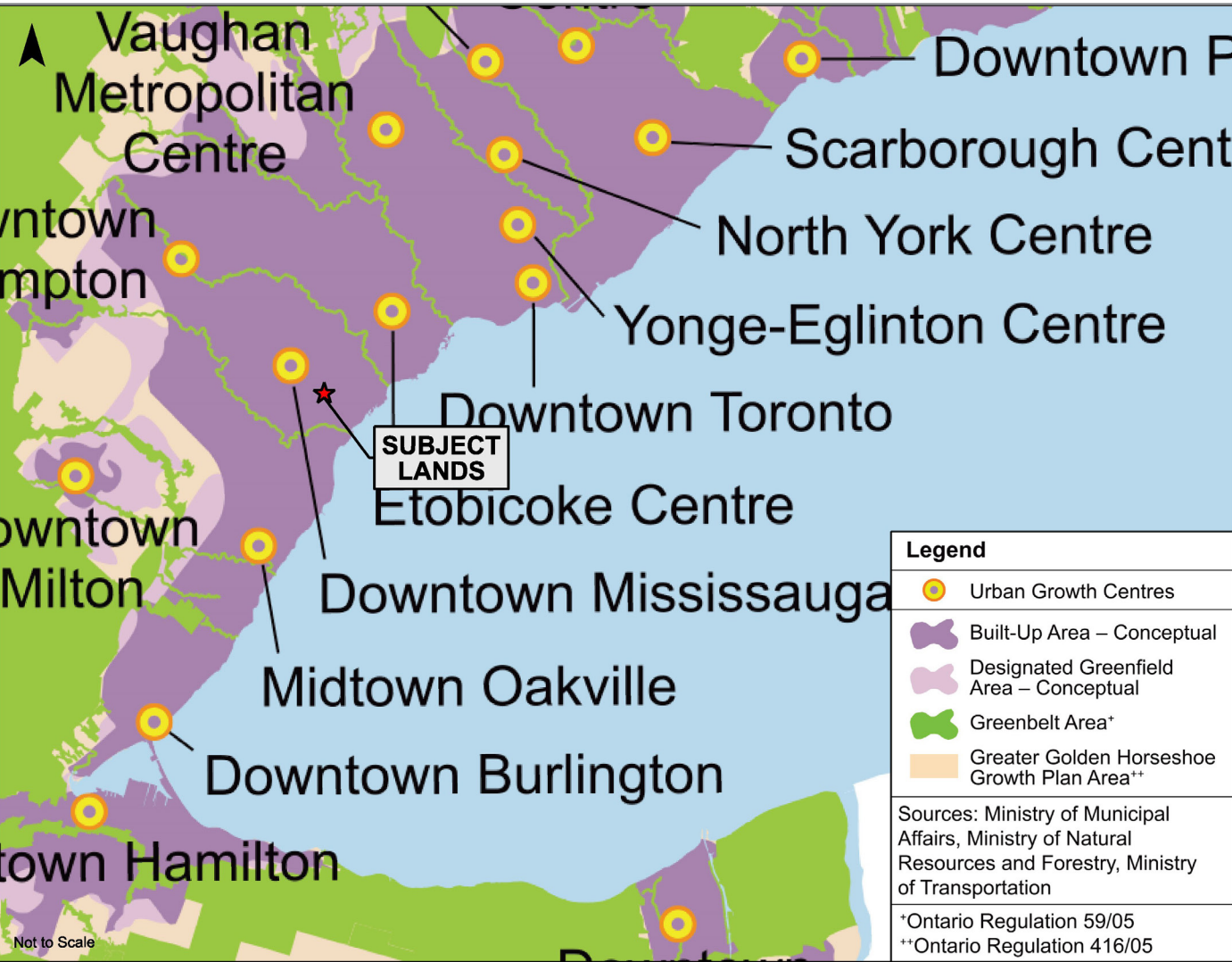


Figure 10: The Growth Plan for the Greater Golden Horseshoe

- iii. *can support the achievement of complete communities;*
- c. *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;*
- d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

The proposed development represents intensification within the *Built-Up Area* of the *Settlement Area*, which has existing municipal water and wastewater systems, and public service facilities with sufficient capacity to support new development. The proposed development, as comprised of one to three-bedroom apartment units, will contribute to a greater range and mix of housing types in a high-quality, compact built form, which will support the achievement of a *complete community*. The site is located in proximity to local and express bus routes, a GO rail station and bus route, and the future Hurontario LRT, making it an appropriate and strategic location for intensification given its access to various levels of transit service.

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

- a. *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- c. *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d. *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e. *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f. *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g. *integrate green infrastructure and appropriate low impact development.*

The proposed development will contribute to creating a complete community by providing a greater range and mix of housing types compared to the existing housing supply, while ensuring a high-quality and compact built form. The active frontage proposed along Kirwin Avenue and visually interesting façade will contribute to a vibrant public realm along the street. The proposed apartment building features rental apartment units of various sizes that are geared towards middle-income households. This will improve social equity in the City and neighbourhood by meeting an urgent need for rental dwellings and increasing the supply of housing opportunities. As previously stated, the site will feature convenient access to existing and planned transportation and active transportation infrastructure, public service and community facilities and services, and affordable food options as provided through the



large variety of grocery stores/supermarkets in the area. The density of amenities within the area will reduce the amount of vehicular trips, increase active transportation trips, and result in a reduction in greenhouse gas emissions associated with the proposed development.

Section 2.2.2 outlines intensification targets and strategies for achieving those targets for key geographical areas within the Greater Golden Horseshoe. The following policies are relevant:

### 2.2.2 Delineated built-up areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
  - a. *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a. *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - b. *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - c. *encourage intensification generally throughout the delineated built-up area;*
  - d. *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e. *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*

The proposed development will help the Region of Peel achieve its intensification target within the *Built-Up Area*. *Strategic Growth Areas* are defined as including “urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.” The subject property is within the *Strategic Growth Area* as it is located within an *Urban Growth Centre*, a future *Major Transit Station Area* (MTSA), and *Intensification Corridor* with existing and planned frequent transit service. The proposed development represents the intensification of a vacant and underutilized site in an area designated for higher densities and building heights, which also has sufficient municipal infrastructure and public services to support intensification. Furthermore, the 8-storey built form, which steps down to 3-storeys along Kirwin Avenue, will act as a transition interface between the high-rise built forms planned closer to Dundas Street East and Hurontario Street versus the stable low-rise areas to the east of Kirwin Avenue. As well, rezoning the subject property to permit the proposed one to three-bedroom rental apartment units, which will increase the supply and mix of housing in the area, will support the achievement of a *complete community*. The location of the subject property within a *Strategic Growth Area* makes it the optimal site and development scheme to increase density while respecting the area context.

Section 2.2.4 outlines intensification targets for MTSA's on *Priority Transit Corridors* along with policies on how to achieve those targets. The following policies are relevant:

### 2.2.4 Transit corridors and station areas

3. *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
  - a. *200 residents and jobs combined per hectare for those that are served by subways;*

- b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
- c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

The proposed development is located within the proposed Dundas MTSA, which is located at the Dundas Street and Hurontario Street intersection and along a *Priority Transit Corridor* (see Figure 7). The centre point of the MTSA is Dundas Station along the proposed Hurontario LRT. The subject property is also located approximately 1km from the Cooksville GO Station and 100m from a future Dundas BRT station at Kirwin Avenue, both of which were also identified as proposed MTSAs. The MTSA policies have been considered given the changing policy context that will be applicable to the lands once the Region of Peel has completed its MCR process and officially delineates the lands within an MTSA boundary. The redevelopment of the subject property will represent appropriate, residential intensification that will help the City meet the

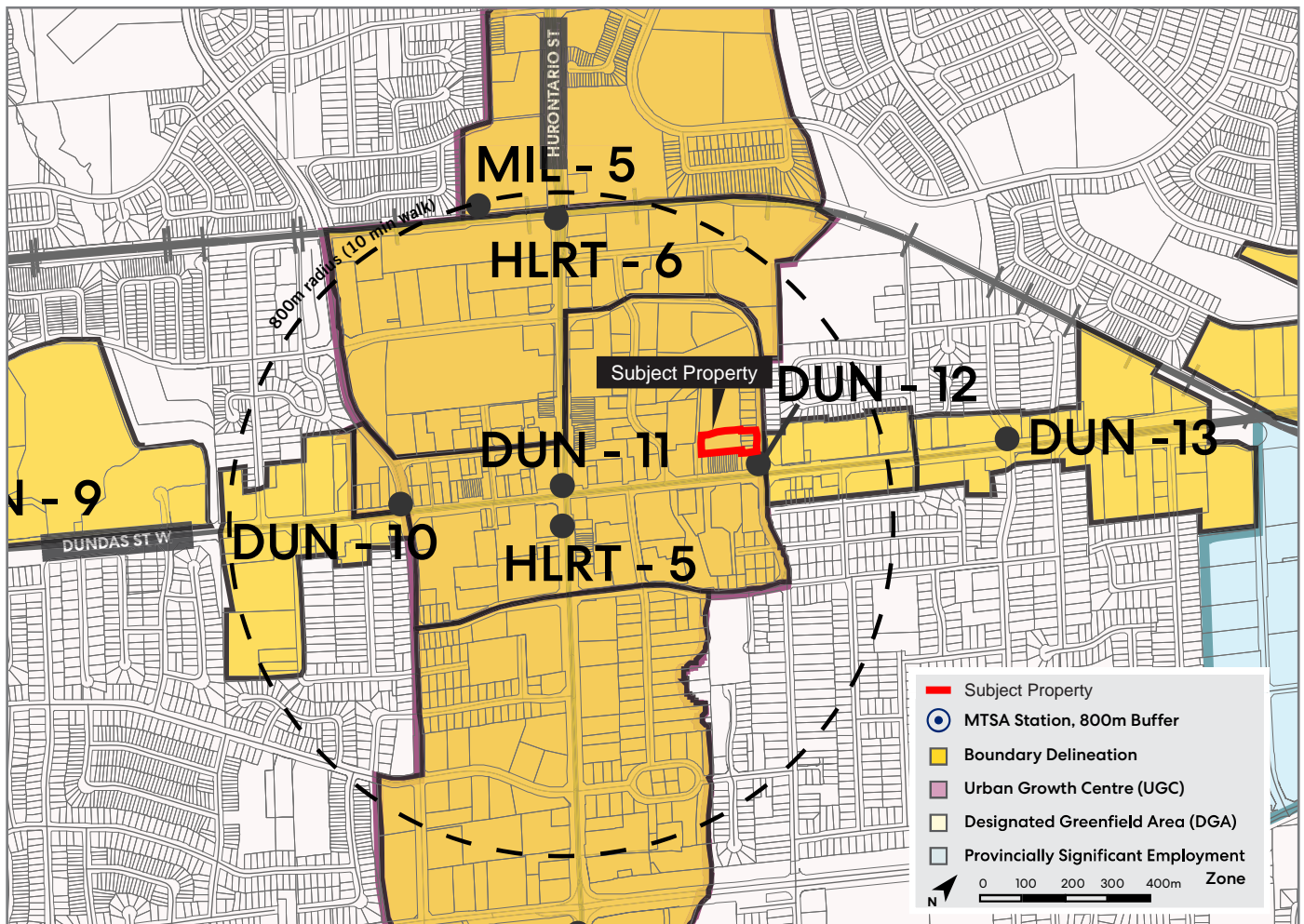


Figure 11: Proposed Dundas MTSA, Dec 2020

minimum intensification target of 160 residents and jobs combined per hectare for light rail transit. This will provide transit-supportive densities to efficiently utilize the nearby existing and planned transportation and active transportation infrastructure.

Section 2.2.6 outlines policies for the two tiers of municipalities in achieving a diverse range and mix of housing options and densities. The following policies are relevant:

### 2.2.6 Housing

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a. *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b. *planning to achieve the minimum intensification and density targets in this Plan;*
  - c. *considering the range and mix of housing options and densities of the existing housing stock; and*
  - d. *planning to diversify their overall housing stock across the municipality.*

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The proposed development of one to three-bedroom market rental apartments will increase the range and mix of housing options in the neighbourhood and City, which will support various household sizes and incomes while modestly exceeding the minimum intensification targets for the area. In doing so, redeveloping the site will support the achievement of *complete communities* per the noted policies. Furthermore, the site has sufficient servicing capacity to accommodate the proposed 8-storey apartment building.

Section 3.2 of the Growth Plan outlines a number of sub-sections and policies for ensuring that infrastructure, ranging from transportation networks to servicing capacity, is available and sufficient to accommodate growth and development within municipalities. The following policies are relevant to the proposed development:

### 3.2.6 Water and wastewater systems

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
  - a. *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*



- b. the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;
- c. a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:
  - i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;
  - ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and
  - iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.
- d. in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and
- e. plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.

### 3.2.7 Stormwater management

2. Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:
  - a. is informed by a subwatershed plan or equivalent;

- b. incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
- c. establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d. aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

The proposed development will be serviced by municipal waste and wastewater infrastructure as detailed in the Functional Servicing Report prepared by Crozier. The report concludes that existing infrastructure has sufficient capacity to accommodate the proposed development without any upgrades or improvements. As well, appropriate stormwater management measures have been incorporated as outlined in the report.

Section 4.2 outlines policies for protecting natural, agricultural, cultural, and mineral resources within municipalities, along with policies regarding climate change adaptation and mitigation. The following policies are relevant to the proposed development:

#### 4.2.10 Climate change

1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:
  - a. supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;
  - b. reducing dependence on the automobile and supporting existing and planned transit and



*active transportation;*

- c. assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
- d. undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*

As earlier detailed in this report, the proposed development will contribute to the creation of a *complete community* while meeting the minimum intensification and density targets of 160 residents and jobs combined per hectare for MTSAs serviced by LRTs. The subject property's location to future stations along the Hurontario LRT and Dundas BRT will reduce automobile dependency, along with providing transit ridership to these planned transit routes and nearby existing routes. The site is also within walking distance to the many services and amenities that are concentrated within Cooksville, which will help further reduce automobile dependency. The proposed development itself will occur outside of the *floodplain* within the development limits agreed upon with the CVCA, ensuring that stormwater management measures will be sufficient for the property. As well, the Functional Servicing Report prepared by Crozier details a number of green infrastructure and low-impact development measures that can be implemented as part of a future application for Site Plan Approval.

### Summary

The proposed development appropriately provides for the intensification of vacant, underutilized and serviced lands to contribute a range and mix of rental housing opportunities that will further diversify the neighbourhood housing stock. The proposed development includes a compact and high-quality built form that will allow for the optimal use of the lands, while respecting and appropriately integrating into the neighbourhood character given the lower density housing forms to the east and environmentally sensitive lands to the west. The proposed development will efficiently utilize the nearby existing and planned transportation and active transportation infrastructure, public services and community facilities, and servicing infrastructure. The site's location within a *Strategic Growth Area* and future *Major Transit Station Area* makes it the optimal location and housing form for intensification and growth. In our opinion, the proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

## 6.4 Peel Region Official Plan (December 2018 Consolidation)

The Region of Peel Official Plan (“ROP”) was adopted by Regional Council on July 11, 1996 and the sections not under appeal came into effect as of October 1, 1997. The subject property is located within the *Urban System*, which is an area identified to accommodate additional growth and intensification. The subject property is further identified within the *Conceptual Urban Growth Centre* per Schedule D, Regional Structure (Figure 5) and within the *Settlement Area* on Schedule D3 - Greenbelt Plan Area and Land Use Designations. It is important to note that although the ROP identifies the *Urban Growth Centre* as “conceptual”, the City of Mississauga has since defined the precise limits of

its *Urban Growth Centre* as inclusive of *Downtown Cooksville* in its Official Plan, which includes the subject property.

The Region is currently conducting its Municipal Comprehensive Review (MCR) to update its Official Plan to conform to the 2020 Consolidations of the PPS and Growth Plan, including meeting the updated residential and employment intensification targets up to 2051, and delineating the location and limits of the Region’s proposed *Major Transit Station Areas* (MTSA). Regional Council is anticipated to adopt a ROPA to update the Official Plan in Q4-2021, with Provincial conformity expected by July 1, 2022.

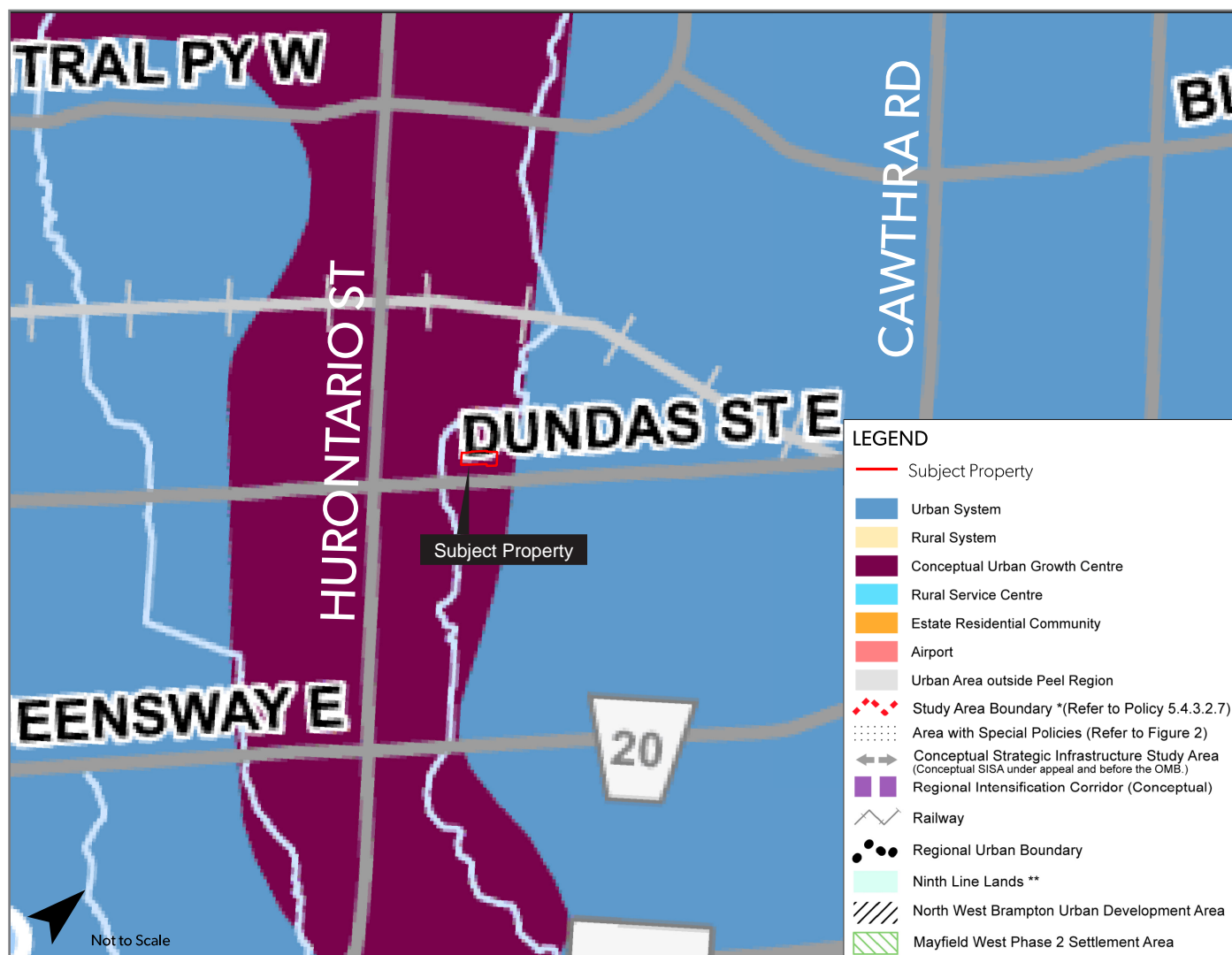


Figure 12: Peel Region Official Plan Schedule D, Regional Structure

Section 2.4.5 outlines a number of policies and objectives regarding development in relation to existing or new *floodplains* across the Region. The following are relevant to the proposed development:

#### 2.4.5.1 Objective

*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.*

#### 2.4.5.2 Policies

*It is the policy of Regional Council to:*

*2.4.5.2.1 Support the area municipalities, in consultation with the conservation authorities, in directing development and site alterations to areas outside the regulatory floodplain.*

*2.4.5.2.2 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.*

*2.4.5.2.3 Encourage the conservation authorities to coordinate their regulations and Flood Plain and fill line identification regulations to ensure consistent application throughout the region.*

*2.4.5.2.4 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.*

*2.4.5.2.5 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.*

It is recognized that a significant portion of 3031 Little John Lane on the subject property is within a *Floodplain* as regulated by the CVCA. Through past conversations with the Conservation Authority during the NYX applications, and subsequent discussions as part of this development proposal, the development limit was agreed to based on previous approval. Further conversations took place in September 2020 to reconfirm the appropriateness of the development limit in relation to the current development proposal. This development limit remains unchanged and is reflected on the submitted Site Plan. No risk to human life or property is anticipated as a result.

The Functional Servicing Report prepared by Crozier details a number of stormwater management strategies to minimize the anticipated increase in run-off within the *floodplain*.

Section 5.3 outlines a number of objectives and policies for directing growth and development within the *Urban System and Conceptual Urban Growth Centre*. The following are relevant to the proposed development:

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

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

- e. *The provision and financing of necessary services; and*
- f. *Other relevant issues*

The subject property is generally located on the outer limits of the conceptual *Urban Growth Centre* at Hurontario Street and Dundas Street East as identified within the ROP. The proposed development contributes to creating a transit-supportive, pedestrian-friendly development which is compact in form and provides a new range of housing options for the area. It also provides an opportunity for transition of the *Urban Growth Centre* to the adjacent *Urban System* which consists primarily of stable, low-rise residential uses. The proposed development contributes to the creation of a vibrant urban centre along major transit corridors and creates an opportunity for residents to live and work within a single community, as there are a number of office buildings and medical office buildings within the neighbourhood.

Section 5.8 outlines policies and objectives for increasing the supply, range and mix of housing options within the Region. The following policies are relevant to the proposed development:

## 5.8 Housing

### *5.8.2 General Policies*

*It is the policy of Regional Council to:*

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

- a. *Maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and lands which are designated and available for residential development; and*

- b. *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential intensification and redevelopment and land in draft approved and registered plans.*

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

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

The proposed development provides an opportunity for infill development to optimize the use of vacant lands for efficient residential development. The proposed development contributes to the regional and municipal intensification targets in an area identified for intensification and growth. Furthermore, the site is currently serviced by municipal waste and wastewater services along Kirwin Avenue, which will sufficiently service the proposed development as detailed by the Functional Servicing Report by Lea Consulting.

*5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

Redeveloping the subject property will result in a dense built form that appropriately transitions from high density built forms closer to Hurontario Street and Dundas Street East to the low-rise neighbourhoods outside of the traditional Cooksville boundary. As well, the proposed development will provide for purpose-built rental units geared towards moderate income households. The range



in unit sizes and bedroom typologies allows for future tenants of various incomes and family sizes, providing housing opportunities for young families, couples, singles and downsizers.

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

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

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

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

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

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

#### Peel Region MCR – December 2020 Draft ROPA, Appendix 3

It is our understanding that as part of its 2041 Official Plan Review, the Region contemplated and released a Draft Regional Official Plan Amendment (ROPA) that would delineate the boundaries of MTSA's, as well as establish minimum density targets and general development standards, objectives, and policies for the stations. The Draft ROPA was released as part of the Region's December 2020 Report to Council as Appendix 3. Based on our review of the Draft ROPA and mapping, the subject property is located within the proposed Dundas MTSA per Figure 7, which is designated as a *Primary Major Transit Station Area*. The following draft objectives and policies are relevant to the proposed development:

#### 5.6.1 Objectives

*5.6.1.1 Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within Major Transit Station Areas.*

*5.6.1.2 Encourage a mix of transit-supportive uses as defined by local municipalities such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*

*5.6.1.3 Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.*

*5.6.1.4 Enhance active transportation connections to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.*

5.6.1.5 Where appropriate, support a mix of multi-unit housing, including affordable housing, rental housing, and second units.

5.6.1.6 Each Protected Major Transit Station Area shall reflect one of the station classifications outlined below to support transit-oriented development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a. Primary Major Transit Station Area – Areas delineated in this plan that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.

- 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.”

## 5.6.2 Policies

It is the policy of Regional Council to:

5.6.2.5 Ensure existing land uses within Major Transit Station Areas that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.

5.6.2.7 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 support transit-oriented 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

The proposed development will meet and satisfy all the objectives and policies outlined within the Draft ROPA for MTSA for the reasons already outlined in this Report. The proposed development will provide transit-supportive density in a compact, pedestrian-oriented built-form, and provide a mix of multi-unit housing and rental dwellings within the Dundas MTSA. The building massing has been appropriately designed to provide for a transition to the low-rise neighbourhood east of Kirwin Avenue while meeting the density targets for the MTSA. The location of the property in relation to the concentration of services, amenities, and transit and active transportation infrastructure nearby will facilitate walking, cycling, and transit usage for the new residents. To assist with this, short and long-term bicycle parking spaces are proposed with the development, while streetscape plantings and improvements along Kirwin Avenue will enhance the public realm and encourage walking/cycling.

## Summary

The proposed development contributes to meeting the goals and objectives of the Region of Peel Official Plan in providing an opportunity for context-sensitive intensification within an *Urban Growth Centre*, adjacent to a *Priority Transit Corridor*, within the future Dundas MTSA and within close proximity to a Transportation Mobility Hub. The proposed development includes a compact built form with convenient access to existing and planned infrastructure and services. Redevelopment of the subject property will provide for additional purpose-built rental units in a variety of dwelling sizes that will contribute to a diverse range and mix of housing options within the Region. Appropriate consideration has been given to ensuring that sufficient infrastructure is available or will be provided to service the proposed development. In our opinion, the proposed development conforms to the Region of Peel Official Plan.

## 6.5 City of Mississauga Official Plan (November 22, 2019 Office Consolidation)

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

It must be noted that the City has initiated its Municipal Comprehensive Review to update its Official Plan to conform to the 2020 Office Consolidations of the PPS and Growth Plan, including meeting the updated residential and employment intensification targets up to 2051. Assisting the City in meeting updated targets are the proposed MTSA's within the Region's MCR, along with the Dundas Connects Master Plan that will transform Dundas Street into an intensified, mixed-use corridor. The subject property is located within the Dundas MTSA and the Dundas Connects Master Plan. The City MCR is being conducted concurrently with the Region's MCR.

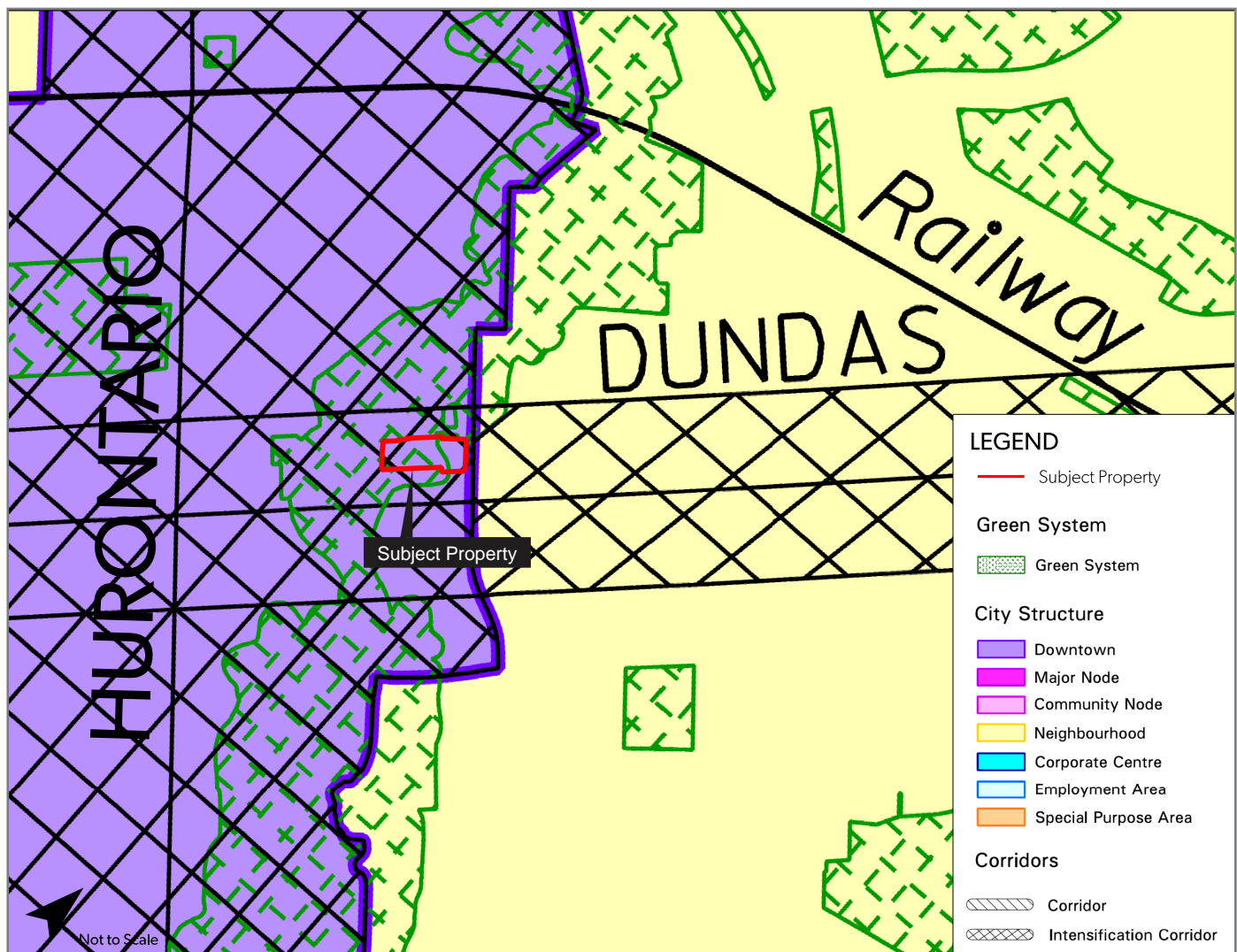


Figure 13: City of Mississauga Official Plan Schedule 1, Urban System



Section 5 of the MOP provides policy direction as it relates to growth management and the appropriate directing of intensification within the City. The proposed development is considered a form of infill intensification and should be directed towards intensification areas such as the *Downtown* and *Intensification Corridors* as indicated in Section 5.1.4. The proposed development provides a high density, compact form of development within a mid-rise building that is transit supportive due to its location in the vicinity of two major transportation corridors in accordance with Section 5.1.6. The proposed development respects and achieves the following objectives for growth:

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

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

The subject property is located within the *Downtown Cooksville Character Area* and is one of four *Downtown Character Areas* that have been identified as intensification areas (Section 5.3.1.3). The proposed development is considered intensification as it seeks to increase the density of a defined area that is currently vacant and formerly the site of single detached dwellings. The proposed development represents a form of intensification that is desirable and compatible with existing and planned uses for the surrounding area. The multi-unit dwellings proposed on the site will help meet the City's long-term needs for rental housing and address its low vacancy rate. It is located along the boundary of

the *Downtown Character Area* and provides a transition to the low-density and stable residential uses to the east of Kirwin Avenue. Furthermore, the Sun Shadow Study prepared by Weston Consulting indicates that minimal shadowing impacts will be felt by adjacent low-rise properties and that the study was completed in accordance with the City's TOR for sun shadow studies.

The proposed development will efficiently utilize the existing and planned transit infrastructure along Hurontario Street and Dundas Street, along with the nearby bike lanes and community services and facilities. In doing so, the number of potential vehicular trips generated from the redevelopment will be offset by the opportunities for active transportation trips to amenities within walking distance of the site, thereby minimizing the environmental impacts. As well, this will increase the number of potential customers to nearby shops in the area and promote economic prosperity in Cooksville. Overall, the project represents a form of Transit-Oriented Development that will result in a more walkable, livable and prosperous community in Cooksville, and will be designed to be universally accessible to all residents or guests.

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

As earlier indicated in this report, the proposed development will be sufficiently serviced by the existing municipal water and wastewater services along Kirwin Avenue, along with the abundance of existing and planned transit services and community infrastructure in the area. The development of the subject property to accommodate greater density will make further and more optimal use of existing and planned infrastructure investments.

### Density

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

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

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

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

The proposed development includes a total of 148 residential units, which averages approximately 232 units per gross residential hectare, or 377 units per net residential hectare when calculated to exclude the lands on the western portion of the subject property that are currently constrained based on their location within the floodplain and given the existing natural heritage features. The calculation of density on a net basis is consistent with the MOP's definition of net residential density and provides a more accurate reflection of the density being proposed.

Assuming an average rate of 1.5 residents per proposed unit, the proposed development will achieve a density rate of 348 residents per gross residential hectare, consistent with the City's minimum density requirements. When considering the density on a net basis, the proposed development achieves a density rate of approximately 566 residents per net residential hectare, which will assist the City in achieving the density targets for the *Downtown* area given the current transit investments that have been approved and are in process since the MOP was initially adopted. The proposed development conforms to the density provisions for *Downtown* and *Intensification Corridor* areas and will assist the City in meeting its overall growth obligations to the next planning horizon. It will contribute to the overall growth and intensification target for the *Downtown Cooksville Character Area*. It is the intent of the policy that the *Downtown* area as a whole achieve a density target of 200 residents and jobs per hectare (striving for 300 to 400 residents and jobs per hectare), and that more intensive developments be focused along the corridors and in the core of the *Downtown* which will be able to achieve higher density rates.

The subject property is external to the prime intensification areas and functions more appropriately as a transition to the lower density residential neighbourhoods that surround the intensification areas. To accomplish this, the building has been designed to be 8-storeys, which is lower in height than the nearby high-rises, and steps down to 3-storeys along Kirwin Avenue to minimize massing impacts on the surrounding low-rises while respecting the lower density character of the street. The subject property is located on the edge of the *Downtown* area and does not have frontage onto the *Intensification Corridor*. It would function as an appropriate and compatible interface between the intensifying lands west and south, within the *Cooksville Downtown* and *Intensification Corridor* to the lands immediately east of Kirwin Avenue. The proposed built form provides a form of intensification

that directly contributes to a greater variety of unit types, while also providing a transitional built form between low and high density residential development that still achieves the minimum density requirements.

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

*5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

*5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.*

*5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*

*5.4.11 Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.*

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

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

The proposed development constitutes a form of high-density development that will be contained within a mid-rise built form, allowing for appropriate transition and the scaling down of density from properties within frontage on the corridors. The design of the site would help the City to achieve its intensification goals and would be compatible with existing and planned high and low-rise residential uses in the immediate area. The proposed development achieves the following policies:

*5.5.3 Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.*

*5.5.5 Development will promote the qualities of complete communities.*

*5.5.7 A mix of medium and high-density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

*5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*

*5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*

*5.5.12 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.*

The City of Mississauga Official Plan delineates the boundaries of the *Downtown Cooksville Character Area*. The proposed development constitutes infilling, a form of intensification that achieves the height and density targets for this area while respecting existing and planned land uses in the immediate area. This is achieved through the provision of a mid-rise built form that meets density requirements while providing a lower scale form of development that is respectful of the nearby stable communities. The proposed built form will increase the number of housing options and type in the area. The location and design of the proposed development encourages active transportation and the efficient utilization of existing parks, open spaces and community infrastructure, and municipal water and wastewater infrastructure. The proposed development will achieve the intensification goals and contributes to creating a *complete community*.

## Environment

Mississauga is located on the shore of Lake Ontario and contains multiple major watersheds and environmentally sensitive lands. “*Living Green*” is part of the 5 pillars identified in the City’s Strategic Plan to help protect sensitive lands, species and habitats. The western portion of the subject property is located within the City’s Green System and is further delineated by *Natural Hazard* and *Special Management Areas* as per Schedule 3, Natural System (Figure 7). The following policies provide direction on the matters pertaining to the Natural System. In particular, the following objectives shall be achieved as per Section 6.1.1:

*Mississauga will:*

- a. protect, enhance, restore and expand the Natural Heritage System;*

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

As summarized by the EIS in Section 5 of this report and consistent with the City’s Natural Heritage mapping, a portion of the subject property predominantly consists of natural features and is within the floodplain associated with the Cooksville Creek located directly west of the property. The proposed development will be contained within an area previously evaluated and approved for development by the City of Mississauga, in cooperation with the Credit Valley Conservation Authority (CVCA). As such, the site’s developable area has been predetermined and is generally consistent with the development limits applicable to the previous hotel approval. This approach was confirmed with City of Mississauga and CVCA staff during the pre-consultation process. The proposed development will respect and appropriately integrate into the natural heritage system and the green system, and has been designed to prevent risk associated with natural and human made hazards as required by the following policies:

*6.1.3 Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.*

*6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.*

*6.1.12 Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.*



Appropriate engineering and servicing considerations have been considered as part of the preparation of the development proposal in order to ensure there are no negative impacts on water, air or land quality. Intensification and infill development will help mitigate pollution by confining new development to a site that has already been previously developed, and due to access to alternative modes of transportation in the immediate area, non-automotive travel methods would also be supported.

6.2.7 Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.

6.2.8 Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.

6.2.12 Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy.

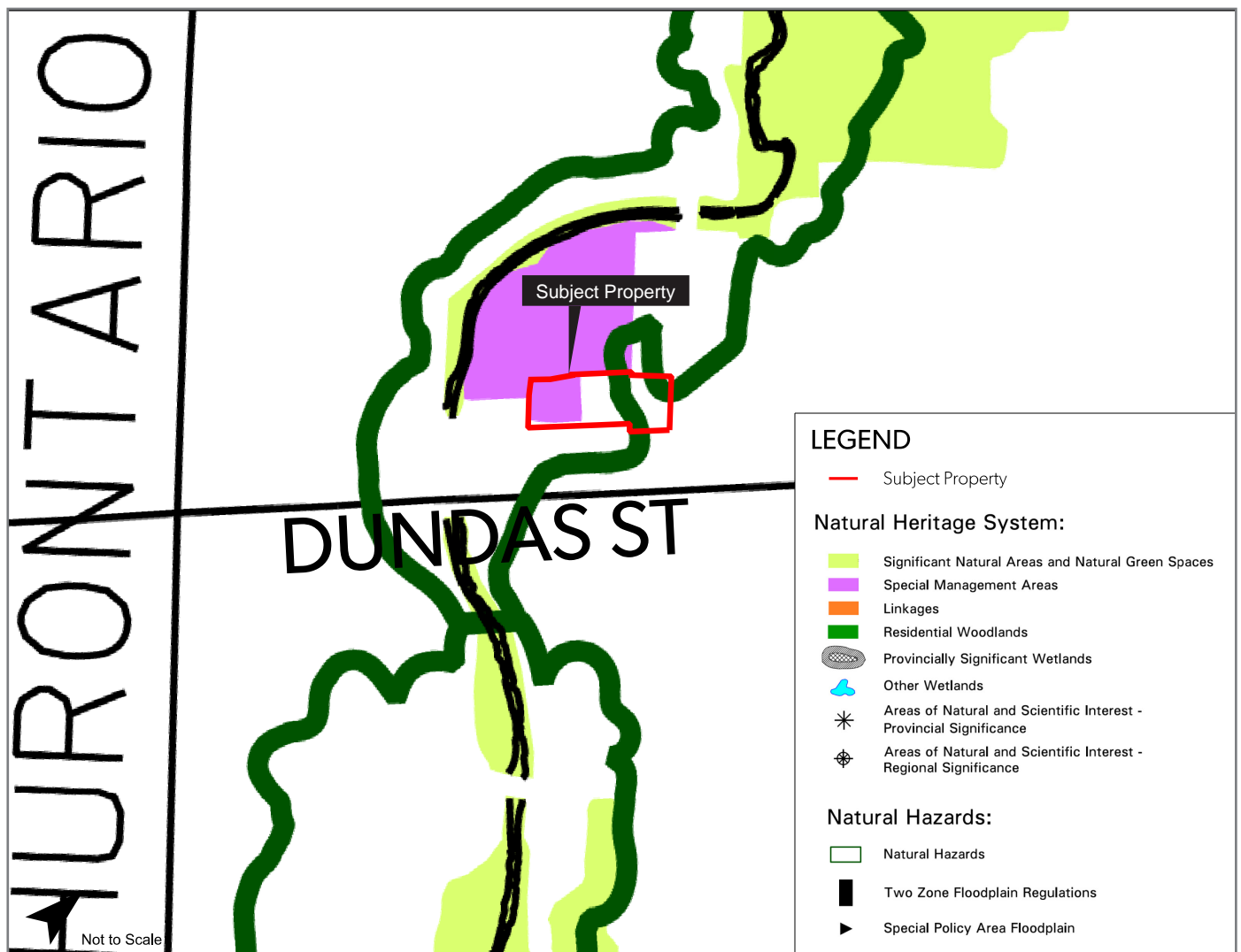


Figure 14: City of Mississauga Official Plan Schedule 3, Natural System

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

*6.3.8 Buffers shall be determined on a site-specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.*

*6.3.15 Special Management Areas are lands adjacent to or near Significant Natural Areas or Natural Green Spaces and will be managed or restored to enhance and support the Significant Natural Area or Natural Green Space.*

*6.3.16 Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.*

*6.3.23 Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Heritage System in all decisions.*

The development limits proposed are consistent with limits that have been previously approved by the City of Mississauga, in consultation with the CVCA as part of previous development approvals. The proposed development will help to manage and restore the *Special Management Area* located on the western portion of the site and to the north.

The proposed development maintains the long term ecological integrity of the natural heritage system by preserving the forested cover within the floodplain lands. The proposed development conforms to and achieves the following measures outlined in Policy 6.3.24 in respects to the protection, enhancement and restoration of the natural heritage system:

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

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

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

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

*6.3.26 Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenland and zoned to ensure their long-term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.*

*6.3.27 Development and site alteration as permitted in accordance with the Greenland designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*

*6.3.31 Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which will conform to approved fisheries management plans.*

*6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*

*6.3.33 Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.*

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

The EIS has established that the western portion of the subject property, which is designated as a *Special Management Area*, is partially wooded and in very poor condition due to previous land uses and the predominance of non-native and invasive species on site.

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

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

*6.3.47 Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.*

*6.3.48 Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.*

*6.3.49 Development on lands containing a watercourse system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the watercourse is stable, either with or without the installation of erosion protection works, to the satisfaction of the City and the appropriate conservation authority.*

In accordance with the previous approval of the hotel development, the extent of the developable area has remained the same as previously approved. This has been confirmed in discussions with CVCA staff. Although the extent of the floodplain limits has increased, the development limits of the site remain unchanged and have been approved in principle by the CVCA.

#### Parkland

*6.3.64 Mississauga will value and wisely manage its parkland and open spaces.*

*6.3.73 In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.*

*6.3.74 Land conveyed to Mississauga for use as public parkland and/or Greenland will be in a condition that is acceptable to the city.*

It is proposed that the western portion of the subject property that includes the woodlot will be dedicated to the City as public parkland and open space. Given its location abutting John C. Price Park, the lands can be viewed as a natural expansion to the existing park, while also securing the ecologically sensitive lands into public ownership. It is understood that further discussion with Planning staff is required regarding this parkland proposal.



## Civil Engineering

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

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

*6.4.2.1 Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices.*

*6.4.2.2 Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.*

*6.4.2.3 The location and design of surface drainage and stormwater management facilities will respect the Natural Heritage System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.*

*6.4.2.4 Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property.*

*6.4.2.5 The design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions*

*6.4.2.6 The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.*

*6.4.2.7 At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.*

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

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

## Noise

The MOP contains a number of policies related to noise mitigation and the requirement for further noise study in accordance with the location of a development proposal relative to potential noise sources. Appropriate environmental and engineering designs will be incorporated and reviewed as part of a future Site Plan Approval process to ensure possible noise impacts from nearby commercial properties and/or road noise will be mitigated. The following policies are relevant to the proposed development.

6.10.3.1 Where residential and other land uses sensitive to noise are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of building and site design. A feasibility noise impact study will be submitted prior to approval in principle of such land uses located within 50 m of arterial and major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region

6.10.1.3 The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.

6.10.1.5 Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.

6.10.3.3 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.

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

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

6.10.3.6 A feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate annual Average Daily Traffic (AADT) for the road.

6.10.3.7 As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.

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

land uses; particularly the commercial uses located along Dundas Street East, and the MECP noise guidelines. The study determined that the nearby commercial uses would exceed the noise guideline limits during the daytime, evening and night time. To mitigate the noise impacts, Valcoustics provided two recommendations that are to be discussed further with the adjacent land owner regarding the noise produced by the neighbouring mechanical units on the roof. These recommendations include replacing the commercial fans with quieter units and/or adding rooftop acoustic screens. As well, an exterior acoustic wall and windows were recommended to mitigate indoor sound levels from transportation noise sources to indoor criteria.

Based on the results of the Noise Impact Study, the proposed development can meet the MECP noise guidelines provided that the recommendations are implemented, inclusive of additional architectural design measures. The recommendations appropriately reflect best practices to mitigate noise impacts and would be implemented as necessary through the site plan approval process and building permit process. Notice will be given to purchasers and tenants regarding potential noise impacts (as required), and abatement measures shall be maintained.

### Complete Communities

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

In order to achieve complete communities, new development must have regard for the following as identified in Policy 7.1.3:

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

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

The proposed development constitutes a compact residential development that efficiently uses land by intensifying a currently vacant site. The proposed building will front onto Kirwin Avenue and provide a pedestrian walkway that will connect to the existing sidewalks and bicycle lanes. As well, the site is adjacent to a public park while also being within walking distance of higher order transit and two *Intensification Corridors*. Due to the compact, and pedestrian scale of the neighbourhood wherein an abundance of amenities are within walking distance of residents, residents of the proposed development will have convenient access to these amenities, thereby helping to foster incidental and recreational activity. Overall, the proposed development will encourage and facilitate active modes of transportation in an area densely populated with amenities that are within walking distance of one another, thereby contributing to good public health.

*7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

The proposed purpose-built, market rental units are geared towards moderate income households, allowing for additional housing affordability through increased supply that lends itself towards broader segments of the market and thereby accommodate more people with diverse housing preferences, socio-economic characteristics and needs.

Section 7.2 outlines policies guiding the future provision of housing within the City. The preamble of this section features a statement outlining that *“It is expected that most future additions to the housing stock will be higher density forms, particularly apartments.”*, which is supportive of the proposed development. As well, the following policies are relevant to the proposed development.

*7.2.2 Mississauga will provide opportunities for:*

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

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

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

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

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

The proposed development will contribute 148 purpose-built, market rental apartment units to the community, which will help alleviate a scarcity in the supply of such units in the City. These units constitute a form of rental market housing that is more affordable to broader segments of the market. The proposed housing type allows for the development of apartment units that support young families transitioning into larger low-rise housing markets, as well as older adults looking to downsize and relocate into a walkable urban neighbourhood. The proposed building will maintain a visually attractive frontage, façade and outdoor amenity area along Kirwin Avenue to contribute to an attractive public realm, while supporting market housing affordability in the City.

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

The scale of the proposed development will have a relatively low impact on existing community services and infrastructure given their abundance in the area and its location within an identified intensification area. Based on the rate of intensification proposed, a Community Infrastructure Impact Study was not requested as part of the pre-consultation/DART process; however, details of existing community services and facilities in the area of the subject property is articulated in Section 3 of this report.



As previously discussed, the proposed mid-rise built form will provide an appropriate transition from the higher densities and heights planned along Hurontario Street and Dundas Street East to the interior, lower-rise areas of Cooksville. The proposed development will respect the existing low-rise, low-density residential uses east of Kirwin Avenue. This transition and structural interface is appropriate and desirable in order to mitigate the impacts of the increasing intensification of the Downtown Cooksville area to abutting lands containing low-rise residential housing forms.

*7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.*

*7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.*

*7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.*

Appropriate architectural design considerations have been employed in order to provide a unique living environment that connects to the adjacent lands, and maintains compatibility with existing and planned built form. The proposed building will contribute to a sense of place through its unique bow-tie shape, active frontage, and a visually interesting façade and podium, along with the proposed street trees and boulevard enhancements along Kirwin Avenue. The mid-rise built form will reinforce the identity of *Downtown Cooksville* as an area consisting primarily of higher density uses. The proposed apartment building would be consistent with the character and design of the existing and planned land uses, specifically as a transitional building form, from the low-rise residential land uses east of Kirwin Avenue and the high-density land uses designated for much of the *Downtown Cooksville* area.

### Create a Multi-Modal City

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

The City of Mississauga completed a master planning exercise in May 2018 for the Dundas Street East and West corridor in order to support medium to high-density development forms and facilitate a greater mix of uses. As well, it is our understanding that the Region has delineated MTSA boundaries along this corridor, including the Dundas MTSA. The proposed development would efficiently utilize and contribute to the current transit investments along Hurontario and the prospective transit investments along the Dundas Street East corridor. The development of the subject lands for the proposed use would not compromise the long-term viability and maximization of the efficiency of the future transportation system, but would rather complement and support such infrastructure improvements. As previously indicated and further explored in this section of the report, the proposed development provides high density development in a mid-rise built form in proximity to existing and proposed transit investments that will limit the use of private vehicles in conformity with Policy 8.1.12, which states that “*Mississauga supports opportunities for multimodal uses where feasible, in particular prioritizing transit and goods movement over those of single occupant vehicles*”.

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

*8.1.16 In reviewing development applications, Mississauga will require area wide or site-specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.*

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

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

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

- a. protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;*

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

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

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

The existing Kirwin Right-Of-Way (ROW) is approximately 26 metres at the south end of the subject property, closest to Dundas Street East. To complete the 26 metre ROW width within the boundaries of the subject property, a road widening of 12 square metres along the proposed driveway and paved sidewalk is being provided. Please refer to the Site Plan for exact dimensions of the road widening.

More specific policies regarding development within *Intensification Areas* are outlined below:

8.2.2.4 *The creation of a finer grain road pattern will be a priority in Intensification Areas.*

8.2.4.3 *Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.*

8.2.4.7 *Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.*



Figure 15: City of Mississauga Official Plan Schedule 5, Long Term Road Network

The proposed development will not negatively affect the creation of a finer grain road pattern within the *Downtown Cooksville* area. The subject property is located approximately 40 metres north of Dundas Street East. The Dundas Connect Master Plan presently includes a separated bicycle track and pedestrian walkway. The prospective residents of the proposed development would have direct access to this infrastructure. As well, the proposed development will include private indoor and outdoor amenity space, including pedestrian walkways along the southern lot line which connects to the active transportation infrastructure along Kirwin Avenue. As such, the proposed development prioritizes transit, pedestrian and bicycle connectivity.

Section 8.3 outlines policies for transportation infrastructure design across the City. The following are relevant to the proposed development:

*8.3.1.2 Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:*

- a. reducing lane width, where appropriate;*
- b. providing streetscaping to reduce the apparent width of the right-of-ways;*
- c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and*
- d. creating safe road crossings for pedestrians and cyclists.*

*8.3.2.2 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick-up/drop-off areas.*

The proposed development will not negatively impact the City's ability to provide the road design and streetscape qualities outlined in Section 8.3.1.2. The subject property's location and built form supports non-automotive and active transportation methods as it is located within walking distance (approximately 550 metres) of the future Hurontario LRT station at Dundas. The existing bicycle lanes along Kirwin Avenue also provide a cycling connection to the Cooksville GO and Kirwin MTSA. The proposed development will support the City's goal of connectivity of various transportation modes. Furthermore, street trees and plantings are proposed along the front lot line which will help create an attractive environment for active transportation users, and reduce the apparent width of Kirwin Avenue.

#### Parking

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

*8.4.1 Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:*

- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;*
- b. provide for the needs of people with disabilities; and*
- c. support transportation demand management (TDM) initiatives.*



*8.4.3 Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:*

- a. access to transit;*
- b. level of transit service;*
- c. traffic generation; and*
- d. impact on the surrounding area.*

To support the proposed development applications LEA Consulting prepared a Transportation Impact Study. As part of the study the proposed parking supply was analyzed in the context of existing and planned transportation infrastructure. The study notes that the proxy survey site used to analyze parking trends revealed that directly applying the parking rates of ZBL 0225-2007 would require more parking spaces than the actual demand observed on site. Moreover, with the anticipated Hurontario Street LRT and transportation improvements to Dundas Street East, it is anticipated that parking demand would decrease further over time. The reduced parking rate proposed for the subject property is reasonable and appropriate and conforms to the intent of this policy. Furthermore, 7 accessible parking spaces, including 3 Type A spaces and 4 Type B spaces, have been provided for people with disabilities in accordance with the City's Accessible Parking By-Law.

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

- a. the objectives of municipal parking strategies;*
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;*
- c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces;*

- d. property use that is not considered overdevelopment; and*
- e. areas where municipal parking facilities are available and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.*

At this time, it is our opinion that no cash-in-lieu of parking is required given the supporting conclusions of Lea's report. The proposed development is located within overlapping MTSA's and the most transit accessible areas of Mississauga, which supports a modest parking reduction.

*8.4.7 Within Intensification Areas, Mississauga will give consideration to:*

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

As part of the proposed development, a reduced parking rate is requested in order to reflect the anticipated parking usage and future transit infrastructure investments that would encourage greater pedestrianism and cycling. The proposed parking facilities would be almost entirely located in a 2-storey underground garage, along with only 5 surface level parking spaces which are well setback from the front lot line to reduce their visibility. Transportation Demand Measures will also be deployed where appropriate.

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

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

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

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

The proposed development will connect to the existing cycling infrastructure along Kirwin Avenue, which connects to the Cooksville GO MTSA. The provision of 115 on-site bicycle spaces will support the use of this infrastructure.

#### Build a Desirable Urban Form

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

*9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*

*9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

*9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

*9.1.10 The city vision will be supported by site development that:*

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

*9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*

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

The proposed development will provide 148 apartment units to *Downtown Cooksville*, and the *Dundas Street Corridor* at a density that is supportive of transit and active transportation usage. The proposed apartment units are appropriate for the area which is already largely planned to support high density residential development, and are contained in a built form that will respects the nearby high and low-density uses. Located north and south of the subject property are existing high density residential uses. The proposed development reflects the

existing and planned context of this neighbourhood by providing a high density form of intensification that would efficiently use the underutilized lands. The built form would function as an appropriate transition from the existing and stable low-density residential uses directly along the eastern street line of Kirwin Avenue to the higher-density, mixed uses that are better suited for parcels located directly on Dundas Street and Hurontario Street as they are the primary focus areas for intensification. These areas also provide better visibility and street traffic to support grade related commercial/retail uses. At the same time, the proposed mid-rise building will reinforce the character of *Downtown Cooksville* as a higher density neighbourhood. Furthermore, the proposed building has been well designed to enhance the streetscape and public realm through its layering of exterior materials and colours and a French-chateau podium to create an attractive building at street level, along with the streetscape plantings proposed. Accessible parking spaces and doors will be provided to promote universal accessibility, while the proposed building is oriented towards and fronts onto Kirwin Avenue, which provide natural surveillance of the surrounding area to ensure public safety.

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

development density would support the creation and efficient implementation and operation of multimodal transportation systems, specifically the Dundas Connects Master Plan. The following design policies are relevant and have been considered:

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

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

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

*9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.*

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

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

*9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.*

*9.2.1.24 Development will face the street.*

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

*9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*

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

*9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.*

*9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*

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

*9.2.1.33 Open spaces will be designed to promote social interaction.*

*9.2.1.34 Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.*

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

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

*9.2.1.38 Parking lots and structures should not be located adjacent to major streets.*



The modern design of the development proposal will contribute to the identity of the *Downtown Cooksville* area. The proposed bow-tie shape and layering of exterior materials and colours will help create a visually interesting streetscape along Kirwin Avenue while constituting excellent building design. The inherent architecture contemplated for the mid-rise built form, in addition to the proposed streetscape landscaping, would be unique and further the policy goal of defining a sense of place for the streetscape and neighbourhood, specifically for defining Kirwin Avenue as a well-designed transitory interface. The apartment building design is also compact and efficiently uses available lands at a density which will support transit usage in the area.

The proposed site design will contribute to a cohesive, attractive and pedestrian-oriented streetscape along Kirwin Avenue and within the *Downtown Cooksville* area. The proposed building will orient towards and front onto the edge of Kirwin Avenue, and will feature active facades wherein the lobby and vestibule (consisting of clear glass panels) are directly facing the street. The lobby and vestibule will be directly accessed from the street from the side of the podium. There will be minimal setback between the building and the front lot line to help frame and define the street edges, which will also support pedestrian and cycling infrastructure along Kirwin Avenue. A paved sidewalk around the lobby and vestibule will provide a wide, clear and direct connection between the aforementioned infrastructure and the proposed building to help support pedestrian and cycling circulation in the area. To further support this circulation, pedestrian walkways are proposed along the southern lot line to connect the outdoor amenity space to Kirwin Avenue. The private outdoor and indoor amenity spaces proposed on the property will also provide opportunities for social interaction amongst residents. As well, nearly all parking spaces will be located underground to help maintain a pedestrian-oriented streetscape.

In addition, the proposed built form will function as an appropriate transition between the higher built forms contemplated closer to the *Intensification Corridors* and the low-rise areas east of the site,

as earlier noted. As a result, it will provide for a compatible bulk, massing, and scale that will create an integrated streetscape along Kirwin Avenue, which is planned for higher densities on its west side towards Hurontario Street.

The proposed building height of 25.5m in relation to the planned right-of-way width of Kirwin Avenue of 26.0m means that the proposed building is not designated a *Tall Building* per the definition in Chapter 20 of the CMOP:

*TALL BUILDING means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.*

While not designated a *Tall Building*, the proposed building height is close enough to Kirwin Avenue's right-of-way width that we have considered the policies under Section 9.2 regarding *Tall Buildings*, the most relevant of which are outlined below:

*9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.*

*9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.*

*9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.*

*9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.*

*9.2.1.14 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.*

*9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.*

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

The site is located within the planned Kirwin, Cooksville GO, and Dundas MTSAs wherein the proposed 8-storey building will be constructed. Because the site is located within an area that has historically been planned for higher densities and already includes and concentrates high-rise buildings taller than the proposed development, the new building will add to and enhance the area's skyline with a modern architectural design. The proposed massing, exterior materials and colours, and stepbacks will help create an attractive pedestrian-oriented streetscape, reinforce and define the lower density view corridor along Kirwin Avenue. The Sun Shadow Study and Urban Design Brief prepared by Weston Consulting in support of the planning applications demonstrates that the proposed building will provide sufficient sunlight and skyviews from Kirwin Avenue and the adjacent park. Privacy will not be an issue as the site is abutted by a park and a commercial plaza, while the inclusion of a 45-degree angular plane provided to the low-rise residential properties across Kirwin Avenue will ensure that privacy is maintained for all residents. Additionally, a Wind Study conducted by Theakston Environmental demonstrates that the proposed development will not have any significant wind impacts on the pedestrian environment, and as a result will not require a podium. Overall, the Sun Shadow Study and Wind Study demonstrate that any microclimatic impacts on the public realm and private amenity areas will be minimized.

*9.2.3.2 All development will utilize sustainable design practices.*

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

The proposed development has incorporated sustainable design principles where appropriate, which will be further refined through the detailed design phase of this project. The private amenity space will be readily accessible by the future residents of the proposed development. The proposed plantings along the northern, southern and western lot lines will provide a "green connection" that visually links the amenity space to the adjacent park. As per Policy 9.3.1.1, the proposed development blocks and proximity to public open space with the inclusion of private open space amenity areas with together create a distinctive community. The proposed development has been designed to meet the following policies:

*9.3.1.4 Development will be designed to:*

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

The proposed development has been designed in consideration of the existing and planned land use context for the *Downtown Cooksville* area so that it is appropriately integrated into the existing neighbourhood. The proposed 8-storey building will accentuate the high-rise character of the area with its modern architectural design while contributing to the creation of a high-quality, pedestrian-oriented streetscape via an active lobby frontage, streetscape plantings along Kirwin Avenue, and pedestrian walkways which the site to Kirwin Avenue. These features will help facilitate an attractive and walkable public realm. As well, the building will be designed to achieve “universal design principles and compliance with legislated standard” as indicated in Policy 9.5.2.6. The orientation of the proposed building and balconies facing Kirwin Avenue along with its active frontage will also ensure a safe walking environment. A concrete sidewalk along the southern lot line will connect the private open space area to Kirwin Avenue and the transit infrastructure along Dundas Street East. Overall, the proposed development will be pedestrian-oriented and scaled while providing for transit-supportive density to the nearby MTSAs.

Furthermore, the proposed development respects the natural heritage features located adjacent to the subject property, as there are appropriate buffering and development limits established as approved by the City of Mississauga and CVCA.

*9.3.1.7 Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.*

The modern architectural design of the proposed 8-storey building and its massing will reinforce and complement the high-rise character/identity of *Downtown Cooksville*, while framing Kirwin Avenue as a transition zone to adjacent low-rise areas. The proposed streetscaping elements, including an active frontage, streetscape plantings along Kirwin Avenue, and pedestrian connections leading from the private outdoor spaces to the street will reinforce the pedestrian-oriented identity of the area.

*9.3.1.9 Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.*

The paved sidewalk near the active lobby, plantings, and sidewalk connection along the southern lot line will provide for continuity of the Kirwin Avenue streetscape while minimizing visual clutter. The proposed building façade will also comprise a majority of the site’s frontage along Kirwin Avenue to reinforce a continuous streetscape.

#### Amenity

Private outdoor amenity area will be provided at-grade on the northern and southern portions of the site. As well, private amenity space is proposed on the roof top and indoors on the ground floor. All amenity space will be provided in accordance with the requirements outlined in ZBL 0225-2007. The proposed development will provide 5.9 square metres per unit for a total of 880 square metres of amenity space, which is an increase from the minimum requirements of 5.6 square metres per unit for a total of 828.8 square metres. The proposed indoor amenity space as consisting of a gym/party room and a theatre will provide opportunities for on-site group entertainment, fitness and recreation. The outdoor amenity space at-grade and the rooftop will provide further opportunities for on-site seasonal outdoor entertainment, social gatherings, and pet exercising. Overall, the proposed amenity space will provide for a complete vertical community that meets the social needs of residents within the property boundaries. The abutting John C. Price Park will also serve as an extensive, supplementary public amenity option for residents, providing opportunities for social gatherings, recreation and exercise.

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

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

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

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

*9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.*

*9.4.1.3 Development will support transit and active transportation by:*

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

*9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.*

Overall, the proposed site design is supportive of transit and active transportation usage in the area. The proposed buildings address Kirwin Avenue with an appropriate minimal setback from the street edge. The lobby will function as an active glass frontage with a door that opens onto Kirwin Avenue. As well, the proposed at-grade townhouse units and associated patios will face the street and help to animate the public realm. Moreover, the modern architectural components proposed with the 8-storey building will contribute to an attractive public realm, which respects the scale of Kirwin Avenue and provides an appropriate massing and transitioning interface for the area. The building will step down to 3-storeys in respect of the existing low-rise built forms east of Kirwin Avenue. 115 bicycle parking spaces will be provided as part of the development to support active transportation usage in the area. A sidewalk connection along the southern lot line will connect residents from the private amenity area to transit stops along Dundas Street East and the bicycle lanes along Kirwin Avenue. The main lobby entrance will also provide this same function. Furthermore, pedestrian safety will be ensured through the provision of adequate lighting, eyes-on-the-street site design, and by providing only one driveway access.

*9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a. Natural Heritage System;*
- b. Natural hazards (flooding and erosion);*
- c. natural and cultural heritage features;*
- d. street and block patterns;*
- e. the size and configuration of properties along a street, including lot frontages and areas;*
- f. continuity and enhancement of streetscapes;*
- g. the size and distribution of building mass and height;*
- h. front, side and rear yards;*
- i. the orientation of buildings, structures and landscapes on a property;*



- j. *views, sunlight and wind conditions;*
- k. *the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. *privacy and overlook; and*
- m. *the function and use of buildings, structures and landscapes.*

The appropriate environmental investigations have been undertaken, supporting the development limits in accordance with previous approvals on the subject property. An appropriate transition will be provided from high-density areas along Hurontario Street and Dundas Street East to low-density areas east of Kirwin Avenue by adhering to a 45-degree angular plane to the low-rise dwellings facing the site, proposing a mid-rise built form at 8-storeys in an area known for its high-rises, and terracing the building down to 3-storeys along Kirwin Avenue. This will also ensure the privacy of these residents. The proposed development also represents a transition in use by appropriately locating a residential use in a stable residential area, which is to remain distinct from the parcels planned for mixed uses fronting onto Dundas Street and Hurontario Street. It would be undesirable to propose an encroachment of commercial uses into this stable residential area.

The position of the proposed building will maximize the distance between it and the adjacent John C. Park to avoid overwhelming the park with its massing, or causing adverse sun/shadow/wind impacts. The building will step down to 5-storeys at its northwest corner to assist with this. As well, the proposed modern building will help provide a continuous and attractive streetscape along Kirwin Avenue. However, some discontinuity is inherent to the site because of its adjacency to the park. Furthermore, the proposed building is designed with glass paneling and exterior materials and colours that will complement the nearby older condominium buildings in *Downtown Cooksville*, for example the ones near King Street and Shepard Avenue, which reflect a more modern architectural design for high-rises. Overall, the proposed development will fit into the local context and enhance the existing architectural character.

*9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*

*9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*

*9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.*

The proposed apartment building will front onto Kirwin Avenue and have minimal setbacks from the street in order to create a sense of enclosure with the street edge. The proposed built form is appropriate as the building will function as an intermediate height and density zone between the high-rise areas west and south of the site, and the low-rise areas to the north and east. The proposed building has also been designed with the appropriate stepbacks to ensure that its height and massing result in no adverse impacts to the nearby low-rise dwellings. Furthermore, the built form and massing will provide for a visual and functional relationship with the nearby mid-rises and high-rises near the intersection of Kirwin Avenue and Dundas Street East, reinforcing the character and function of this area as a height and density transition zone. Additionally, the proposed building will help frame and provide a sense of enclosure for visitors of the adjacent park.

*9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.*

The appropriate environmental investigations have been undertaken, supporting the development limits in accordance with previous approvals on the subject property which will ensure no negative impacts to John C. Price Park. The plantings and landscape treatment proposed along the western lot line will mimic and, as a result, complement the existing conditions of the park. The proposed building will step down to 5-storeys at the northwest corner to minimize massing impacts on the park.

*9.5.1.9 Development proposals will 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.*

The results of the Sun/Shadow Study and the Urban Design Brief demonstrate that the proposed development will have no adverse impacts on privacy, sunlight, or sky views. The proposed building will adhere to a 45-degree angular plane to the lot line of the nearest low-rise property along Kirwin Avenue and step down to 4-storeys, which will help mitigate any potential impacts in terms of privacy, sunlight, and sky views.

*9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets*

*9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:*

- a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and*
- b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.*

The elevations, sections, and Site Plan provided with the submission illustrate a building with modern architectural features and appropriate setbacks, which will complement and frame the adjacent park. The bow tie shape of the building allows for setbacks from the northern lot line to be maximized, which will minimize massing impacts on the park and avoid overwhelming it. Landscaping and outdoor amenity have been provided along the northern portion of the site which will assist with providing an appropriate transition to the park.

*9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*

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

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

A pedestrian walkway is proposed along the southern lot line while a paved sidewalk is contemplated around the corner of the lobby and vestibule, both of which will connect to the sidewalk along Kirwin Avenue. Appropriate lighting fixtures will be provided along these sidewalks to illuminate the site and ensure pedestrian safety at the Site Plan stage. The main entrance to the building will be through the lobby and vestibule, which will feature a glass exterior, thus constituting an active use visible from the street. No blank walls are proposed on the site. Weather protection will be provided near the lobby and vestibule through the overhang of the floors

above and the various trees proposed throughout the site. Overall, the proposed development will feature an internal pedestrian circulation that is well connected to Kirwin Avenue and the entrance of John C. Price Park.

Although Policy 9.5.2.7 states that developments “*should respect and maintain the existing grades on-site*”, due to the decline in grade from east to west, certain grading works will be required in order to implement the edge condition that functions as the development limit as approved by the City of Mississauga. The existing grades have been maintained where possible.

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

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

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

*9.5.2.11 Site development will be required to:*

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

- h. provide landscaping that beautifies the site and complements the building form.*

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

*9.5.2.13 External lighting for site development should:*

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

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

The proposed development incorporates desirable sustainable elements in its servicing, stormwater management and landscaping design which are reflective of best practices. The mechanical equipment will be located on the rooftop and be appropriately screened from the public realm and public view through architectural design. Special consideration will also be given to lighting design through the site plan approval process. Streetscape elements such as a paved sidewalk, street trees and non-invasive plantings, an active frontage and visually interesting building façade will provide for an enhanced streetscape/public realm along Kirwin Avenue. The proposed plantings will also assist in minimizing urban heat island effects. Select trees have been preserved per the Arborist Report prepared by Beacon Environmental. As well, habitats within the nearby natural heritage features will be protected and enhanced as the western portion of the site will remain undeveloped and be dedicated as parkland.

*9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.*

*9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:*

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

*9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.*

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

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

*9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear.*

*9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.*

The proposed development will feature a distinct sense of identity through its unique bow tie shape and exterior colours and articulations, which will provide visual interest to pedestrians. As well, the active frontage and façade will be parallel to the street and assist in animating the public realm, helping to create a modern, pedestrian-oriented identity along Kirwin Avenue. The lobby and vestibule, which are readily accessible from and front onto Kirwin Avenue, have been located at the corner of the building and are slightly offset from the proposed townhouse units to maintain their visual prominence. As earlier mentioned, these building components will also have weather protection and additional visual prominence from the overhang of the proposed building. Proposed sidewalk connections with distinct paving near the lobby and vestibule and along the southern lot line will visually and functionally connect the building to the street. As well, the proposed building will incorporate principles of crime prevention into its design to ensure to public safety.

The facade will consist of the at-grade townhouse units, lobby and vestibule fronting onto Kirwin Avenue, along with the upper units facing the street. Allowing residential units at-grade will allow residents to personalize their living spaces, including their patios, which will help animate the street. The East Elevation illustrates that the street-facing façade will feature articulations and variations in exterior colours and materials to provide for high-quality design standards along Kirwin Avenue. Terracing of the building and “rings” comprised of distinct materials will adorn the façade and indicate transitions in floors to provide for additional visual interest. The design elements of the at-grade townhouse units and visual interest created by the proposed façade features will contribute to a pedestrian-oriented public realm.

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



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

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

The proposed development does not include blank wall treatments along the street frontage of Kirwin Avenue. The proposed building materials have been shown in a preliminary manner on the proposed building elevations to provide a general idea of the aesthetic look of the units. The exact materials to be used and incorporated into the development will be determined through the site plan approval process; however, appropriate consideration will be given to materials which minimize the risk for bird collisions in accordance with best practices.

*9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.*

*9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable material.*

*9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.*

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

*9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.*

*9.5.3.17 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.*

*9.5.3.18 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.*

The access to the proposed development would be provided by a single access that is reasonably sized so as to not detract from the visual prominence of the proposed building, specifically the main entrance corner and at-grade townhouse units that would address Kirwin Avenue. Garbage and refuse servicing facilities are entirely contained within the proposed building and will be screened from public view. Other functional necessities of the proposed development, such as rooftop mechanical equipment and appurtenances, would be appropriately setback from the front of the building and effectively screened by the structural architecture to mitigate visibility from the public realm.

*9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.*

*9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.*

*9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.*

9.5.4.5 Built form will relate to the width of the street right-of-way.

The proposed development will provide a desirable street edge condition given its location along the periphery of an intensification area and adjacency to existing low-rise residential uses. The proposed site will provide landscaping elements such as sodding, streetscape trees and plantings, and distinct paving in order to provide an attractive edge condition along the public areas adjacent to the west, north and east. Parking, loading and storage areas will be

entirely contained within the proposed building and will be screened from public view. Only one driveway access is proposed which will maximize pedestrian safety and a continuous streetscape.

The proposed building will address Policy 9.5.4.5 via Policy 9.2.1.9 of the Official Plan, which states that “Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.” The intention of these two policies is to ensure that a potential building(s) is tall enough to create a sense of enclosure along the streetscape

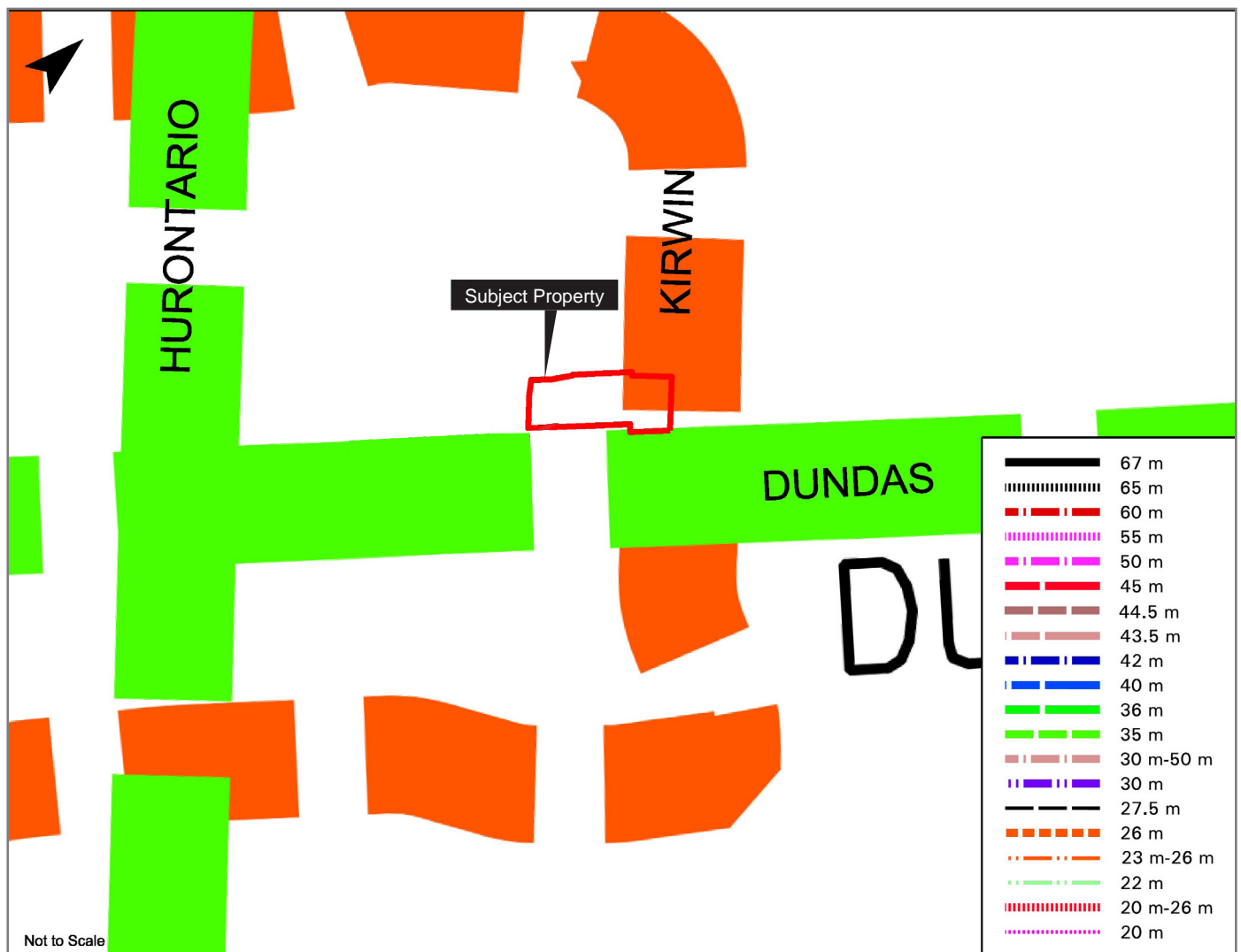


Figure 16: City of Mississauga Official Plan Schedule 8, R.O.W. Widths

and facilitate an attractive pedestrian environment. The proposed building height of 25.5m nearly matches Kirwin Avenue's planned right-of-way width of 26m, which will help establish enclosure on the street.

9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.

9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:

- not be located between the building and the street;
- incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;
- provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
- incorporate universal design principles;
- be configured to permit future development;
- have appropriate landscape treatment including trees and lighting, throughout parking lots;

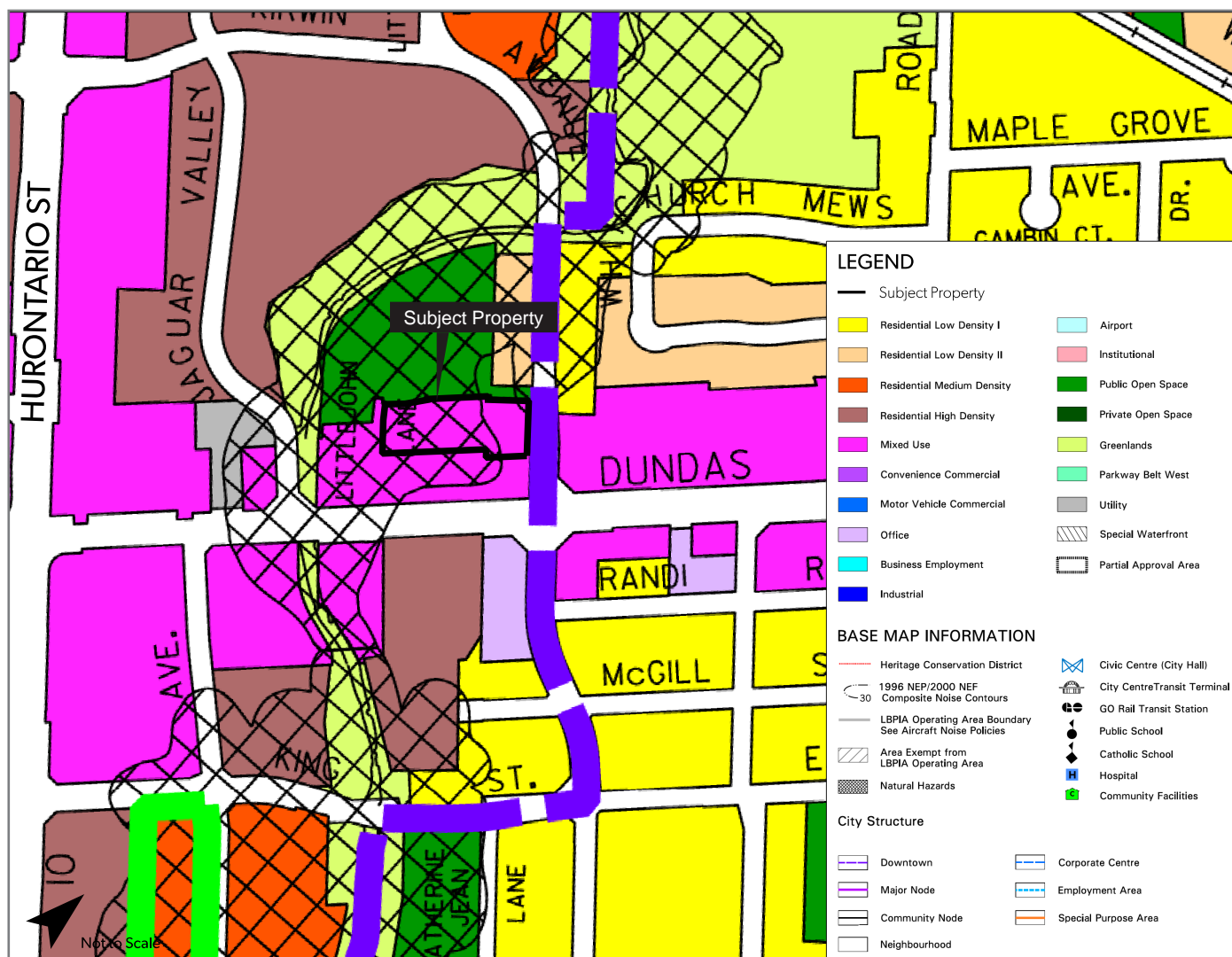


Figure 17: City of Mississauga Official Plan Schedule 10, Land Use Designations

- g. provide appropriate landscape treatment to provide shading of parking areas; and*
- h. provide landscape buffering at the street edge.*

*9.5.5.5 Secure bicycle parking will be provided in developments.*

*9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.*

*9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.*

The site design will provide only 5 parking spaces within the side yard, with the remaining spaces located in the underground parking garage. The surface spaces are a mix of accessible parking spaces and visitor spaces. A raised sidewalk will connect the surface parking spaces to the building and feature the appropriate curb ramps in accordance with design standards for universal accessibility. Trees and small shrubs have been proposed in close proximity to the surface parking spaces along the northern lot line, which will enhance the visual attractiveness of this area. Appropriate lighting fixtures will be provided throughout the site and determined at the Site Plan Approval stage. Bicycle parking spaces has been provided on both the underground and on the ground floor area. Stormwater management best practices have been incorporated into the proposed development, including a bio-swale along the southern lot line.

The servicing design proposed by LEA Consulting illustrates the opportunities for connection along Kirwin Avenue. The proposed design is appropriate considering the existing land use and development pattern of the adjacent lands. The garbage and storage area will be located within the proposed building.

*9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.*

*9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.*

*9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.*

*9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.*

The site design will incorporate principles of Crime Prevention Through Environmental Design (CPTED) through sufficient lighting of the outdoor amenity and open space areas and entrances, along with “eyes on the street” building orientation. The proposed building is oriented towards and fronts onto Kirwin Avenue, while unit balconies and windows located on all sides and storeys of the building will provide natural surveillance of the surrounding area, including the outdoor amenity areas and open spaces. All pedestrian sidewalks connecting the site to Kirwin Avenue are distinguished by distinct paving that demarcate them as areas of access and egress.

#### General Land Use Designations

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

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

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



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

Residential uses are outlined as being permitted in conjunction with the other listed uses.

Policies 11.2.6.2 through 11.2.6.6 provide policy direction on how mixed-use developments shall be incorporated into development proposals as outlined below:

*11.2.6.2 The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*

*11.2.6.3 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.*

*11.2.6.4 Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.*

*11.2.6.5 Residential uses will not include detached, semi-detached or duplex dwellings.*

*11.2.6.6 If 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*

It should be noted that these policies have been appealed to the LPAT on a site-specific basis.

In accordance with City Planning staff's comments dated May 15, 2020, an Official Plan Amendment (OPA) is being submitted to permit the development of a residential apartment building on the subject property, which is currently designated as *Mixed Use*, on a site-specific basis. The *Mixed Use* designation currently does not permit residential-only buildings or dwelling units on the ground floor.

It is our opinion that the proposed OPA and development meet the intent of the *Mixed Use* policies and conform to the Official Plan. The purpose and intention of the *Mixed Use* policies is to ensure that neighbourhoods are developed with a variety of land uses to support the achievement of *complete communities* wherein residents may live, work, and play locally. As well, the *Mixed Use* designation is intended to provide uses which provide convenient access to amenities, recreational, and employment opportunities. This is in accordance with the Growth Plan which states that *complete communities* will "feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;"

In permitting the proposed development on the subject property, the overall concept of ensuring a mix of uses for the Cooksville neighbourhood is maintained. The site-specific amendment will permit the proposed development while maintaining the base land use permissions for the *Mixed Use* designation. Contextually, a residential-only building is more appropriate for the subject property in comparison to a mixed-use building given the site's location along the peripheries of the *Downtown Cooksville Character Area*. The proposed 8-storey residential building will provide for an appropriate transition in use and height into the low-rise residential area east of Kirwin Avenue. The residential building would operate harmoniously with the commercial properties closer to Dundas Street East, and the additional residential density provided will support their continued economic viability. This will help ensure that Cooksville continues to function and thrive as a mixed-use neighbourhood.

Conversely, it would be undesirable to locate a mixed-use building on the property as this would result in an encroachment of commercial uses into a stable residential area. The policies of the *Mixed Use* designation are intended to provide uses which activate main streets, not within the interior of a stable residential area. This has a dual purpose: mixed-use buildings would animate a main street and would be located along a high-traffic volume street to ensure economic viability. Locating a mixed-use building on the subject property would not accomplish either goal: Kirwin Avenue is a Major Collector located away from main streets, and would not have sufficient vehicular or pedestrian volume to sustain a business. Properties along Kirwin Avenue do not have frontage onto a main street. Given this, the location of the proposed development is appropriate in providing appropriate density for the area while maintaining the supply of parcels in *Downtown Cooksville* that are more appropriate for mixed-use development.

It is our opinion that permitting the proposed development as a site-specific exception to the *Mixed Use* designation is consistent with the policies under Section 11.2.6. The residential building is appropriate given the low-rise residential context, and the added density will provide foot traffic to local businesses, animate the neighbourhood, and ensure that Cooksville will thrive as a mixed-use, pedestrian-oriented neighbourhood.

### Downtown

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

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

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

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

As previously noted, the proposed development includes a total of 148 residential units, which averages approximately 232 units per net residential hectare when calculated to include the lands on the

western portion of the subject property. Excluding the environmentally constrained lands, the proposed development achieves a density of approximately 377 units per residential hectare, which is a more accurate reflection of the density being achieved on site.

Assuming an average rate of 1.5 residents per proposed unit, these figures translate to a density rate of 348 residents per net residential hectare on the site, consistent with the City's minimum density requirements. When considering that the lands to be dedicated as parkland are not included in the calculation, the proposed development achieves a density rate of approximately 566 residents per residential hectare. It is the intent of the policy that the *Downtown* area as a whole achieve a minimum density target of 200 residents and jobs per hectare (striving for 300 to 400 residents and jobs per hectare), which the proposed development will directly assist the City in achieving. Accordingly, the proposed building surpasses the 3-storey minimum requirement.

The intent of Policy 12.1.1.6 and the mixed-use focus of this provision is to provide uses that activate main streets and provide employment opportunities. It is not intended for properties located on *Major Collector Roads* adjacent to stable residential properties that do not contain frontage onto an *Intensification Corridor*. This is made clear by Policy 12.4.1.2 outlined in later sections of this report. As discussed, the proposed development is located along Kirwin Avenue, with no frontage onto a main arterial. The land uses along the eastern frontage of Kirwin Avenue are stable low-density residential uses. As the property is located on the periphery of the *Downtown* and *Intensification Corridor*, the inclusion of retail would encroach into the residential neighbourhood, whereas a sole residential component would operate harmoniously with the interface of the commercial uses immediately south that can achieve a mixed-use built form based on their location. The inclusion of a mix of uses within the

proposed development is undesirable as it will lead to the linear extension of the retail and commercial focus of the corridors into the neighbourhood areas, creating a destabilizing effect on the existing stable residential uses in the area.

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

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

The proposed apartment building appropriately addresses Kirwin Avenue by fronting onto and is minimally setback from the street. An active frontage, a visually interesting street façade, appropriate lighting fixtures and streetscape trees and plantings are proposed elements which will ensure a pedestrian-oriented development that enhances the neighbourhood character. The potential redevelopment of adjacent lands designated as *Mixed Use* would not be negatively impacted by the proposed development, as this dense apartment development is appropriate for a downtown urban location but not for lands along an arterial road or *Intensification Corridor*, which the *Mixed Use* designation is intended for. Furthermore, as earlier noted, the residential nature of the proposed development will provide for an appropriate interface and transition from the *Mixed Use* lands closer to the nearby major intersection to the stable low-rise areas within the interior of Cooksville, both in terms of use and built form. In this manner, both the *Mixed Use* areas and stable low-rise areas will not be negatively impacted as a result.

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

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

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

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

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

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

12.4.1.5 Bulk and Massing - Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the

Downtown Hospital Character Area. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Streets.

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

As the principal frontage of the proposed development is along Kirwin Avenue, the proposed apartment building has been designed to front onto Kirwin Avenue in order to engage the street edge and provide an appropriate form of density and massing. To further engage the street edge, design elements such as active frontage, a visually interesting street façade, appropriate lighting fixtures and streetscape plantings are proposed for the site. As well, the façade will occupy the majority of the site's frontage and contribute to a continuous street wall along Kirwin Avenue. This design will create a varied, attractive streetscape despite at-grade retail not being proposed in the development.

The subject property is located along a *Major Collector Road*. Accordingly, the development proposal appropriately deploys massing and bulk in order to provide a desirable built form and frontage condition that respects the existing and planned low-rise residential context along the immediately east of Kirwin Avenue. Accordingly, the proposed development provides for an appropriate transition in height and massing for its location along the edge of the Character Area. The massing of the structure will be compatible with future intensive development



more appropriately located along the frontages of Hurontario Street and Dundas Street East located west and south of the subject property. The proposed development incorporates linkages to the existing public sidewalk located along Kirwin Avenue that will help facilitate a pedestrian-oriented streetscape.

In accordance with Policy 12.4.1.4, the proposed development will meeting the following criteria:

- a. The proposed building will be setback 4.5m from the street line;
- b. The proposed building will step down to 4-storeys along Kirwin Avenue;
- c. The intention of this policy is to ensure that new developments along streets occupy a minimum of 80% of the frontages as a whole. The building has been designed to maximize coverage its frontage along Kirwin Avenue and ensure the continuity of the streetscape, while abiding by the appropriate setbacks and incorporating a driveway;
- d. This setback cannot be provided and is undesirable for the following reasons:
  - A 10m setback is not in accordance with the existing setbacks of other buildings along Kirwin Avenue, and would result in a disjointed and disorderly streetscape; and,
  - This policy is contradictory to Policy 9.2.1.28 which seeks to minimize building setbacks in order to create a sense of enclosure on the street, along with other policies regarding street enclosure. Providing a 4.5m setback that is in accordance with the existing setbacks along Kirwin Avenue would provide for a sense of enclosure and logical ordering of buildings on the street, which would otherwise be compromised by a 10m setback.

### Summary

The proposed development meets the density requirements prescribed in the Mississauga Official Plan for *Downtown* and *Intensification Corridor* areas and achieves the aspirational density targets. While the *Downtown* and *Intensification Corridors* are the anticipated growth areas for the City, the subject property is adjacent to low-rise residential areas. The proposed development consists of a high-density, mid-rise building that will not only achieve the City's density targets but be sympathetic and contextually compatible with the adjacent stable, low-rise residential areas east of the site. The proposed development will provide an appropriate transition in built form, massing, and use to the existing community, while maintaining the development potential of the lands to the south along Dundas Street East. It is noted that although the subject property is located within the *Downtown* and *Intensification Corridor*, it is located on the periphery of these designations in which the primary purpose of their policies is to focus intensification and growth to properties fronting Dundas Street East and Hurontario Street. Properties with frontage on the corridors can accommodate and sustain higher density development without impacting adjacent land uses and a more contextually appropriate from an urban design and streetscape perspective. Therefore, the proposed development is more contextually compatible with the adjacent stable residential neighbourhoods than a high-rise, mixed-use building. The proposed development achieves higher density while acting as a transition between the single-detached dwellings to the east and the more intensified, mixed-use areas to the west. Intensification upon the subject property is also desirable in maximizing the nearby existing and planned transit infrastructure that is within walking distance of the site. Cumulatively, the proposed development is compatible with the prescribed urban structure, and assists the City in achieving its land use planning vision for the area.

An Official Plan Amendment will be submitted to permit residential uses on the site, which is currently designated as *Mixed Use*. The proposed development will not prevent *Downtown Cooksville* from achieving a mixed-use and transit-supportive form as it does not contain frontage onto a main street corridor, and will thus not preclude the development of a mixed-use building on a more appropriate site that has frontage on a main street. The residential-only building will also contribute pedestrian traffic to local businesses, ensuring the continued economic viability of existing mixed-use properties. As a result, the overall concept of maintaining a mix of uses for Cooksville is maintained. The inclusion of a mix of uses within the proposed development is also undesirable as it will lead to the linear extension of the retail and commercial focus of the corridors into the neighbourhood areas, creating a destabilizing effect on the existing stable residential uses in the area. As well, business conditions along Kirwin Avenue, which is located away from main streets within the interior of a predominately residential area, are unfavourable for mixed-use development due to the lack of vehicular and pedestrian traffic. Overall, the residential-only building is the most contextually appropriate form of development for the site from a land use and economic perspective.

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

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

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

The City of Mississauga Zoning By-law 0225-2007 regulates development located within the City limits and provides the basis for land use planning. The Zoning Map 21 or Schedule B to By-law 0225-2007 (Figure 11), zones the property C4-52 with the western portion of the lot having a “Greenland’s Overlay”.

The C4-52 zone includes a site-specific exception that allows for overnight accommodation with a max height of 42-storeys. In addition, the C4 zone permits other commercial uses such as: retail store, commercial school, office, apartment dwelling and dwelling unit located above the first

storey of a commercial building. The current zoning allows for residential use, but not in the manner proposed through this development. A Zoning By-law Amendment application has been submitted to facilitate the proposed development and is discussed in Section 9 of this report.

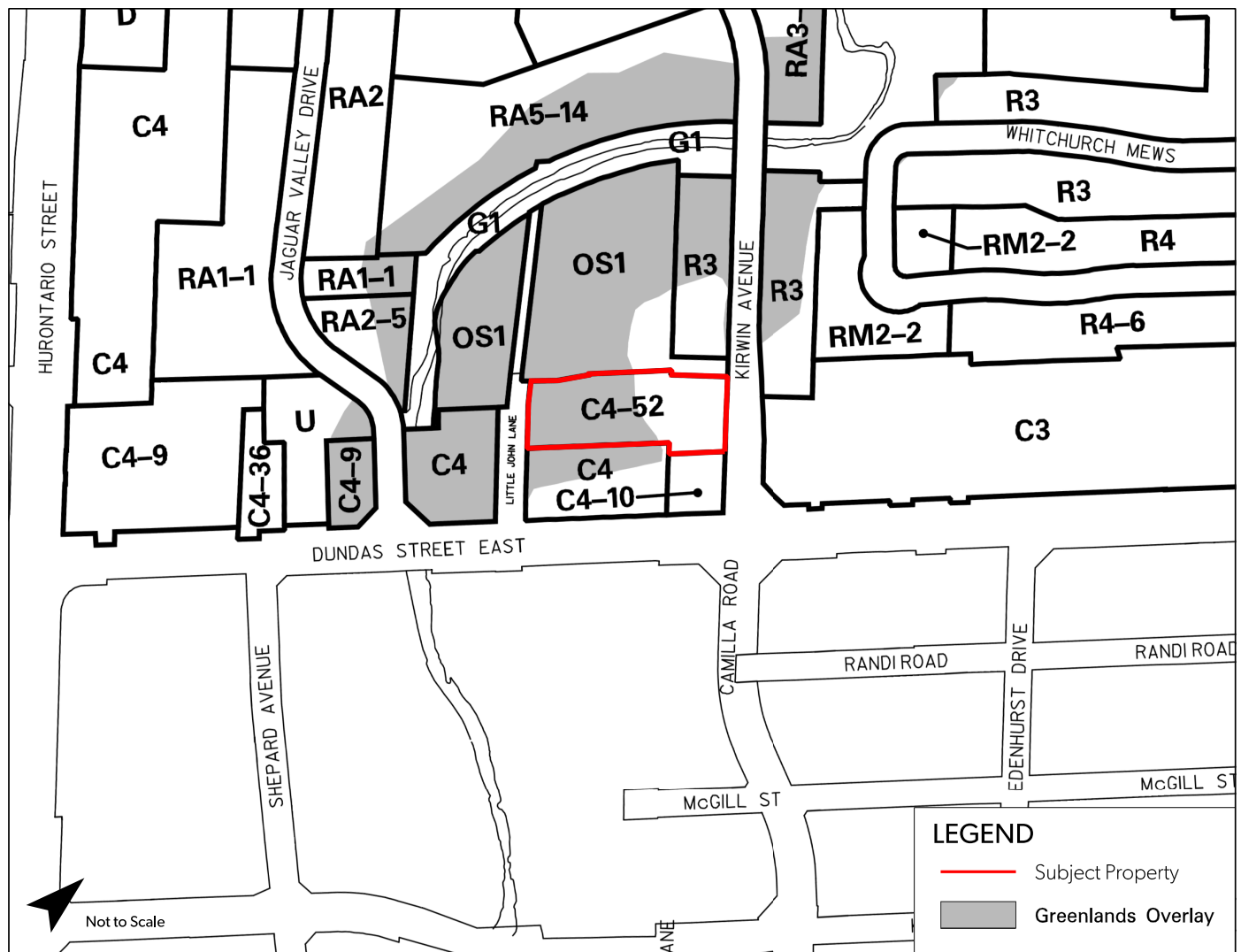


Figure 18: Zoning By-Law 0225-2007 Map 21, Schedule B



## 7. NON-STATUTORY DOCUMENTS

---



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

### **Dundas Connects**

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

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

The Master Plan for Dundas Connects was released on May 24, 2018. The Master Plan outlines a series of recommendations for transforming Dundas Street within the City into a mixed-use, multi-modal corridor. A dedicated BRT lane is proposed along the corridor which will facilitate intensification of adjacent and nearby lands. The BRT will connect to the Hurontario LRT and expand the network of rapid transit infrastructure across the City.

### **Transportation Master Plan**

The City of Mississauga Council approved the Transportation Master Plan (TMP) on May 8, 2019. The creation of the TMP was in response to the rapid growth and large demand for transportation services in the City. The TMP provides an outline of the challenges and issues from the viewpoints of various disciplines including transportation, public health, tourism, etc. As well, the TMP establishes an interdisciplinary vision for the continued evolution of the City's transportation infrastructure in accordance with the current paradigm of Transit-Oriented Development, along with 91 action items to be pursued over the short and long-term (ranging from 1 to 15+ years).

### **Hurontario Light Rail Transit**

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

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

The Hurontario LRT project in conjunction with Dundas Connects sets an excellent precedence for development at the intersection of Dundas and Hurontario and the surrounding area. The transit project provides additional connectivity opportunities in the area. The Hurontario LRT is currently under construction and is anticipated to be completed by Fall 2024.

## Vision Cooksville

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

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

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

## Cooksville GO Mobility Hub

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

The subject property is located in the eastern corner of the 800-metre radius Cooksville Mobility Hub. These hubs are meant to be places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. Metrolinx defined these hubs as either Anchor (associated with Urban Growth Centres) or Gateway (associated with intersecting transit lines). The Cooksville Mobility Hub has been labelled as a Gateway Hub due to the nearby transit corridors. The placement of the GO train line just north-west of the subject property, as well as its Mobility Hub classification, provides excellent justification for the proposed development.

*This page intentionally left blank.*



## 8. PROPOSED OFFICIAL PLAN AMENDMENT

---



An Official Plan Amendment application has been submitted at the direction of Planning Staff in order to permit the proposed development as a single residential use whereas it is the City Planning Department's opinion that the same mixed-use designation only permits multiple uses to occur on the same property. As discussed in Section 6.5 of this report and indicated in Policies 11.2.6.2 to 11.2.6.6 of the City of Mississauga Official Plan, the *Mixed Use* designation requires that residential uses be provided in combination with another permitted use.

The proposed amendment seeks a site-specific exception to permit residential as a single use that does not need to be combined with any other permitted use on the property. As well, the amendment will request that residential units be permitted at-grade in lieu of non-residential uses. The amendment is supported by the following points and policies in the City's Official Plan which were outlined throughout this report:

- The proposed development will support the residential intensification targets for the *Downtown* and *Intensification Corridor*, which are intended for higher densities (Policies 5.3.1.4 and 5.3.1.6);
- The proposed development will intensify the subject property while providing for an appropriate transition in use and height between the higher-intensity, mixed-uses towards Hurontario Street, and the low-rise residential areas east of Kirwin Avenue. The residential-only building will prevent an encroachment of commercial uses into the stable residential area (Policies 5.4.4, 9.1.5, 9.2.1.10, 9.5.1.5, 12.1.3.3, 12.4.1.5);
- The residential-only building will contribute to achieving a complete, mixed-use *Downtown Cooksville* area wherein commercial and office uses are focused along the main streets and residential-only uses along the peripheries of the neighbourhood (Policies 12.1.1.6, 12.4.1.1, 12.4.1.2);
- Permitting a residential-only building will not preclude mixed-use development within the *Mixed Use* area. The proposed development will not take away from the supply of land that is more appropriate for mixed-use development, specifically parcels fronting onto Dundas Street East and Hurontario Street (Policy 12.4.1.2);
- A commercial use would not be viable given the subject property's location along a *Major Collector Road*, which has considerably less vehicular and pedestrian traffic to support such a business. The *Mixed Use* area is intended to focus commercial uses along main streets where they are most economically viable and would animate high-traffic streets;
- The proposed development will efficiently utilize the existing and planned transit infrastructure, water and wastewater services, and nearby amenities (Policies 5.1.3, 5.1.9, 5.5.12, and 7.1.3); and,
- The proposed development will meet the City's objectives in contributing to a mix of tenures, housing types and forms which meet the lifestyle and socio-economic needs of a wide demographic (Policies 7.1.6, 7.2.2, and 7.2.9).



## 9. PROPOSED ZONING BY-LAW AMENDMENT

---

The subject property is currently zoned *C4-52 – Commercial* with the western portion of the lot having a “*Greenlands Overlay*.” The current zoning contains provisions to permit overnight accommodation of a maximum of 42-storeys of building height. The proposed Zoning By-law Amendment seeks to rezone the subject property from *C4 - Mainstreet Commercial* to *RA2 – Residential Apartment Zone 2* with site specific exceptions in order to permit the development of the lands as proposed in this report, and in the architectural plans prepared by KFA Architects, dated March 10, 2021. The following site specific exceptions are proposed:

- To permit the following parking rates:
  - 1.02 resident spaces per one-bedroom unit, whereas Section 3.1.2.1.3 of the By-Law requires 1.25 resident spaces;
  - 1.18 resident spaces per two-bedroom unit, whereas Section 3.1.2.1.3 of the By-Law requires 1.40 resident spaces;
  - 1.30 resident spaces per one-bedroom unit, whereas Section 3.1.2.1.3 of the By-Law requires 1.75 resident spaces;
  - 0.14 visitor spaces per unit, whereas Section 3.1.2.1.3 of the By-Law requires 0.20 visitor spaces;
- To permit a maximum Floor Space Index of 1.74 (gross), whereas Section 4.15.1.5 of the By-Law prescribes a maximum of 1.0;
- To permit a minimum front and exterior side yard of 3.9m for portions of the building with a height less than or equal to 13.0m , whereas Section 4.15.1.8.1 of the By-Law requires a minimum of 7.5m;
- To permit a minimum rear yard of 5.6m for portions of the building with a height less than or equal to 13.0m, whereas Section 4.15.1.10.1 of the By-Law requires a minimum of 7.5m;
- To permit a maximum encroachment of 2.0m for a balcony located above the first storey into a required yard, whereas Section 4.15.1.11.1 of the By-Law prescribes a maximum of 1.0m;
- To permit a maximum projection of 2.0m for a balcony located above the first storey, whereas Section 4.15.1.13.3 prescribes a maximum of 1.0m;
- To permit a minimum setback of 0.9m from a parking structure completely below finished grade to any lot line, whereas Section 4.15.1.13.5 requires a minimum of 3.0m;
- To permit a minimum depth of 1.5m for a landscape buffer abutting a lot line that is a street line and/or abutting lands with the Open Space, Greenlands, and/or a Residential Zone, whereas Section 4.15.1.15.2 requires a minimum depth of 4.5m;
- To permit a minimum depth of 1m for a landscape buffer along any other lot line, whereas Section 4.15.1.15.3 requires a minimum of 3.0m.

Please refer to the enclosed Draft Zoning By-law for further details.



## 10. PLANNING ANALYSIS & JUSTIFICATION

---



## 10.1 Policy Context

The subject property is designated under the Region of Peel Official Plan as within the *Urban System* and the *Conceptual Urban Growth Centre*. The policies of the Regional Official Plan support compact and dense urban forms, while providing a range and mixture of residential opportunities. It is the objective of the Region to achieve a minimum density target of 200 people and jobs per hectare within the identified growth centres by 2031 or earlier. The proposed development will achieve 238 dwelling units per net residential hectare when including the lands to be dedicated as parkland. The subject property is constrained due to the floodplain limits associated with the Cooksville Creek which have rendered the majority of the subject property as undevelopable. Should the open space lands not be included in the calculation, the proposed development achieves a density of 387 units per hectare.

The proposed development will assist the Region in meeting and exceeding its growth obligations and conforms to the density requirements of the *Urban Growth Centre* designation. The proposed development represents an appropriate scale of density to contribute to the overall Regional target and maintain compatibility with existing and planned development in the immediate area.

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

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

The City of Mississauga Official Plan designates the subject property as *Mixed Use* with a *Natural Hazard* overlay and further delineates the property as within the *Downtown Cooksville Character Area*. We provided justification in Section 8 of this report as to why this designation is inconsistent with the intent of the PPS, Growth Plan or Region of Peel Official Plan, and does not conform to the noted plans. As previously discussed, the proposed development is located on the periphery of the *Downtown* and *Intensification Corridor* and has direct linkages with the stable and low-rise residential uses located to the north and east of the subject property. The intent of the *Mixed-Use* policies is to focus a mixture of uses along key transportation corridors and in growth areas that have direct frontage along corridor routes that can sustain a mix of land uses. The subject property is not located directly on the *Intensification Corridor*; therefore, the provision of retail or commercial uses in the proposed development will lead to the encroachment of retail and commercial uses into the stable residential areas. The prohibition of residential-only uses in the *Mixed Use* designation does not appropriately capture opportunities for transition into existing neighbourhoods in terms of built form and use, and discourages a diverse and appropriate range of housing options and forms by requiring a mix of uses on all land parcels designated as such, even in areas which are inappropriate for commercial or retail uses such as Kirwin Avenue. This does not conform with Provincial and Regional policies which seek to provide for a diverse range and mix of housing options and densities.

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

The development of residential uses on the subject property would further support the mixed-use intent of this block, which currently contains a mixture of commercial uses without residential components. The development of the subject property for a sole residential use would not encumber the ability of this block to achieve its mixed-use intent while respecting the integrity and low-rise form of the adjacent *Neighbourhoods*.

It is our opinion that the proposed development conforms to the intent and policies of the Official Plan for directing growth to *Downtown* areas that is sensitive and provides for appropriate transitions to the surrounding context. An Official Plan Amendment application has been provided as required by City Planning Staff to achieve a land use designation which, in our opinion, is more appropriate to the local context, is consistent with the objectives of the PPS, and conforms to the intent and policies of the Growth Plan and Peel Region Official Plan.

## 10.2 Development Limits

The subject property is located within the *Downtown Cooksville Character Area* and is in proximity to the Cooksville Creek and its associated floodplain. It is noted that in the preparation of the previous development applications from NYX Capital Corp, the Proponent, City of Mississauga Staff and Credit Valley Conservation Authority Staff conducted discussions to determine the appropriate development limit in relation to the Cooksville Creek floodplain. This limit has since been re-confirmed in conjunction with Conservation Authority staff.

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

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

### 10.3 Urban Design & Compatibility

The shape, scale and massing of the proposed building considers the interface with the commercial uses to the south and with the parkland along the northern boundary in order to provide a condition that is appropriate and desirable. The bow-tie shape of the building provides for additional setbacks from the structural elements of the commercial uses to the south to minimize visual and noise impacts to the prospective residents. Should these adjacent lands be developed in the future, the bow-tie shape would assist in mitigating any future, potentially conflicting concerns.

Cumulatively, the proposed built form is unique in that it balances considerations of land use and built form compatibility with adjacent lands, provides for an effective transition into the nearby stable residential areas, and achieves context-sensitive intensification. The proposed development assists in achieving higher density targets as mandated by Provincial and Regional policy while respecting existing and stable communities. The proposed building will step down to 4-storeys along Kirwin Avenue to avoid any shadowing impacts or adverse impacts to the character of the adjacent residential areas, while also providing increased density and intensification in close proximity to higher order transit and community infrastructure.

The inference with the public park, John C. Price Park, is also appropriate as the proposed building will provide a desirable overlook that will enhance public safety in accordance with the principles of Crime Prevention Through Environmental Design. As well, the proposed building will step down to 5-storeys at its northwest corner closest to the adjacent park to avoid a built form and massing that would overwhelm the park.

The frontage along Kirwin Avenue provides a distinct and desirable edge to the street, along with a 4-storey facade that would provide for an appropriate transition in built form and massing to the low-rise areas east of the street. Outdoor amenity areas will be provided along with pedestrian connections to the street that will enhance the public realm. In addition, the proposed development would enhance public safety along Kirwin Avenue by providing for an overlook and active frontage in accordance with the principles of Crime Prevention Through Environmental Design.

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

### 10.4 Infrastructure & Servicing

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

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

## 10.5 Transportation & Transit

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

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

Located in close proximity to the convergence of these two significant transit initiatives, the proposed development is well positioned to support the use and continued transit investment in the area. The proposed developments efficient and compact building form is appropriate for the existing and planned context of the *Downtown Cooksville Character Area*.

## 10.6 Sustainability & Natural Heritage

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

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

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

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



*This page intentionally left blank.*



## 11. CONCLUSION

The proposed development constitutes a form of infill development and intensification that is desirable and appropriate. The proposed residential redevelopment is consistent with the objectives and intent of the Provincial Policy Statement, conforms to the Provincial Growth Plan, and conforms to the Peel Region Official Plan. With the exception of proposing residential as a stand-alone use, the proposed development conforms with and implements the City's Official Plan. The shape and massing of the proposed building respects the nearby built form, existing and planned land uses in the *Downtown Cooksville* area. The prospective residents would benefit from direct access to Dundas Street East which, as a result of the Dundas Connects initiative, would support transit and active transportation infrastructure investments dedicated to this area. The imminent Hurontario LRT located in walking distance of the site, will also provide for a north-south rapid transit connection to the City's *Downtown Core* and Brampton's Gateway Terminal. The proposed built form assists the City in achieving its growth obligations while being sympathetic and compatible with the existing land use context and low rise, low-density established neighbourhoods to the east of the subject property.

By restricting the range and mix of housing options and forms through Section 11.2.6 of the Official Plan, and by severely limiting the building height permitted in the Zoning By-Law, the Official Plan and Zoning By-law are not consistent with the objectives and intent of the Provincial Policy Statement, and do not conform with the Provincial Growth Plan. The proposed amendments, on a site-specific basis, will bring the applicable land use policy into conformity with the Provincial policy direction.

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

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



Figure 19: Render Prepared by KFA architects + planners inc.





WESTON  
CONSULTING

