



# Planning Rationale

**65-71 AGNES STREET**  
City of Mississauga

**Prepared For**  
65 Agnes Inc.

May 2022



Job Number  
21265

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This Planning Rationale report has been prepared in support of an application by 65 Agnes Inc. to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended, with respect to a 3,607 square metre site located on the northwest corner of Agnes Street and Cook Street that is approximately 220 metres (radius distance) from the Hurontario Street and Dundas Street East intersection, just east of Hurontario Street. The site is municipally known as 65-71 Agnes Street and is within the City's Downtown Cooksville area.





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# Introduction





Figure 1 - Location Map



This Planning Rationale report has been prepared in support of an application by 65 Agnes Inc. to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended, with respect to a 3,607 square metre site located on the northwest corner of Agnes Street and Cook Street that is approximately 220 metres (radius distance) from the Hurontario Street and Dundas Street East intersection, just east of Hurontario Street. The site is municipally known as 65-71 Agnes Street and is within the City's Downtown Cooksville area (see **Figure 1**, Location Map).

The subject site is currently developed with two single-storey single family dwellings. The subject site is located within an area of transition with the presence of older 10-storey apartment buildings to the west, small pockets of single-family dwellings to the north and south, as well as newer and/or recently approved developments to the east, including a recently approved development for a 28-storey residential apartment building located to the immediate east. The proposed redevelopment of the subject site will allow for intensification of the site with a 29-storey residential rental apartment building that will fit into the emerging planned context and character.

The proposal will contribute to the supply of housing in the City by providing an additional 379 new rental units to the Cooksville area. The proposed total gross floor area of the proposed buildings on the subject site will be approximately 23,328 square metres, resulting in a density of 6.47 FSI.

This report concludes that the proposal is in keeping with the planning framework established in the Provincial Policy Statement ("the PPS"), the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Region of Peel Official Plan, all of which support residential intensification in built-up areas and intensification areas. In particular, the proposed development provides new housing within 400 metres radius of the Cooksville GO Transit station and is within 305 metres walking distance of two rapid transit routes that are currently in development (the Hurontario LRT line and the planned Dundas BRT line) and is supportive of the overall vision for regeneration and intensification outlined in the Official Plan, as well as the Hurontario/Main Street Corridor Master Plan and the Dundas Connects Master Plan. While an amendment to the Mississauga Official Plan is required to permit the development, it is our opinion that the proposal is appropriate in the context of the general direction to intensify underutilized sites proximate to higher order transit and to provide for improved and enhanced public realm with active uses at grade and an increased range of housing options.

From a land use perspective, the proposal will contribute to the achievement of numerous provincial and municipal policy objectives that promote intensification and a range of housing choices within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including transit. The proposal will contribute to the intensification of an existing underutilized site that is planned for higher density residential uses and will assist in expanding the range of housing options in the area.

From a built form and urban design perspective, the proposed development is massed in a manner to locate certain elements of the building to enhance the pedestrian scale and fit into the planned context for the surrounding area and Mississauga's planned urban structure. At the pedestrian scale, the podium building contains ground level residential and active spaces fronting onto the street edges encourage an enhanced public realm and animate the street level with activity on an otherwise underutilized site. Above the podium building, the tower element is slender and sited to minimize potential built form impacts onto adjacent properties and buildings. Given the foregoing reasons it is our opinion that the proposal is appropriate from a built form and urban design perspective.

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



## Site & Surroundings



## 2.1 Subject Site

This site is located at 65-71 Agnes Street and is situated on the northwest corner of Agnes Street and Cook Street, approximately 175 metres from Hurontario Street. The site is generally rectangular in shape and has an area of 3,607 square metres, with frontages of approximately 71 metres along Agnes Street and 50.5 metres along Cook Street. See **Figure 2**, Aerial Photo.

The subject site is currently occupied by single-storey, single family dwellings at 65 Agnes Street and 71 Agnes Street, respectively. 71 Agnes Street is also comprised of two vacant lots, formerly known as 75 and 79 Agnes Street. The building at 65 Agnes Street is setback approximately 12.29 metres from the front lot line abutting Agnes Street, 6.12 metres from the east lot line abutting Cook Street, and 1.63 metres from the west

lot line abutting the property at 71 Agnes Street and can be accessed via a driveway off Agnes Street and a driveway off Cook Street. The building at 71 Agnes Street is setback approximately 12.5 metres from the front lot line abutting Agnes Street, approximately 1.2 metres from the east lot line abutting the property at 65 Agnes Street, and approximately 43.7 metres from the west lot line abutting the property at 99 Agnes Street, and can be accessed via a driveway off Agnes Street.

In terms of grading and vegetation, the site is relatively flat, sloping up to the west and contains several existing trees located along the front, west, and rear property lines of the vacant land. In addition, there are several existing nearby trees located in the rear yards of the residential properties.



Figure 2 - Aerial Photo of Subject Site





Subject site looking northwest (65 Agnes Street)



Subject site looking northwest (71 Agnes Street)



Subject site looking northwest (Vacant Land - 71 Agnes Street)



Subject site rear yard (65 Agnes Street)



Subject site looking southwest (65 Agnes Street)



## 2.2 Surrounding Area

The subject site is located in the Downtown Cooksville area of the City of Mississauga. Cooksville is generally bounded by the Canadian Pacific rail (CPR) corridor to the north, Camilla Road/Kirwin Avenue to the east, King Street East to the south, and Confederation Parkway to the west (see **Figure 3**). Downtown Cooksville is focused along the Hurontario corridor, one of the primary north-south transportation spines in the City of Mississauga. Downtown Cooksville is located approximately halfway between the Queen Elizabeth Way (QEW) Highway to the south and the high-rise towers in the Downtown Mississauga to the north surrounding the Square One shopping centre.

The Downtown Cooksville area along Agnes Street and Hurontario Street is generally characterized by low and mid-rise residential development, with nearby commercial plazas with retail and office uses. In the wider area of Downtown Cooksville, there are several high-rise towers with existing heights that range up to 22 storeys, approved heights up to 28 storeys and proposed heights ranging up to 35 storeys. Low-rise residential neighbourhoods are generally located to the

west of Confederation Parkway, beyond the Cooksville Area boundaries. Additionally, Cooksville Creek flows through the southeast portion of the Cooksville area in a north-south direction.

As discussed below in Section 2.4, Downtown Cooksville is poised to receive significant new transit investment. The subject site is located approximately 220 metres from the intersection of Hurontario Street and Dundas Street East. The Dundas stop on the new Hurontario Light Rail Transit (LRT) line will be constructed at this intersection, with expected completion in Fall 2024. The Dundas Bus Rapid Transit (BRT) line, which is currently in initial planning stages, is expected to run along the Dundas Street corridor and will interchange with the LRT at this intersection, with an additional planned stop at the corner of Confederation Parkway and Dundas Street West. The site is also within an approximate 400 metre radius of the Cooksville GO Station to the north (representing an approximate 9-minute walk), which is identified as a Mobility Hub in the Metrolinx 2041 Regional Transportation Plan.



Figure 3 - Aerial Photo of Surrounding Area

Given the emerging policy context of the site that has resulted from extensive existing and planned transit infrastructure that is/will serve the Cooksville area, there are several proposed, approved and/or recently constructed developments within the vicinity of the subject site. These developments are indicated in Table 1, below.

**Table 1 - Surrounding Developments**

Address	Application Type (FILE NO.)	Height	Status
45 Agnes Street	ZBA (OZ 13 17)	28 storeys	Approved
3085 Hurontario Street	OPA, ZBA (OZ/OPA 21 11)	9 storeys 30 storeys 33 storeys 35 storeys	Under Review
86-90 Dundas Street East	OPA, ZBA (OZ 16/008)	16 storeys	Approved/Under Construction
85-95 Dundas Street West & 98 Agnes Street	OPA, ZBA (OZ/OPA 19 17)	18 storeys	Approved
2444 Hurontario Street	OPA, ZBA (OZ/OPA 20 10)	26 storeys	Under Review
189 Dundas Street West	OPA, ZBA (OZ/OPA 21-9)	18 storeys 20 storeys 32 storeys	Under Review
1 Fairview Road East	OPA, ZBA (OZ/OPA 20 1)	32 storeys	Approved
3420 and 3442 Hurontario Street	OPA, ZBA (OZ 20/022)	30 storeys 36 storeys	Under Review



## 2.3 Immediate Surroundings

To the immediate east of the site, at the northeast corner of Cooks Street and Agnes Street is a vacant parcel of land (45 Agnes Street). On December 9<sup>th</sup>, 2020, an Official Plan Amendment (OPA 70, By-law 0302-2020) and Zoning By-law Amendment (0303-2020) were passed to permit a 28-storey residential apartment building consisting of 282 rental units and 520 square metres of commercial floor space (MW Condo). Land to the north of the vacant parcel consist of 27 3-storey townhouse units (43 Agnes Street and 3060-3072 Cook Street). South of the vacant parcel is a large parking lot servicing the 3-storey commercial plaza, Cooksville Colonnade (3024 Hurontario Street) with fencing and trees alongside the Angus Street frontage. The plaza offers a diverse set of retail and service uses including the Cooksville Branch Library, Luis Hairstyling, Early Bird Driving School, the Hurontario LRT Community Office, Cash Money Load Agency, Hakim Optical, and restaurants including Willy's Jerk, Halo Espresso Bar, Subway, Kusina Mississauga, and The Owl of Minerva Hurontario. East of the vacant parcel (25 Agnes Street) is a 13-storey mixed-use building consisting of 97 units with surface parking on the north side of the property (Waterford Condominiums). East of the Waterford building is a 3-storey office building at 3038 Hurontario Street.



Vacant land at 45 Agnes Street



43 Agnes Street and 3060-3072 Cook Street looking northwest



Townhomes along Cook Street



25 Agnes Street

Further west, on the west side of Hurontario Street, are a number of commercial plazas with 1- to 2-storey buildings and surface parking, including a commercial development at 3085 Hurontario Street that is subject to a development application to permit the redevelopment of the lands for a mixed-use development comprised of four buildings with heights of 9, 30, 33 and 35 storeys. Also, located along Cooksville Creek is an apartment neighbourhood with buildings ranging between 9 and 29 storeys.

To the immediate north of the subject site is a single-storey single-family dwelling fronting Cook Street and has a south (side) yard setback from the subject site of 1.35 metres with a detached garage in the rear of the property and a driveway off Cook Street (3060 Cooke Street). North of 3060 Cook Street are two 1-storey single family dwellings with frontages on Cooke Street, detached garages in the rear of the properties, and driveways off Cook Street (3066 and 3072 Cook Street). Further north of the subject site is TL Kennedy Secondary School, a public high school with surface parking accessible via driveway access off Cook Street and Hurontario Street, as well as a laneway/walkway that leads to additional surface parking to the north of the property, portable classrooms and a soccer and football field located northwest of the subject site. Pedestrian access to the high school includes pathways off Hurontario Street to the east, Hillcrest Avenue to the north, and Cook Street to the south.

Further north, approximately 400 metres away, is Cooksville GO Transit station comprised of large surface parking lots and a 6-storey above-grade parking structure. West of the station are four high-rise apartment buildings, each 22 storeys in height.



3060 Cooke Street



3066 Cooke Street



3072 Cooke Street



TL Kennedy Secondary School



TL Kennedy Secondary School Field



To the immediate west are three apartment buildings, including The Embassy, a 10-storey, a 119-unit apartment building (99 Agnes Street) and Surveyor's Point, a 12-storey, 158-unit apartment building (111 Agnes Street) both with underground parking and surface parking with driveway access off Agnes Street, as well as Royal Towers, a 10-storey, 128-unit apartment building (121 Agnes Street) with underground parking with driveway access off Confederation Parkway and surface parking with driveway access off Agnes Street.

Further northwest from the subject site is Sergeant David Yakichuk Park, an open space-community park which starts at the property line of 121 Agnes Street alongside Confederation Parkway, and extends to Hillcrest Avenue, bounded by the property lines of TL Kennedy Secondary School.



111 Agnes Street



121 Agnes Street



High-rise Apartment Buildings along Hillcrest Avenue



99 Agnes Street



Sergeant David Yakichuk Park



To the immediate south of the subject site, on the south side of Agnes Street are a number of single-storey single family dwellings (66 to 70 Agnes Street), as well as a few that have been converted for commercial purposes (60, 78 and 84 Agnes Street). South of these properties, fronting the north side of Dundas Street West, are commercial plazas with heights ranging between 1 to 3 storeys. Further west on the north side of Dundas Street West are properties municipally known as 85-95 Dundas Street West and 98 Agnes Street that are approved to permit an 18-storey mixed-use building known as Artform Condos.



60 Agnes Street



66 Agnes Street



78 Agnes Street



70 Agnes Street



84 Agnes Street

## 2.4 Transportation Context

### Road Network

The subject site is located along Agnes Street, a two-way street identified as a Future Minor Collector (Schedules 5 of Mississauga Official Plan) connecting Hurontario Street and Confederation Parkway. The subject site is well connected to Mississauga's and the Region of Peel's road network, as it is located approximately 175 metres from Hurontario Street, a major north-south road residential and commercial thoroughfare that runs from Steeles Avenue West in Brampton, Ontario, through Mississauga, south to Lakeshore Road East in Port Credit and is connected to several major highways, including 407 Express Toll Route, Ontario 401 Express, Highway 403, and QEW. Hurontario Street is identified as Downtown Intensification Corridor (Schedule 2 of Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 35 metres (Schedules 5 and 8 of Mississauga Official Plan).

Additionally, the subject site is located approximately 120 metres from Dundas Street West, a major road that runs from Kingston Road in Toronto through Mississauga to Highway 6 in Waterdown. Dundas Street is identified as an Intensification Corridor (Schedule 2 of Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 42 metres (Schedules 5 and 8 of Mississauga Official Plan).

### Transit Network

Currently, the subject site is serviced by a number of MiWay public transit bus routes, as shown on **Figure 4**:

- MiWay Route #1 (Dundas): this bus route operates between Kipling Station to the east and Vega Boulevard to the west, in an east-west direction along Dundas Street. This route provides all day 10-15 minute service Monday through Friday and all day, and 15-20 minute service on Saturdays and Sundays. The route has key stops at the intersection of Dundas Street East and Jaguar Valley Drive that serve the subject site.
- MiWay Route #101 (Dundas Express): this bus route also operates in a general east-west direction along Dundas Street East, between South Common Centre/U of T Mississauga Campus and Kipling Station. The route is a dedicated express route and has key stops at the intersection of Dundas Street East and Hurontario Street.
- MiWay Route #2 (Hurontario): this bus route operates between Port Credit GO Station and the City Centre Transit Terminal at Square One, in a north-south direction along Hurontario Street. This route provides all day 10-15 minute service throughout the week. The route has key stops at the intersection of Dundas Street East and Hurontario Street that serve the subject site.
- MiWay Route #103 (Hurontario Express): this bus route operates in a north-south direction along Hurontario Street, between Trillium Health Partners Hospital and the Brampton Gateway Terminal. This route provides all day 20-minute service throughout the week. The route is a dedicated express route and has key stops at the intersection of Dundas Street East and Hurontario Street.
- MiWay Route #28 (Confederation): This bus route operates in a north-south direction between north of Queensway and City Centre Transit Terminal. This route provides all day 10-15 minute service throughout the week. The route has a stop near the Confederation Parkway and Agnes Street intersection that serves the subject site.
- MiWay, Route #38 (Creditview): This bus route operates in a north-south direction between the Meadowvale Town Centre and the Cooksville GO Station. This route provides all day 10-15 minute service Monday to Friday. The route has a stop near the Confederation Parkway and Agnes Street intersection that serves the subject site.



Additionally, the Cooksville GO Station is located within an approximate 400 metre radius of the subject site (representing a 9-minute walk). The Cooksville GO Station is on GO Transit's Milton Line regional commuter rail service, which operates between Milton and Union Station during peak periods on weekdays. The Station serves additional MiWay Routes, including #4-Sherway Gardens and #53-Kennedy.

The intersection of Dundas Street and Hurontario Street will be the interchange of the under-construction Hurontario LRT and the planned Dundas BRT, further discussed below. Once complete, the Hurontario LRT will run north-south in a dedicated lane from the Port Credit GO Station on the Lakeshore West line to the Brampton Gateway Terminal, with connections to the Zum

Transitway, and with additional intermodal connections to the Cooksville GO Station on the Milton line and the City Centre Station on the Mississauga Transitway. The Hurontario LRT project is expected to be completed in 2024.

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

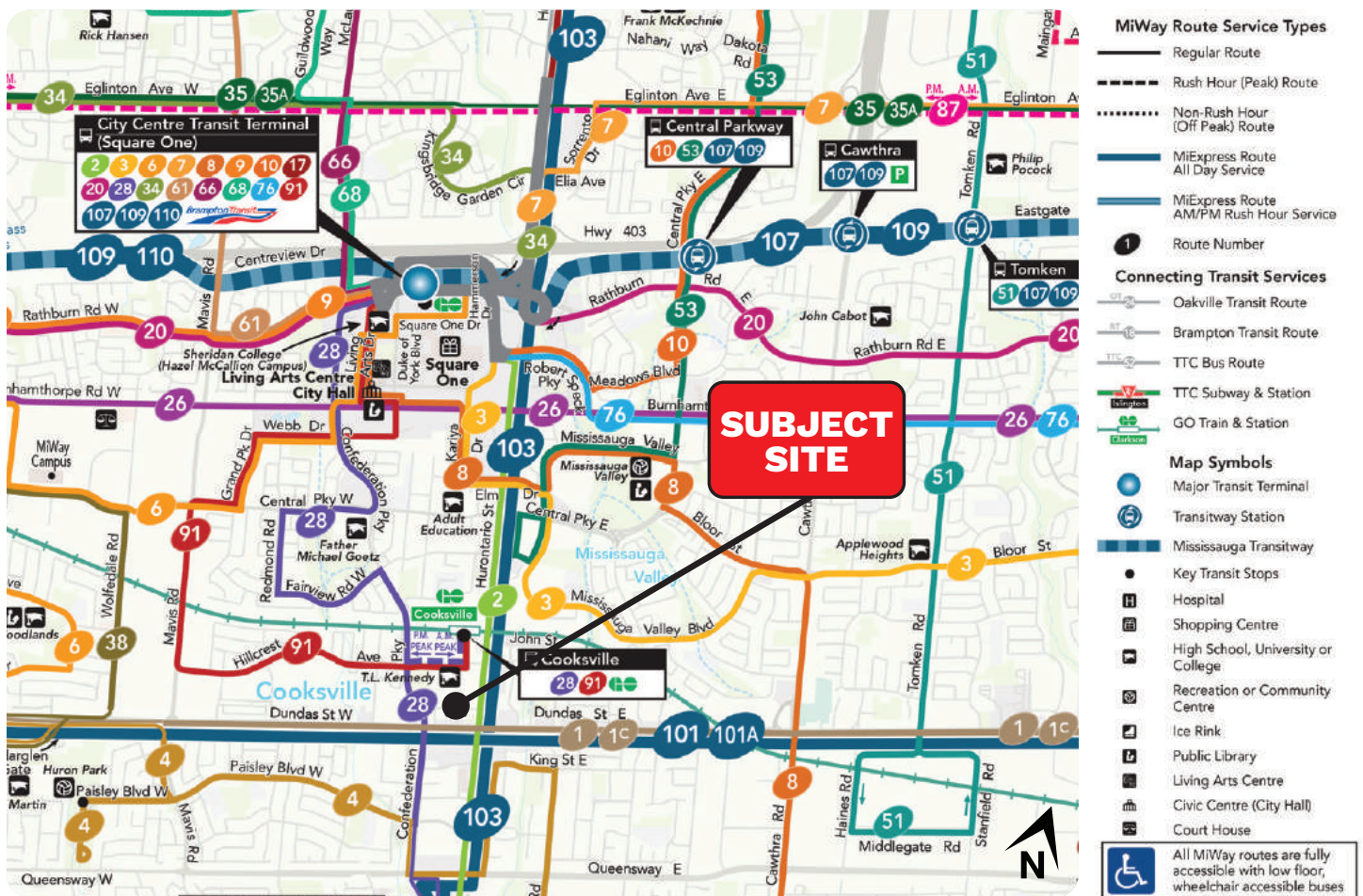


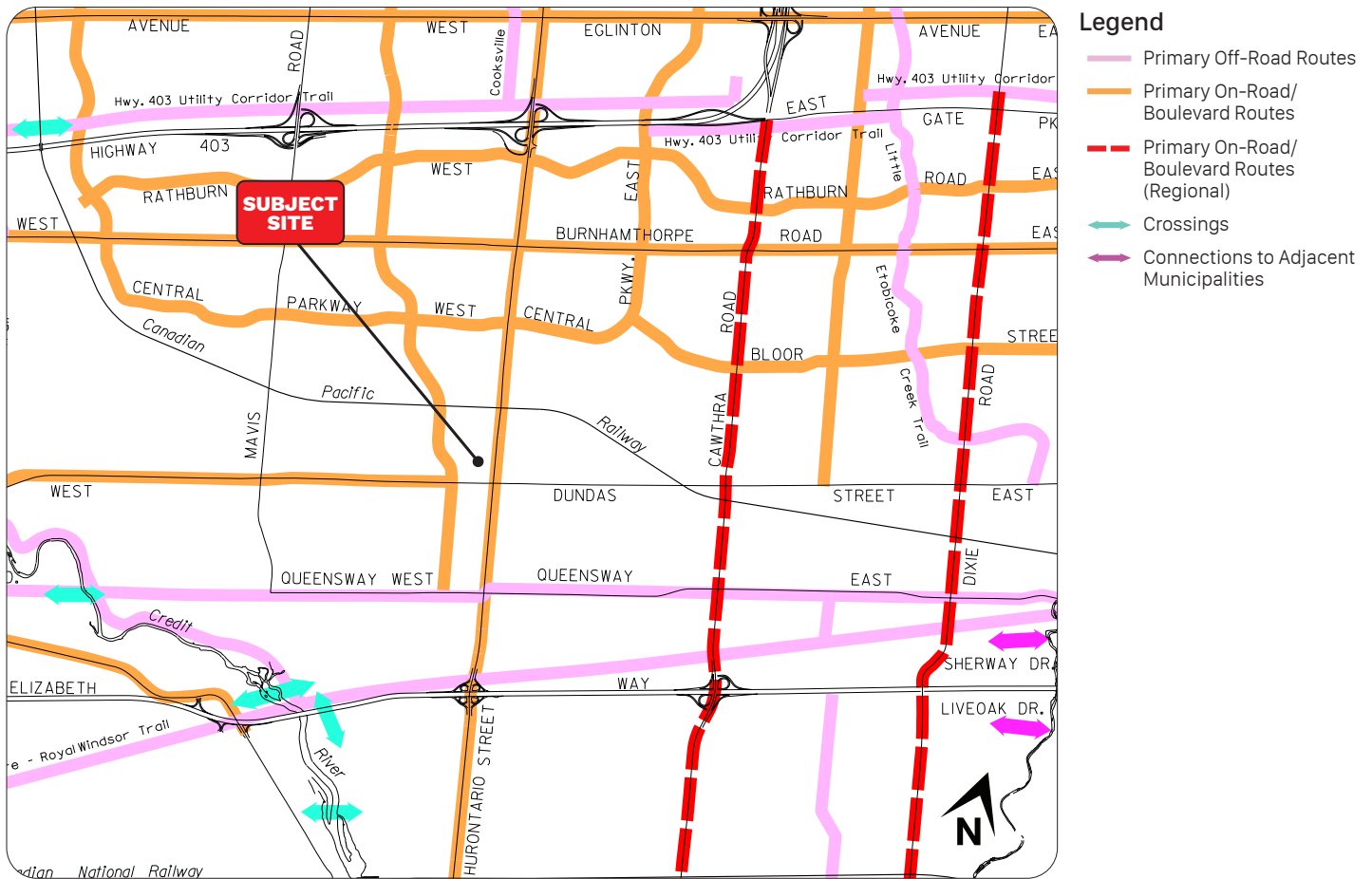
Figure 4 - MiWay Transit Map



## Cycling Network

As shown on **Figure 5**, Schedule 7: Long term Cycling Routes of the Mississauga Official Plan identifies Hurontario Street and the portion of Dundas Street West, west of Confederation Parkway as *Primary On-Road / Boulevard* cycling routes. Section 8.2.4 of the Mississauga Official Plan states that these routes are

meant to connect key city destinations with cycling infrastructure. In addition, Section 8.2.4 states that the city will protect and may acquire lands required for the cycling facilities shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program.



**Figure 5 - Schedule 7 of Mississauga Official Plan: Long term Cycling Routes**



# Proposal



### 3.1 Description of the Proposal

The proposal involves a comprehensive redevelopment of the subject site with a 29-storey residential rental apartment building with a total of 379 units (See **Figure 6**, Site Plan). The building is comprised of a 8-storey podium building with a 21-storey tower element situated at the southeast portion of the podium. The overall height will be 93.3 metres, not including the mechanical penthouse (98.3 metres including the mechanical penthouse). A total gross floor area of approximately 23,328 square metres results in an overall density of 6.74 FSI.

#### Podium Building (Levels 1-8)

The 8-storey podium building steps down to a 6-storey base element and has been designed to appropriately frame Agnes Street and Cooks Street and to limit any unwanted built form impacts on adjacent properties, particularly those to the north and west. The base building is setback a minimum 3.7 metres from Agnes Street and 4.5 metres from Cooks Street, allowing for opportunities to enhance the street edges with landscaping. In this regard, setbacks are increased at the southeast corner of the podium to facilitate a larger open space plaza at the corner of the intersection, which will not only be well landscaped, but can also provide a location for public art. To provide a landscape buffer area to the adjacent properties to the north and west, the base building is setback by 3.0 metres from the north property line, while at the west end, the building is setback 4.5 metres.

The podium building will be strongly defined and articulated by smaller inseting and projecting "boxes", which are achieved by strategically located inset balconies and framing the "projecting boxes" with white pre-cast that frames. The "boxes" are further broken up into smaller elements through the use of glass and horizontal and vertical details. The ground level will be predominantly glazed and transparent to activate the public realm.

The ground level (see **Figure 7**) is proposed to have a floor-to-ceiling height of approximately 4.5 metres and will consist of the residential lobby at the southeast corner, amenity space along Agnes Street, and the driveway entrance of Agnes Street at the southwest end of the building providing access to an internalized parking ramps and grade-level parking spaces, garbage, and servicing areas, including a loading space. Along the Cook Street frontage, five 2-level grade-related integrated townhouse units with direct access to the sidewalks line the street edge. Above the ground level

is a mezzanine level that provides a level of above grade parking, as well as storage lockers and the second level for the grade-related townhouse units.

Levels 2-5 of the podium building will have street-facing units that will screen the above-grade parking spaces, as well as bicycle parking and back-of-house space. Level 6 is L-shaped providing units facing both the street edges as well as looking out to the rooftop amenity space. Also located on Level 6 is additional indoor amenity space with direct access to the outdoor amenity space. Levels 7 and 8 are stepped back approximately 3.6 metres along Agnes Street and approximately 2.0 metres along Cook Street, from the building face of the floor below. These stepbacks further emphasize the 6-storey street wall condition along the street.

#### Tower (Levels 9-29)

The proposed tower element is oriented in an east-west direction and sited at the southeast corner to frame the intersection and provides appropriate setbacks and separation distances from adjacent properties (see **Figures 8 and 9**). Particularly, above the 8-storey podium building, the tower element provides an additional 3.0-metre front step back along Cook Street. Along Agnes Street, while the tower element is flush with Levels 7 and 8 of the podium, the rooftop of the podium building is capped with a cantilevered canopy that further distinguishes the podium from the tower element. The tower element itself has a tower floor plate size of approximately 758 square metres (gross construction area) and is setback approximately 13.6 metres to the west property line and approximately 23.9 metres to the north property line.

Distinguished but similar to the treatment and design of the podium building, the tower element maintains the "box" motif by breaking down the tower into smaller elements, however, the tower element uses strong vertical elements to give the tower a more elongated and elegant treatment.

From Levels 9-29, the tower element will have a floorplate of approximately 796 square metres gross construction area (GCA). The tower element will be rectangular in shape, with an east-west dimension of approximately 26.62 metres, and a north south dimension of approximately 29.82 metres. Each level of the tower will each contain 12 residential dwelling units.

The mechanical penthouse level will have a height of 5.0 metres and will be stepped back on all sides.



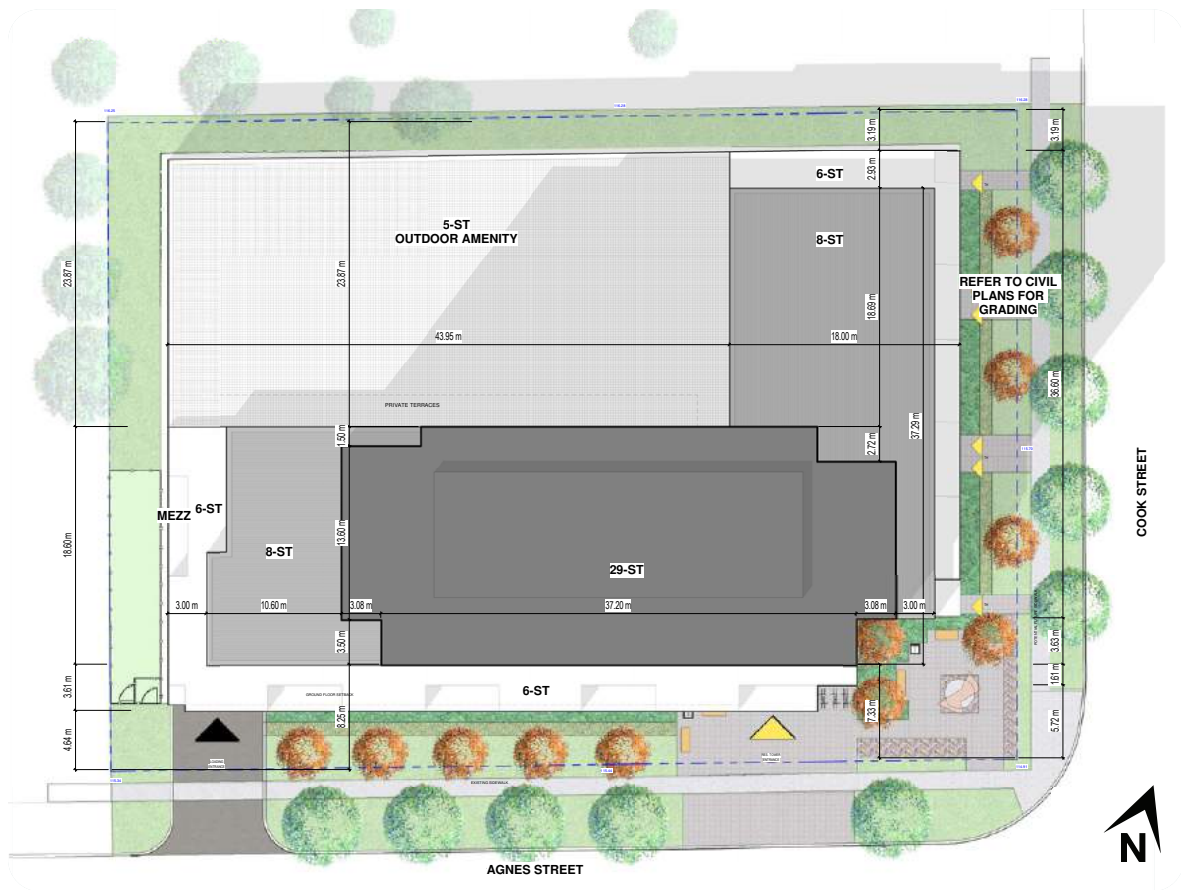


Figure 6 - Site Plan (Prepared by Sweeney & Co.)

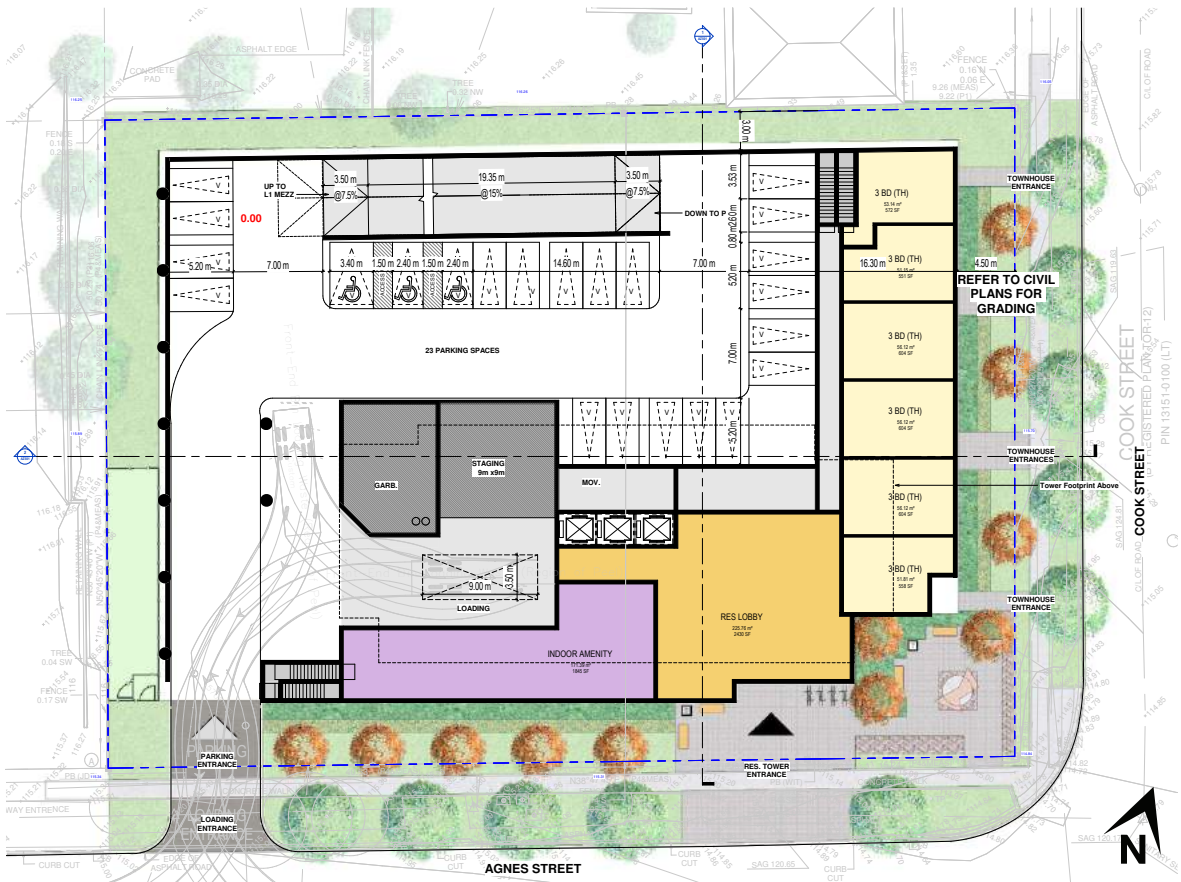


Figure 7 - Ground Floor Plan (Prepared by Sweeney & Co.)



There is a total of approximately 379 new residential dwelling units currently proposed for the subject site. The proposed unit mix includes 270 one-bedroom units (71.2%), 98 two-bedroom units (25.8%), and 11 three-bedroom units (3.0%), five of which, are 2-level grade-related integrated townhouse units.

The proposed indoor amenity spaces are located on two levels: on the ground floor fronting Agnes Street, the approximate 171.4 square metres of space will not only provide amenity space for residents, but at this time, consideration is being given to the possibility of making this space available to the community at-large, through an arrangement/booking system. Further discussions with City staff will determine the viability of this potential arrangement. The second indoor amenity space is located on Level 6 and is approximately 223.6

square metres in size. This indoor amenity space will open out onto a contiguous, 829.3 square metre outdoor amenity terrace located on the roof of Level 5. The proposed outdoor amenity area is to be designed to accommodate a variety of passive and recreational uses and will include seating areas and green space.

As noted previously, the proposed building incorporates a series of private balconies and terraces, which will provide additional private outdoor amenity space.

Vehicle and loading access will be provided via a curb cut at the southwest corner of the site, which provides access to a 7.0-metre wide drive aisle. This drive aisle will wrap the south, west and north sides of the building at grade, and will provide access to the residential lobby, rear loading areas, short term-bicycle parking area and the underground parking ramp, located along the north side of the building.



The proposed development will provide a total of 412 vehicle parking spaces, located at-grade, as well as on 2 underground levels and on 5 above ground levels. These parking spaces will consist of 355 parking spaces dedicated to residents and 57 parking spaces dedicated to residential visitors. One loading space is proposed for the development (9.0 metres in length and 3.5 metres in width). The loading space is to be entirely enclosed within the mass of the building, adjacent to the internal servicing and waste areas, and will not be visible from Agnes Street or adjacent properties to the west.

A total of 248 long-term bicycle parking spaces are proposed, in addition to 19 short-term bicycle parking spaces.

### 3.2 Key Statistics

Table 2 - Key Statistics

Standard	Proposed
Site Area	3,607 square metres
Gross Floor Area	
Proposed Residential	23,328 square metres
Total Proposed	23,328 square metres
Floor Space Index	6.47
Building Height	29 storeys / 93.30 metres (excl. MPH)
Unit Mix	
One-Bedroom	270 units (71.2%)
Two-Bedroom	98 units (25.8%)
Three-Bedroom/Townhouse Units	11 units (3.0%)
Total Dwelling Units	379 units (100%)
Amenity Space	
Indoor	395 square metres
Outdoor	829.3 square metres
Total Amenity Space	1,224.3 square metres
Car Parking Spaces	
Resident	355 spaces
Visitor	57 spaces
Total Parking Spaces	412 spaces
Bicycle Parking Spaces	
Long Term	229 spaces
Short Term	19 spaces
Total Bicycle Parking Spaces	248 spaces
Loading Space	1 space

### 3.3 Required Approvals

An amendment to the City of Mississauga’s Official Plan is required to permit an increase in the building height from 25 storeys to 29 storeys, as well as the permitted density from 2.9 FSI to 6.75 FSI on site. Additionally, an amendment to Zoning By-law No. 0225-2007, as amended, is necessary to permit the proposed use, increase the permitted density and to revise other development regulations as necessary to permit the proposed development. A Site Plan Approval application is also required and will be submitted at a later date.



4

# Policy & Regulatory Context



## 4.1 Overview

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

## 4.2 Provincial Policy Statement

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

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

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

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

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

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

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

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

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

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

## 4.3 Growth Plan for the Greater Golden Horseshoe

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

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

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

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

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

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

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

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

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

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



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

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

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

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

The subject site falls within the definition of a “strategic growth area” pursuant to the Growth Plan, as the Cooksville GO Station is located within an approximate 400 metre radius of the subject site (representing a 9-minute walk), as well as within an approximate 305 metres radius from stops along the Hurontario line and

the planned Dundas BRT line. “Strategic growth areas” are defined as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

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

While the City is required to delineate the boundaries of MTSA’s through its 2019 Growth Plan conformity exercise, it is our opinion that the site falls within an area that would be appropriate for inclusion within the MTSA boundaries. The Region of Peel is currently undertaking a municipal comprehensive review of its Official Plan, which will include the delineation of MTSA’s around stations/stops on the Hurontario LRT and the Dundas BRT. On September 23, 2021, Regional Council endorsed a Draft Regional Official Plan Amendment proposing changes related to Major Transit Station Areas, amongst other focus areas, to proceed to a statutory open house and public meeting. The draft ROPA proposes a new Schedule E5 – Major Transit Station Areas that identifies the subject site within a Primary Major Transit Station Area associated with Hurontario LRT stop HLRT-5, and Dundas BRT stops DUN-11 (Dundas Street East and Hurontario Street) and DUN-10 (Dundas Street East and Confederation Parkway). See Section 4.5 below.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form. In this respect, Schedule 3 of the 2019 Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000, respectively, by 2041.

Policy 2.2.1(4) states that applying the policies of the 2019 Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

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

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

Policy 2.2.4(2) requires municipalities to delineate the boundaries of MTSA's on priority transit corridors or subway lines "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis). Policy 2.2.4(3)(a) goes on

to require that MTSA's served by light rail transit or bus rapid transit be planned for a minimum density target of 160 residents and jobs combined per hectare.

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

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

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

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

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

*"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted*



*growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

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

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

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

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

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

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development, including the requested amendments to the City of Mississauga Official Plan and Zoning By-law, conform with the 2019 Growth Plan and, in particular, the policies encouraging growth and intensification in "strategic growth areas", including "major transit station areas", and seek to optimize the use of land and infrastructure.

## **4.4 Metrolinx 2041 Regional Transportation Plan**

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

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

On Map 6, Complete 2041 Frequent Rapid Transit Network of the 2041 RTP (see **Figure 10**) identifies the Milton GO Line with 15-minute Two-Way All-Day GO Rail service, Dundas Street East with BRT service and Hurontario Street with LRT service, creating a transit rich context for the Subject Site. It is anticipated that service on the Hurontario LRT line will commence in 2022 as outlined in Map 3 of the Plan.

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

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

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

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

One of the priority actions under Strategy 2 identified in the 2041 RTP is to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 by advancing key rapid transit projects, including 15-minute

GO Regional Express Rail service on the Milton GO Line beyond 2025, and in-development projects for Dundas Street BRT service and Hurontario LRT service that will connect the existing and planned rapid transit and BRT.

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

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

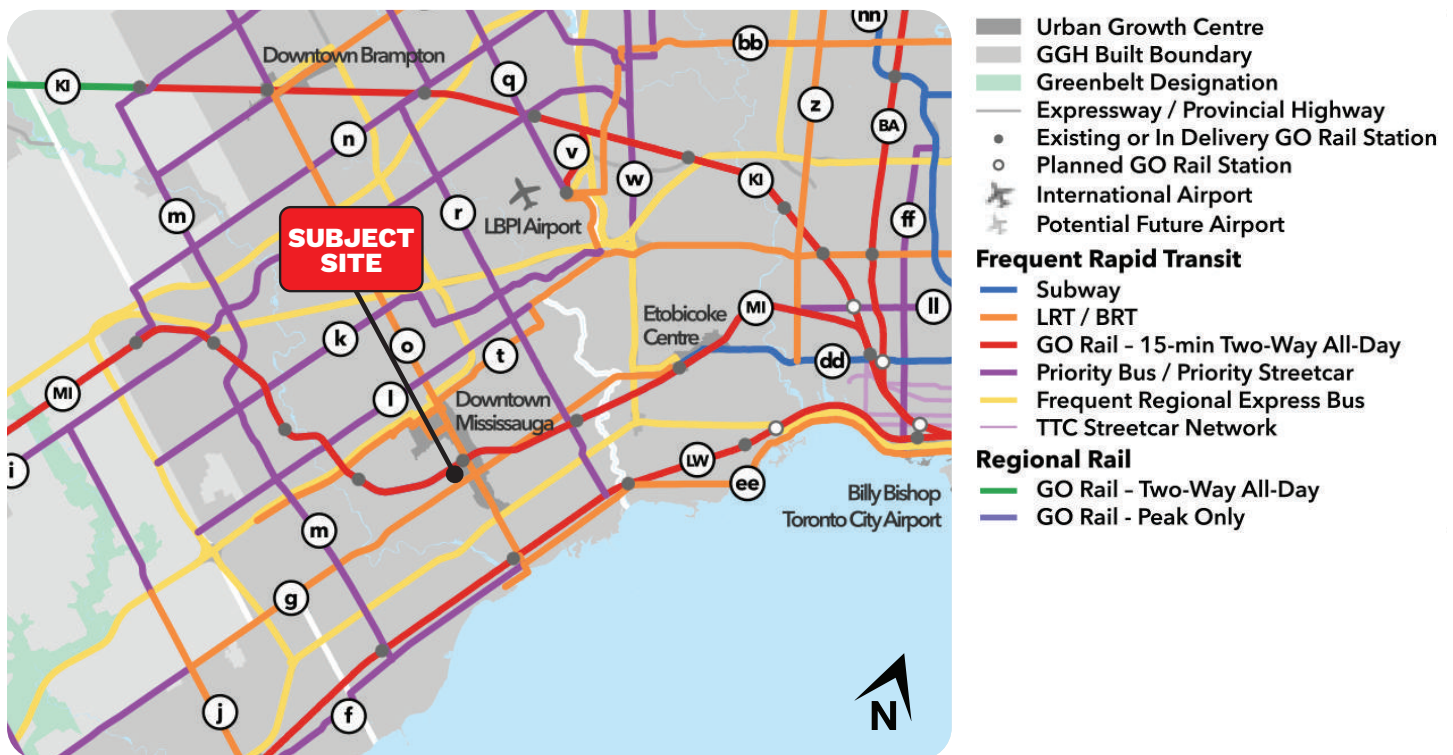


Figure 10 - Map 6 of Metrolinx 2041 Regional Transportation Plan



## 4.5 Region of Peel Official Plan

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

### Regional Structure

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

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

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

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

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

Section 5.3.2 of the Regional Official Plan sets out general policies for the Urban System. Policy 5.3.2.2 states that urban development and redevelopment will be directed to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the Regional Official Plan and the area municipal official plans. Policy 5.3.2.6 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

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

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

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

Policy 5.3.3.2.6 addresses Hurontario Street as a Regional Intensification Corridor, stating it should provide:

- prime opportunities for intensification;
- opportunities for residents to live and work;
- a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;
- transit-supportive and pedestrian-oriented urban forms;
- opportunities for higher order transit; and
- viable opportunities for financing necessary infrastructure and services.

## Growth Management

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

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

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

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

- achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;
- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments;

- optimize all intensification opportunities across the Region; and
- achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, intensification corridors, nodes and major transit station areas, and any other appropriate areas within the built-up area (See **Figures 11 and 12**).

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

## Housing

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

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

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

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



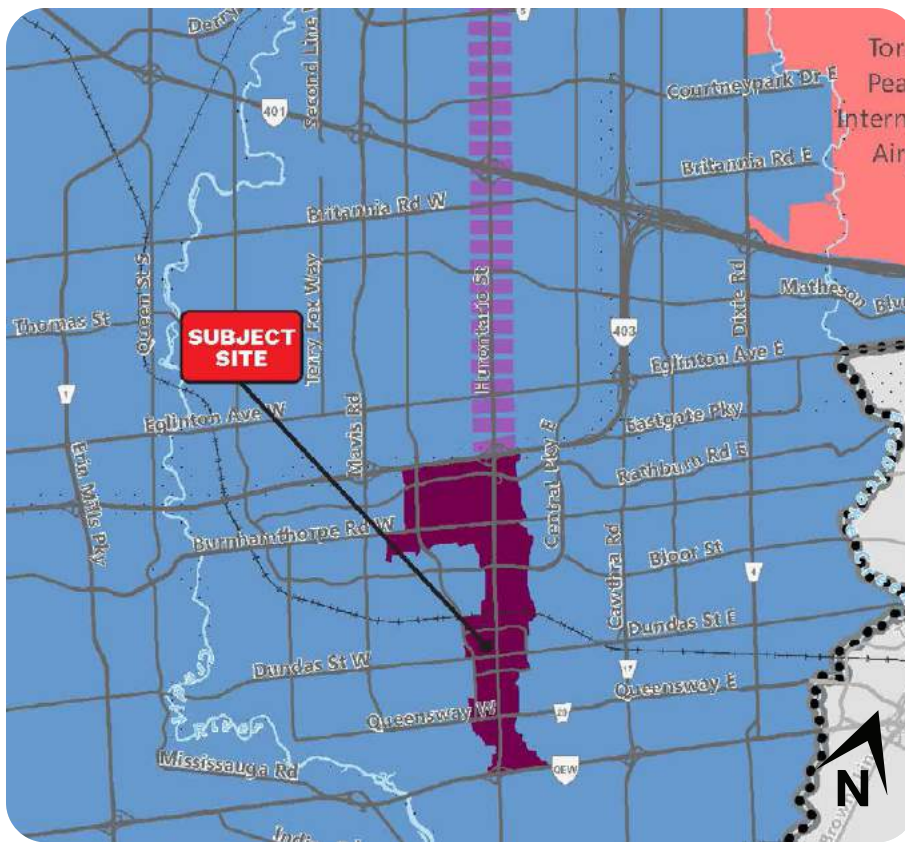


Figure 11 - Region of Peel Official Plan – Schedule D

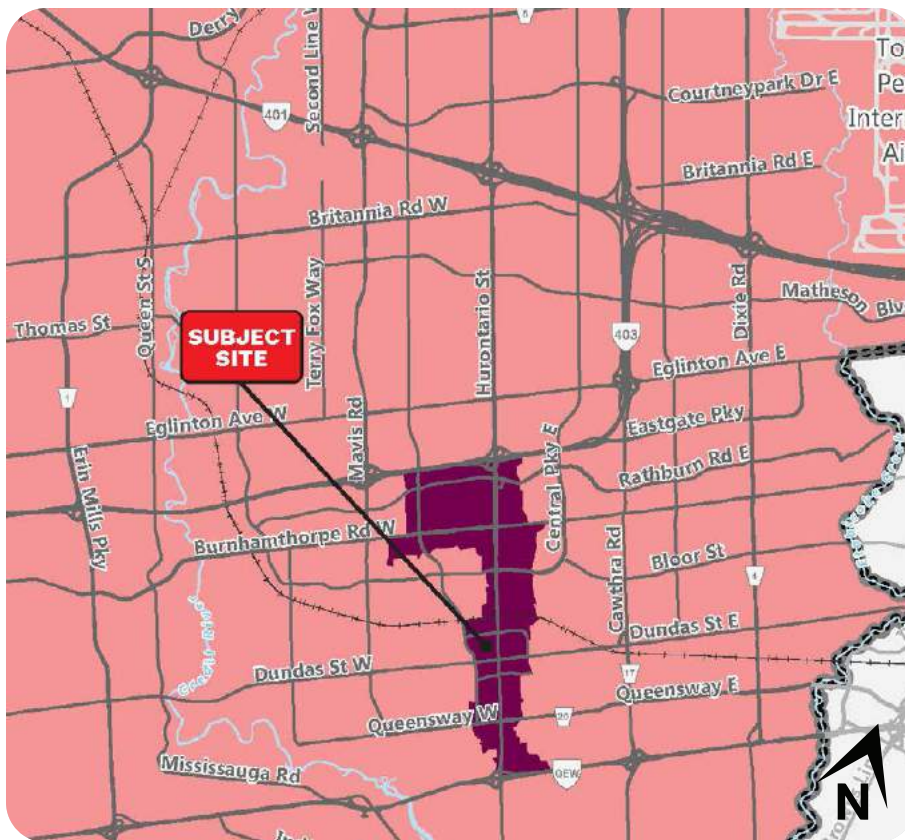


Figure 12 - Region of Peel Official Plan – Schedule D4

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

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

Annual Minimum New Housing Unit Targets in Peel:

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

## Transportation

Section 5.9. of the Regional Official Plan sets out objectives and policies related to the Region's Transportation System. The Region's general objectives for the transportation system relevant to the proposed development include:

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

Policy 5.9.2.5 reinforces the need to optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form in support of the objectives above.

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

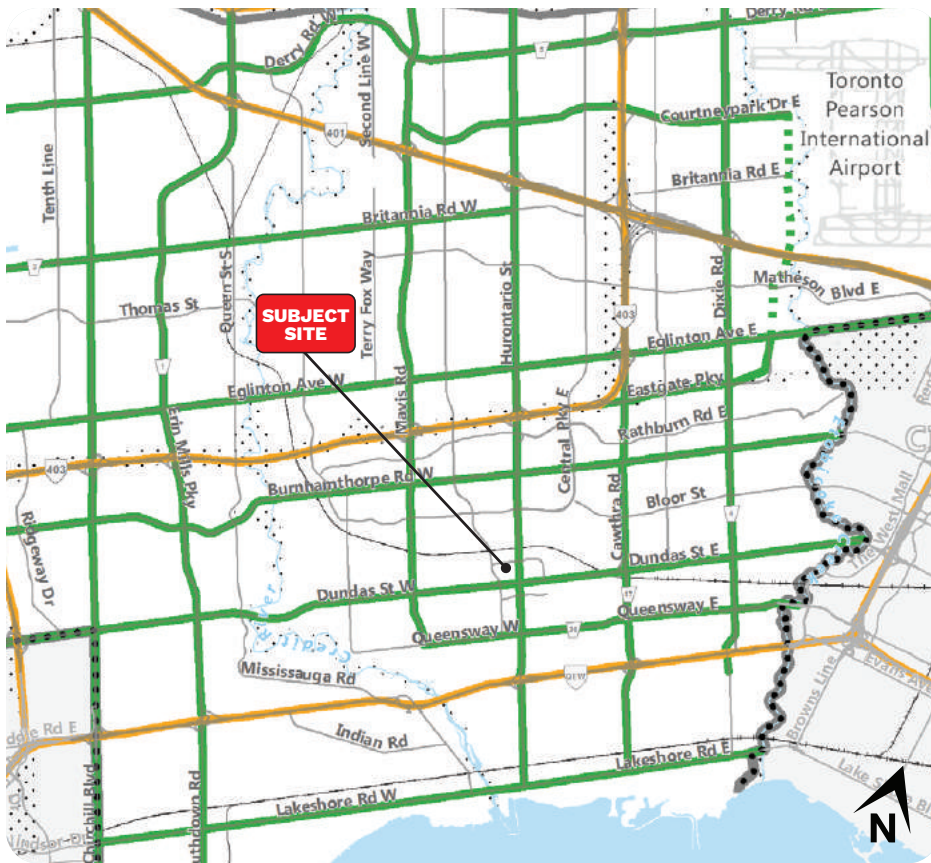
- support and encourage a higher use of public transit and an increase in transit modal share within the region; and
- support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth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

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

## 2051 Regional Official Plan Review and Municipal Comprehensive Review

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





## Legend

- Freeway
- Conceptual Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South Corridor Study Area
- Conceptual North-South Corridor Study Area in Halton Region (does not form part of this plan)
- Areas subject to Provincial Plans (As shown on Figure 2)
- 2031 Regional Urban Boundary

Figure 13 - Schedule E (Major Road Network) of Peel OP – Hurontario and Dundas Major Roads



## Legend

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

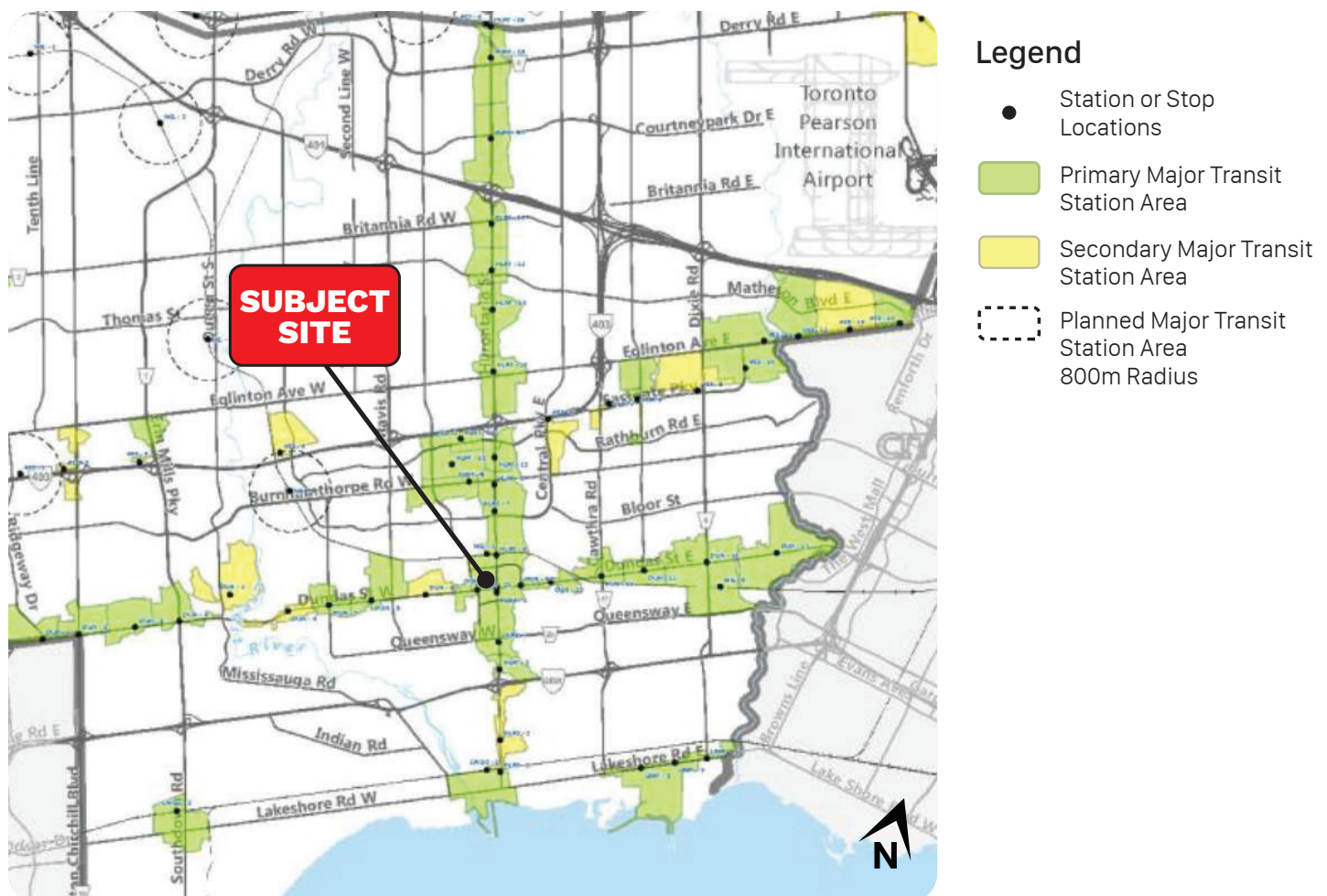
Figure 14 - Schedule G (Rapid Transit Corridors) of Peel OP – Intersection of Dundas and Hurontario

On September 23, 2021, Regional Council endorsed a Draft Regional Official Plan Amendment proposing changes related to Major Transit Station Areas, amongst other focus areas, to proceed to a statutory open house and public meeting. The draft ROPA proposes a new Schedule E5 – Major Transit Station Area that identifies the subject site within a Primary Major Transit Station Area associated with Hurontario LRT stop HLRT-5 (Dundas), and Dundas BRT stops DUN-11 (Dundas Street East and Hurontario Street) and DUN-10 (Dundas Street East and Confederation Parkway) (See **Figure 15**). Primary Major Transit Station Areas are areas that have existing or planned *transit supportive* built forms and can meet or exceed the minimum *transit supportive* density target, as defined by the Draft Peel 2051 Municipal Comprehensive Review Policies.

Draft ROPA policy 5.6.19.8 directs local municipalities to achieve the minimum density target for each MTSA. This includes a minimum density target of 160 persons

and jobs per hectare for the Dundas and Confederation Parkway BRT MTSA (DUN-10), and 300 persons and jobs per hectare for the Dundas and Hurontario BRT and Dundas and Hurontario LRT MTSA (DUN-11 and HLRT-5). Draft policy 5.6.19.10 encourages local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops. Draft policy 5.6.19.11 provides that land uses within MTSA that do not meet the objectives of this plan be encouraged to redevelop in accordance with the transition policies incorporated in the local official plan.

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



**Figure 15 - Draft ROPA Schedule E5 – Major Transit Station Areas**



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

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

## 4.6 Mississauga Official Plan

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

### Growth Management Policies

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

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

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

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

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

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



## City Structure

Section 5.3 sets out the City Structure, which is intended to organize the City into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods and Employment Areas, as well as Special Purpose Areas. The subject site is located within the Downtown area of the City Structure as well as the Hurontario Intensification Corridor as shown on Schedule 1 – Urban System (see **Figure 16**). Schedule 2 of the Mississauga Official Plan identifies Intensification Areas across the City and shows the subject site as being within a Downtown Intensification Area, the Hurontario Intensification Corridor, and the Major Transit Station Area at Dundas Street East and Hurontario Street identified on Schedule 2 (see **Figure 17**).

### **Downtown**

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

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

Policy 5.3.1.3 establishes the Downtown as an Intensification Area. Policy 5.3.1.4 states that the Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.

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

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

### **Corridors**

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

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

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

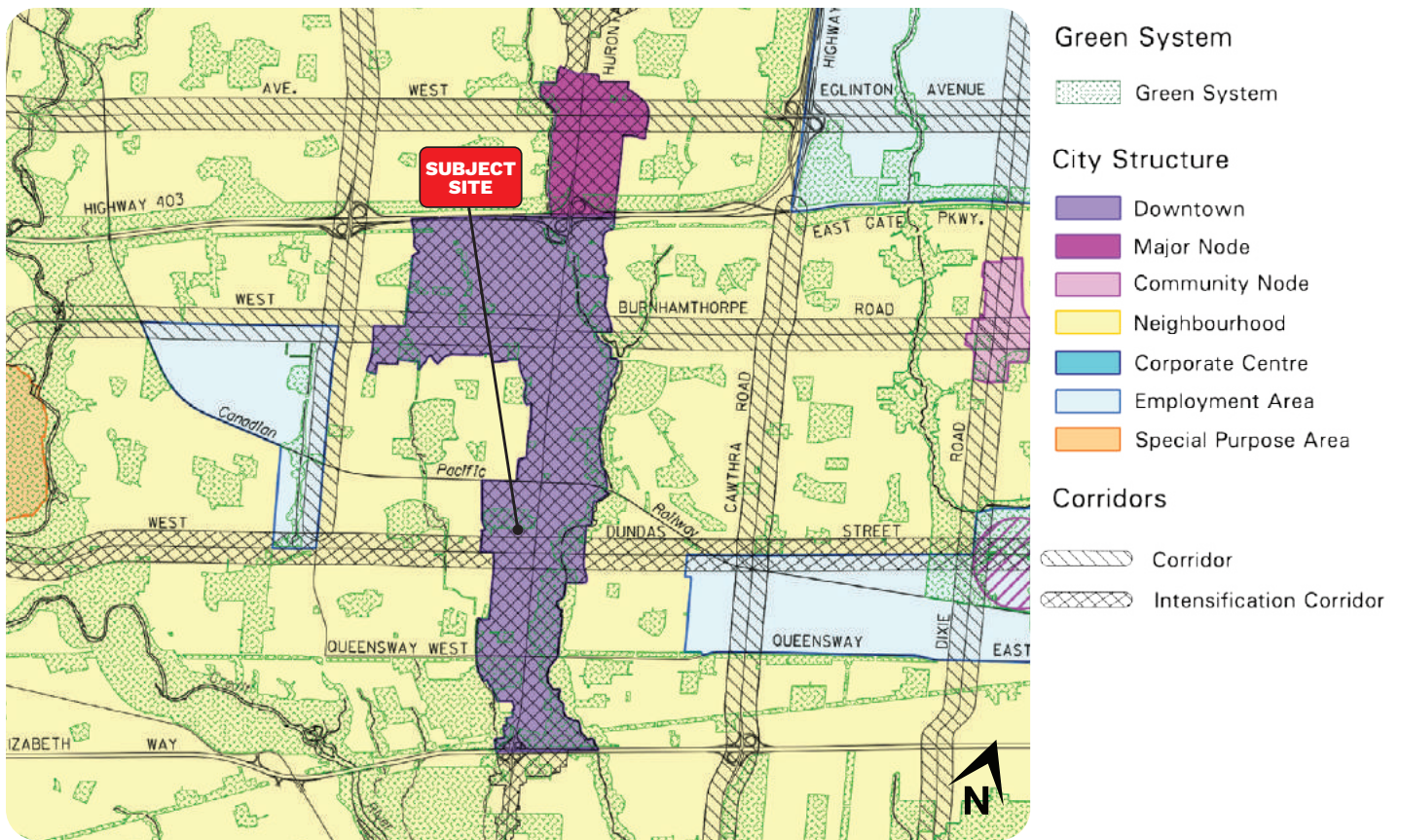


Figure 16 - City of Mississauga Official Plan - Schedule 1 - Urban System



Figure 17 - City of Mississauga Official Plan - Schedule 2 - Intensification Areas



Policy 5.4.11 identifies Hurontario Street as Intensification Corridors as depicted in Schedule 2 of the Mississauga Official Plan, see **Figure 18**. Therefore, it is an appropriate location to direct intensification and growth within the City of Mississauga. To that end, low density residential development is discouraged within Intensification Corridors (Policy 5.4.13).

#### *Intensification Areas*

The Downtown, Intensification Corridors and Major Transit Station Areas are identified as Intensification Areas in Section 5.5 of the Mississauga Official Plan. As shown in **Figure 18** above, the subject site is within the Downtown area, is located within the Hurontario Street Intensification Corridor and is within three Major Transit Station Areas (as per the Draft ROPA Schedule E5 - Major Transit Station Areas).

The Mississauga Official Plan directs that future growth within the City "will be primarily directed to Intensification Areas" and provides that more than three-quarters of the City's growth in population and employment to 2031 is to be accommodated within Intensification Areas. Policy 5.5.1 of the Official Plan notes that the focus of intensification in the City will be

in identified Intensification Areas such as the Downtown, Intensification Corridors (Hurontario Street and Dundas Street) and Major Transit Station Areas. Policy 5.5.3 indicates that planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses, and building heights, while Policy 5.5.5 encourages that development promote the qualities of complete communities.

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

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



Figure 5-1: The future plan for the Downtown will help to nurture a vibrant, walkable and compact area, offering a variety of choices and experiences for people. This includes great streets that provide pleasant walking and shopping experiences; restaurants and outdoor cafes; places to congregate such as public squares, urban parks and outdoor markets; entertainment districts and cultural places.

**Figure 18** - City of Mississauga Official Plan - Chapter 5 - Figure 5-1



Policy 5.5.13 provides that Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.

The subject site is within three proposed Major Transit Station Areas. Major Transit Station Areas are intended to be developed as higher density, mixed-use, transit-supportive neighbourhoods that provides access to local amenities, jobs, housing and recreation opportunities. In addition to the relevant policies mentioned earlier, Policy 5.5.16 directs Major Transit Station Areas to be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

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

## Environmental Policies

The natural environment policies of the Mississauga Official Plan are set out in Chapter 6 ("Value the Environment"). Generally, these policies are intended to ensure that the environment and sustainability is at the forefront as the City grows. Section 6.1 of the Mississauga Official Plan speaks to the importance of transit and transit-oriented development in addressing negative impacts on the environment.

## Parks and Open Spaces

The City of Mississauga Official Plan recognizes public parkland as a vital component in the life of residents and contributes to the environmental, social and economic health of the City and play an important role in the development of complete communities. Policy 6.3.68 of the Mississauga Official Plan provides that parks should generally be accessible to residents within 800 metres of their dwelling and be centrally located within a residential area.

## Air Quality

Chapter 6 also reiterates that growth in the City should be focused on intensification areas to improve air quality. Policy 6.5.1 provides that to improve air quality, the City will, among other matters:

- promote the use of alternative modes of transportation such as transit, cycling and walking;
- give preference to compact, mixed use transit-oriented development that reduces automobile dependency;
- direct growth to Intensification Areas such as Major Nodes, Intensification Corridors and Major Transit Station Areas; and
- encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes.

## Complete Community Policies

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

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

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

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

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

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

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

## Multi-Modal Transportation Policies

Chapter 8 of the Mississauga Official Plan ("Create a Multi-Modal City") provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. The subject property is located on Agnes Street, which is identified as a Future Minor Collector on Schedule 5. The subject site is also located approximately 175 metres from Hurontario Street and 120 metres from Dundas Street West, both roads are identified as Arterial roads on Schedule 5 (see **Figure 19**). Dundas Street and Hurontario Street have designated right-of-way widths of 42 metres and 35 metres, respectively, as per Schedule 8 (see **Figure 22**). In terms of the transit network, Schedule 6 identifies a Light Rail Transit Station at the intersection of Hurontario Street and Dundas Street East, an Existing Commuter Rail Station northwest of our site at Cooksville GO, and intensification corridors along Dundas Street and Hurontario Street (see **Figure 20**). Schedule 7 depicts Long Term Cycling Routes and identifies Hurontario Street with a Primary On-Road cycling route (see **Figure 21**).

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

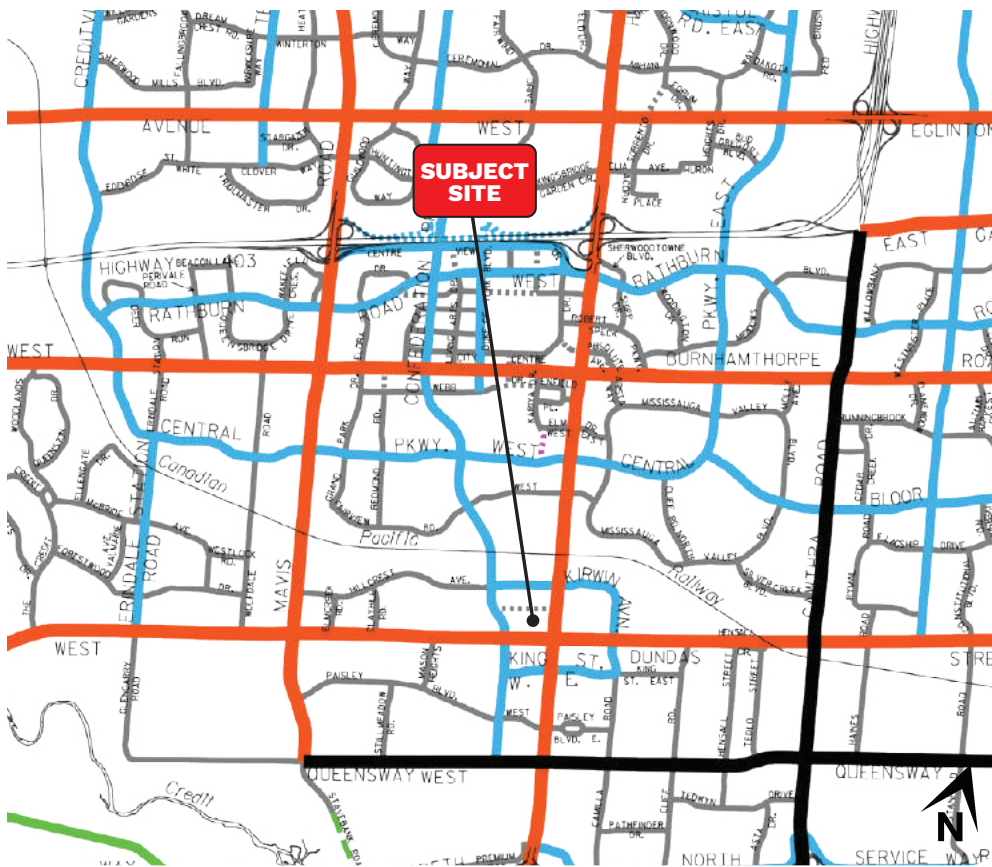


Figure 19 - City of Mississauga Official Plan - Schedule 5 - Long Term Road Network

## Legend

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (Conceptual)
- Major Collector
- Future Major Collector (Conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added

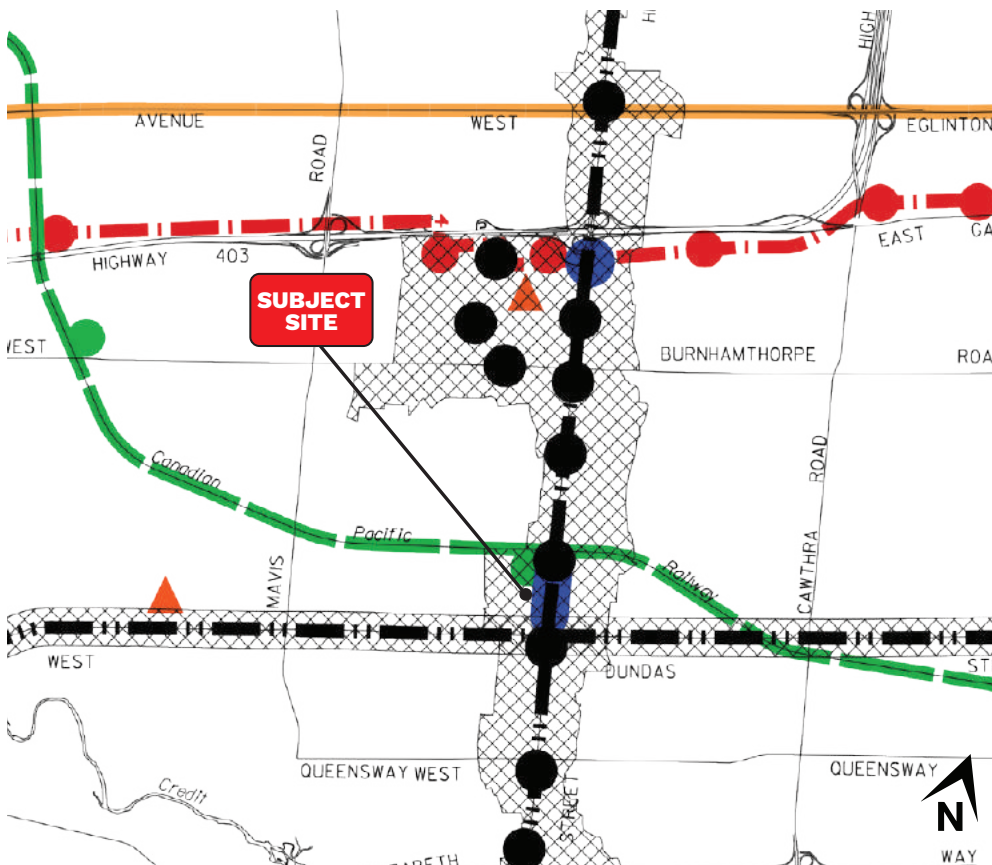
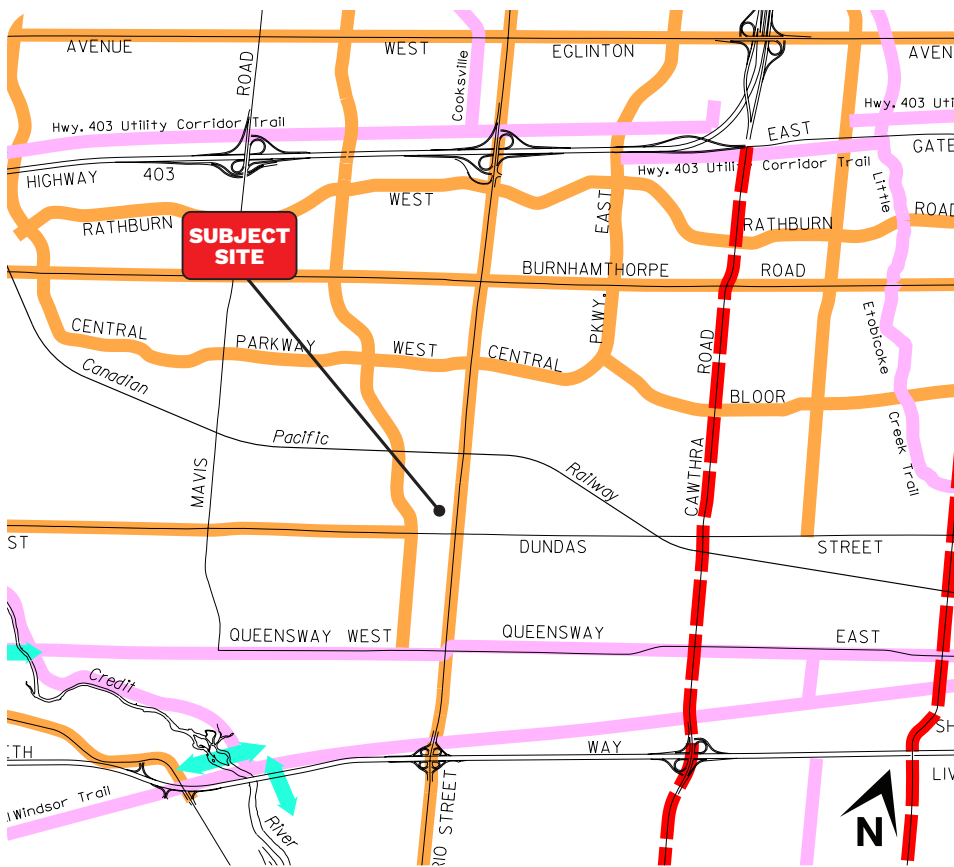


Figure 20 - City of Mississauga Official Plan - Schedule 6 - Long Term Transit Network

## Legend

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Future Enhanced Transit Route

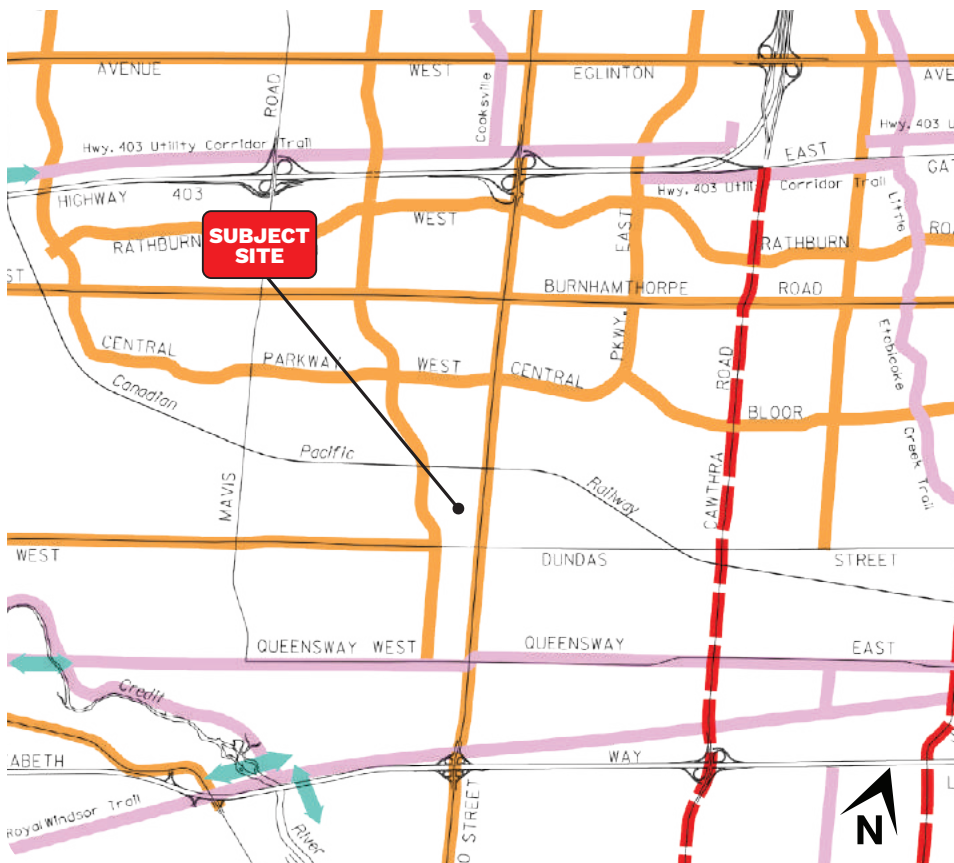




## Legend

- Primary Off-Road Routes
- Primary On-Road/Boulevard Routes
- - - Primary On-Road/Boulevard Routes (Regional)
- ↔ Crossings
- ↔ Connections to Adjacent Municipalities

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



## Legend

- Primary Off-Road Routes
- Primary On-Road/Boulevard Routes
- - - Primary On-Road/Boulevard Routes (Regional)
- ↔ Crossings
- ↔ Connections to Adjacent Municipalities

**Figure 22 - City of Mississauga Official Plan - Schedule 8 - Designated Right-of-Way Widths**

## Parking Policies

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

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

## Built Form Policies

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

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

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

With respect to Intensification Areas, Policy 9.1.2 requires that the urban form promotes a diverse range and mix of uses and supports transit and active modes of transportation. With respect to Corridors, Policy 9.1.5 states that development will be consistent with the existing or planned character, seek opportunities to

enhance the Corridor and provide appropriate transitions to neighbouring land uses. Policy 9.1.9 provides that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that the city vision will be supported by site development that:

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

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

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

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

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

On wider streets (more than 20 metres in width), the Official Plan provides greater buildings heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As shown on Schedule 8 (Designated Right-of-Way Widths), Dundas Street and Hurontario Street each have a planned right-of-way width of 42 and 36 metres respectively (see **Figure 22**).

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

- appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.10);
- tall buildings will be sited and designed to enhance the City's skyline (Policy 9.2.1.11);
- tall buildings will be sited to preserve, reinforce and define view corridor (Policy 9.2.1.12);
- tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.13);
- in appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm (Policy 9.2.1.14);
- Tall buildings will address pedestrian scale through building articulation, massing and materials (Policy 9.2.1.15); and
- Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas (Policy 9.2.1.16).

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

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

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

## Public Realm Policies

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

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

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

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

Policy 9.3.5.5 requires that private open space and/or amenity areas will be required for all development, and Policy 9.3.5.6 provides that significant residential development, except for freehold developments, will be required to provide common outdoor on-site amenity



areas that are suitable for the intended users. Policy 9.3.5.7 requires that residential developments provide at grade amenity areas that are located and designed for physical comfort and safety and provides that, in Intensification Areas, alternatives to at grade amenities may be considered.

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

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

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

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

- streets and block patterns;
- the size and configuration of properties along a street, including lot frontages and areas;
- continuity and enhancement of streetscapes;
- the size and distribution of building mass and height;
- front, side and rear yards;
- the orientation of buildings, structures and landscapes on a property;

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

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

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

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

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

- provide enhanced streetscape;
- provide landscaping that complements the public realm;
- preserve significant trees on public and private lands; and
- provide landscaping that beautifies the site and complements the building form.

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

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

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

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

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

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

Policy 9.5.5.1 directs that parking should be located underground, internal to the building or to the rear of buildings. Policy 9.5.5.2 provides that above grade

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

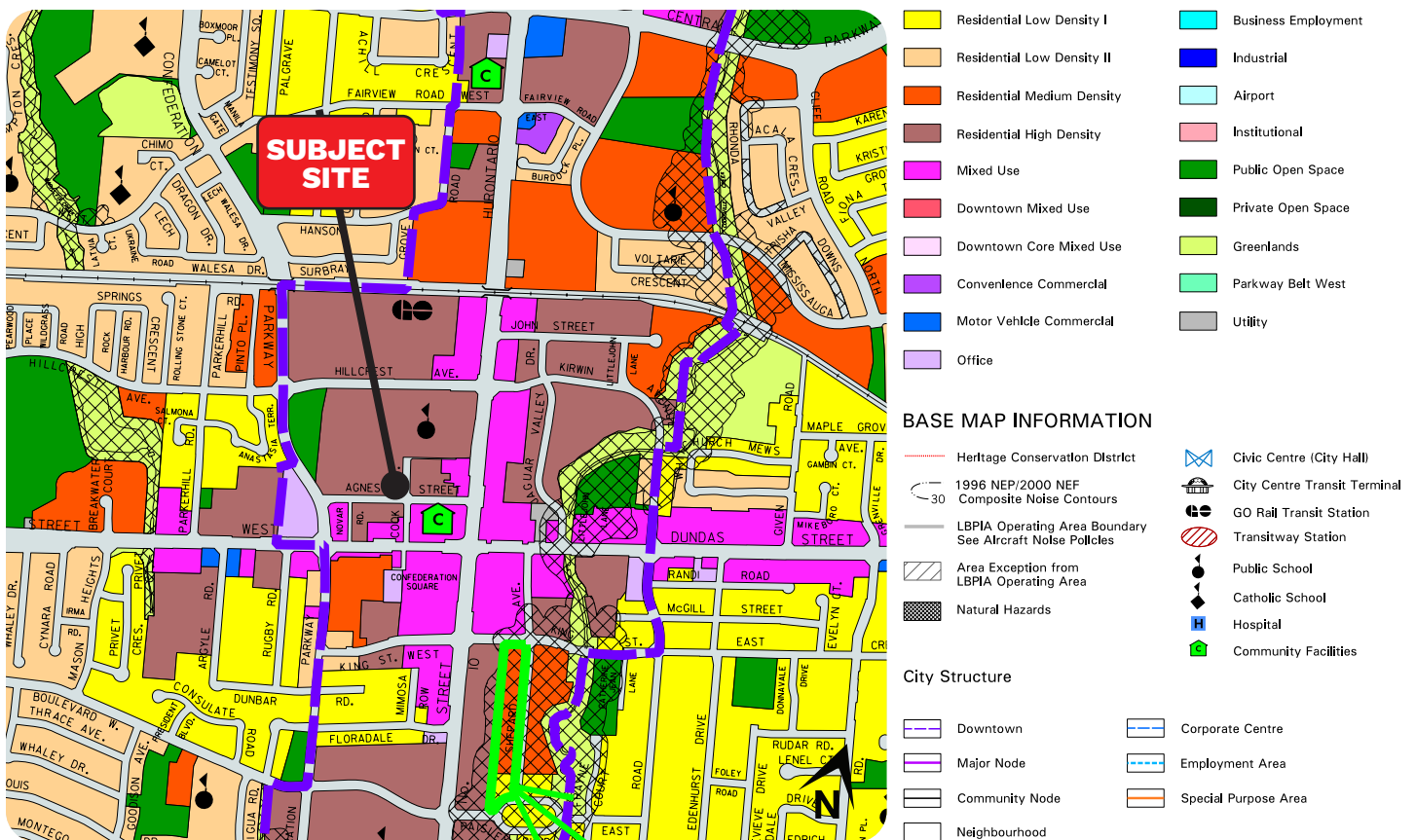
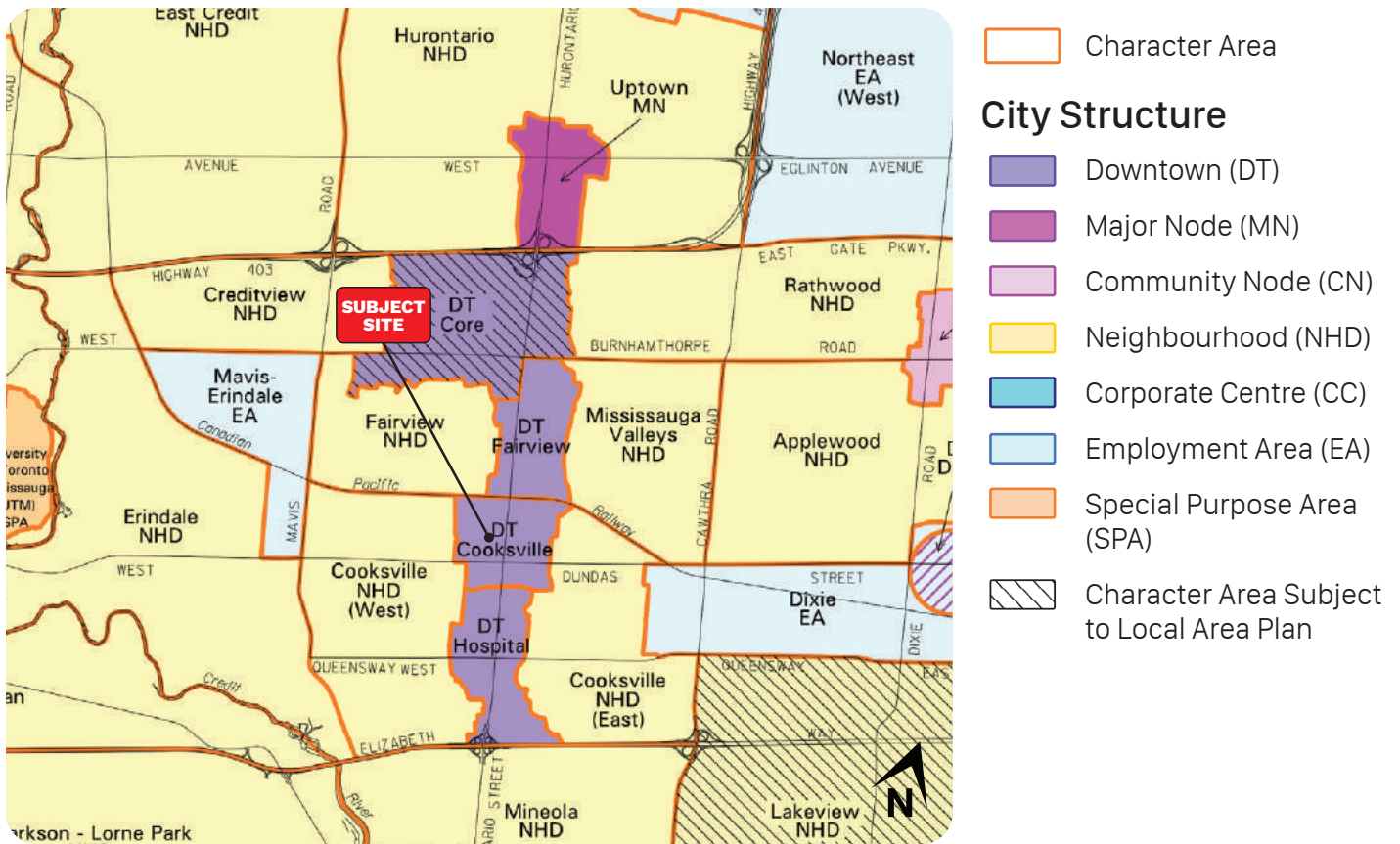
Section 9.5.6 outlines policies related to Crime Prevention through Environmental Design principles (CPTED). Policy 9.5.6.1 requires that site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety. Policy 9.5.6.2 provides that active building frontages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

## Land Use Policies

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11, and the policies for *Downtown* are set out in Chapter 12. The subject site forms part of the *Downtown Cooksville* Character Area as shown on Schedule 9: Character Areas (see **Figure 23**) and is designated *Residential High Density* on Schedule 10: Land Use Designations (see **Figure 24**).

Section 11.2.5 of the Mississauga Official Plan sets out the general land use policies for residential designations. The *Residential High Density* designation applies to the subject site. Within the *Residential High Density* designation, Policy 11.2.5.6 permits apartment dwellings, as well as all forms of townhouse dwellings accessory to apartment dwellings on the same property. Convenience commercial uses are also permitted at grade within an apartment building.

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





The policies applicable to the Downtown Cooksville Character Area are set out in Section 12.4 of the Mississauga Official Plan. Map 12-4: Downtown Cooksville Character Area states that the subject site is subject to a permitted density of 1.5 to 2.9 (See **Figure 25**). Policy 12.4.1.2 states that the sections of Hurontario Street and Dundas Street should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping, and related pedestrian amenities.

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

- 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

## **Downtown Fairview, Cooksville and Hospital Policy Review**

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

The policies proposed under the Downtown Fairview, Cooksville, and Hospital Draft Official Plan Amendment and Built Form Standards are currently under discussion and have yet to be approved and in-effect.

Appendix 1 to the Corporate Report provides draft Official Plan Amendments and proposes changes to the character area policies of Downtown Fairview, Cooksville and Hospital. Draft Section 12.4.3 presents the vision for Downtown Cooksville, which will be a walkable mixed-use community with places for culture and art. Hurontario and Dundas Streets will be animated with storefronts and other active uses that support local businesses. The area immediately surrounding the intersection of Hurontario and Dundas (Cooksville Corners) will be developed with a vibrant mainstreet focus that includes a mix of uses and a human-scaled built form. The Cooksville GO Station area will be a focal point for transit-oriented development with a concentration and mix of residential, community, office, retail and service commercial uses. It is further indicated that one of the guiding principles is to “plan for more housing and people – provide new housing and jobs with the greatest heights and densities located at the Cooksville Go Station.”

In this regard, Draft Policy 12.4.5.1 provides that the greatest heights will be located at the Cooksville GO station and along Hurontario Street north of Agnes Street. Building heights in Downtown Cooksville will not exceed the maximum limits as shown on Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights (see **Figure 26**), which in the case of the subject site (as well as properties to the north, west and northeast), indicates a minimum height of 3 storeys and a maximum height of 25 storeys. As reference, the lands to the immediate east, on the east side of Cook Street, is proposed to have a maximum height of 29 storeys.

From a density perspective, it is proposed that Map 12-4 be amended to delete the FSI (Floor Space Index) ranges prescribed to the Cooksville area. As it relates to the subject site, the density range of 1.5 FSI to 2.9 FSI would be deleted and there would be no density limits applying to the subject site.

With respect to Urban Form policies, Draft Policy 12.4.6.1.1 states that new buildings will be designed and located to:

- Create a transition in height generally consistent with a 45-degree angular plane that is measured from the property line adjacent to low and medium density residential areas;
- Maintain a minimum separation distance, generally 30 metres between portions of buildings that are greater than six storeys;

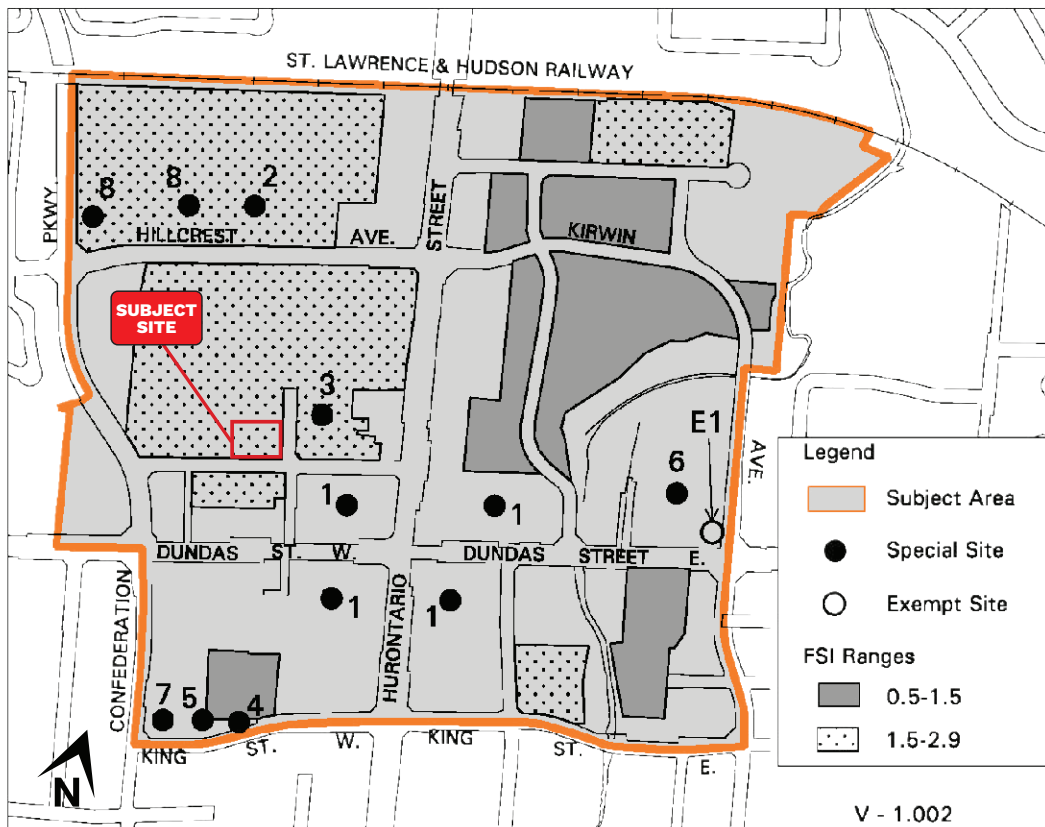


Figure 25 - Map 12-4: Downtown Cooksville Character Area

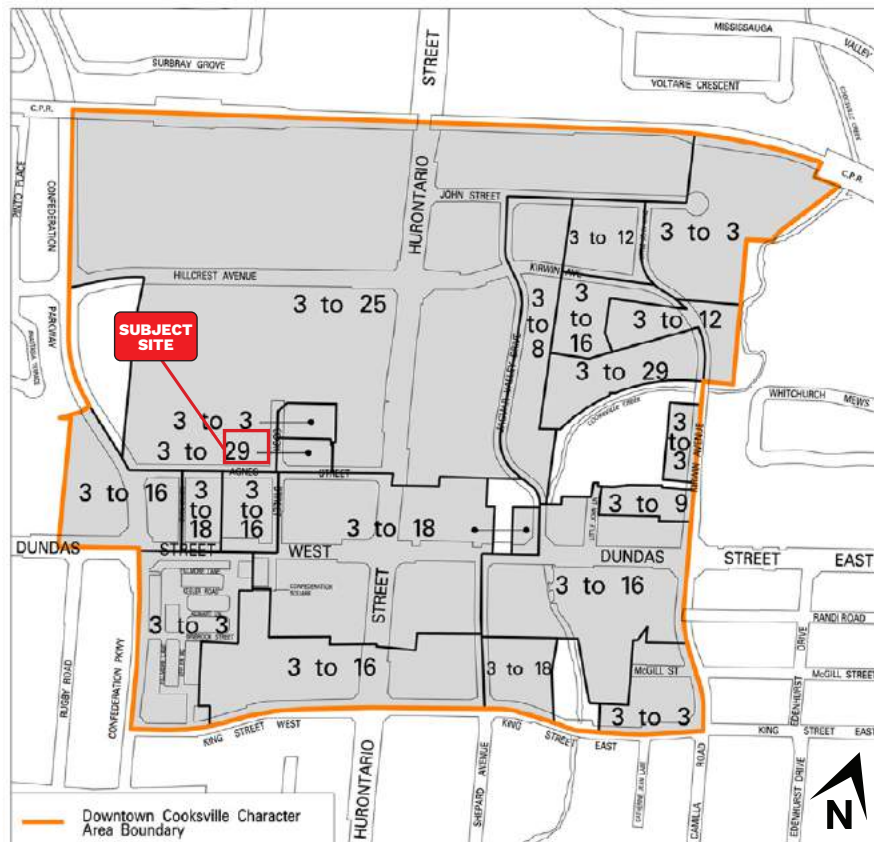


Figure 26 - Map 12-4.2 Downtown Cooksville Character Area Minimum to Maximum Building Heights

Draft Policy 12.4.6.1.2 provides that for larger developments where more than one tower is proposed, variation in heights of three to five storeys will be achieved. Draft Policy 12.4.6.1.3 speaks to tall buildings, which will incorporate podiums that are generally a minimum of three storeys and a maximum of six storeys. Draft Policy 12.4.6.1.4 provides that for tall buildings, the tower above the podium will have a limited floor plate size.

Draft Policy 12.4.6.2 categorizes existing and new roads in Downtown Cooksville on Map 12-4.3: Downtown Cooksville Types. The subject site has frontages on Agnes Street and Cook Street, which are classified as "B" Streets (see **Figure 27**). Draft Policy 12.4.6.2.2 states that development along "B" Streets will primarily support housing and pedestrian access and movement, and will address the following:

- a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;

- generous setbacks from the street to accommodate, among other things, landscaping, terraces, and pedestrian scaled lighting;
- a high quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy; and
- appropriate stepbacks between the edge of the podium and tower portion of the building.

Draft Policy 12.4.7.1 proposes a future extension of Cook Street northerly to the east GO Access Road, as a part of a proposed road network, identified on Map 12-4.3 Downtown Cooksville Character Area Future Roads (see **Figure 28**). Draft Policy 12.4.7.6 proposes that this road network will support improved connectivity withing Downtown Cooksville for pedestrian and cycling movement and to transit.

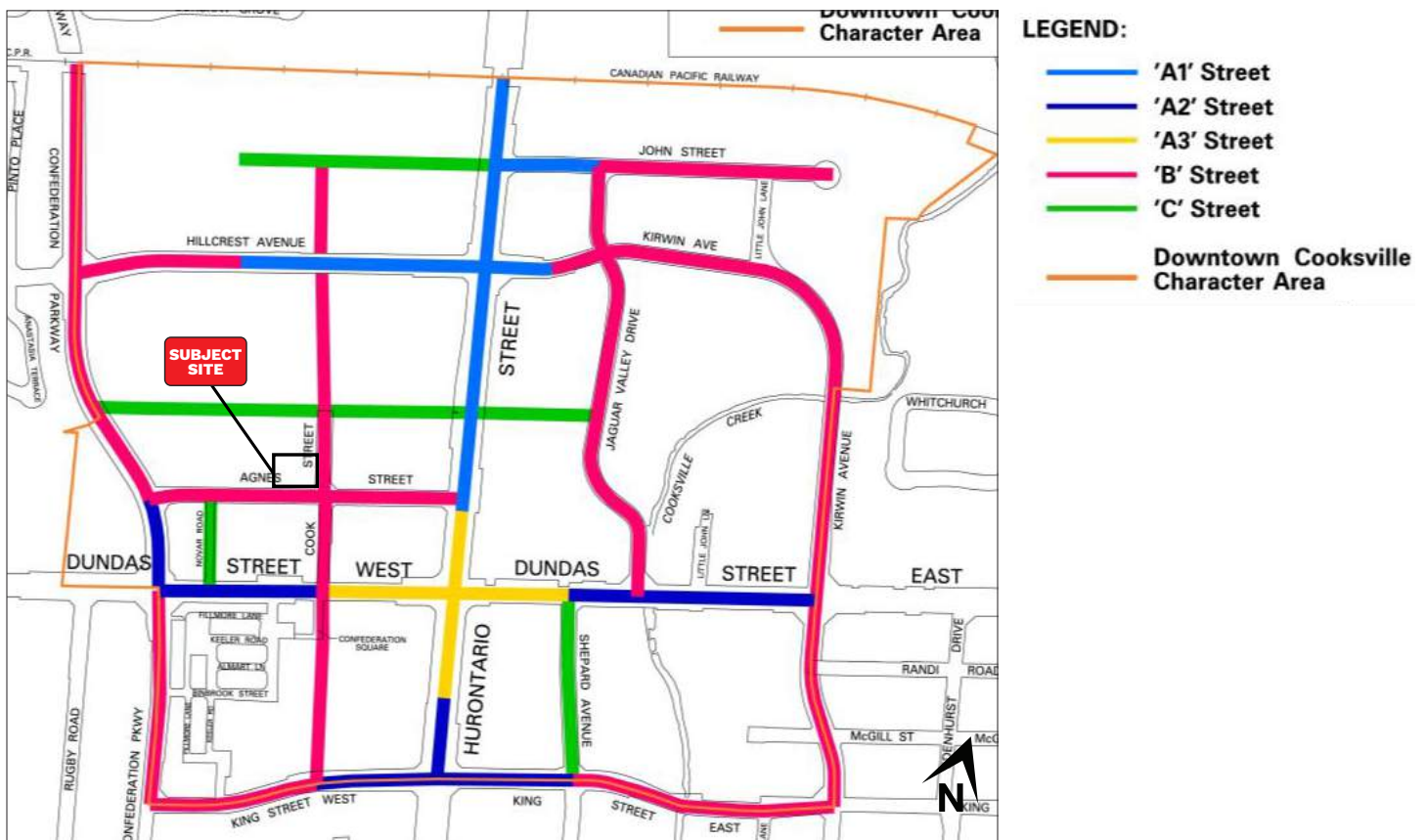


Figure 27 - Map 12-4.3 Downtown Cooksville Street Types



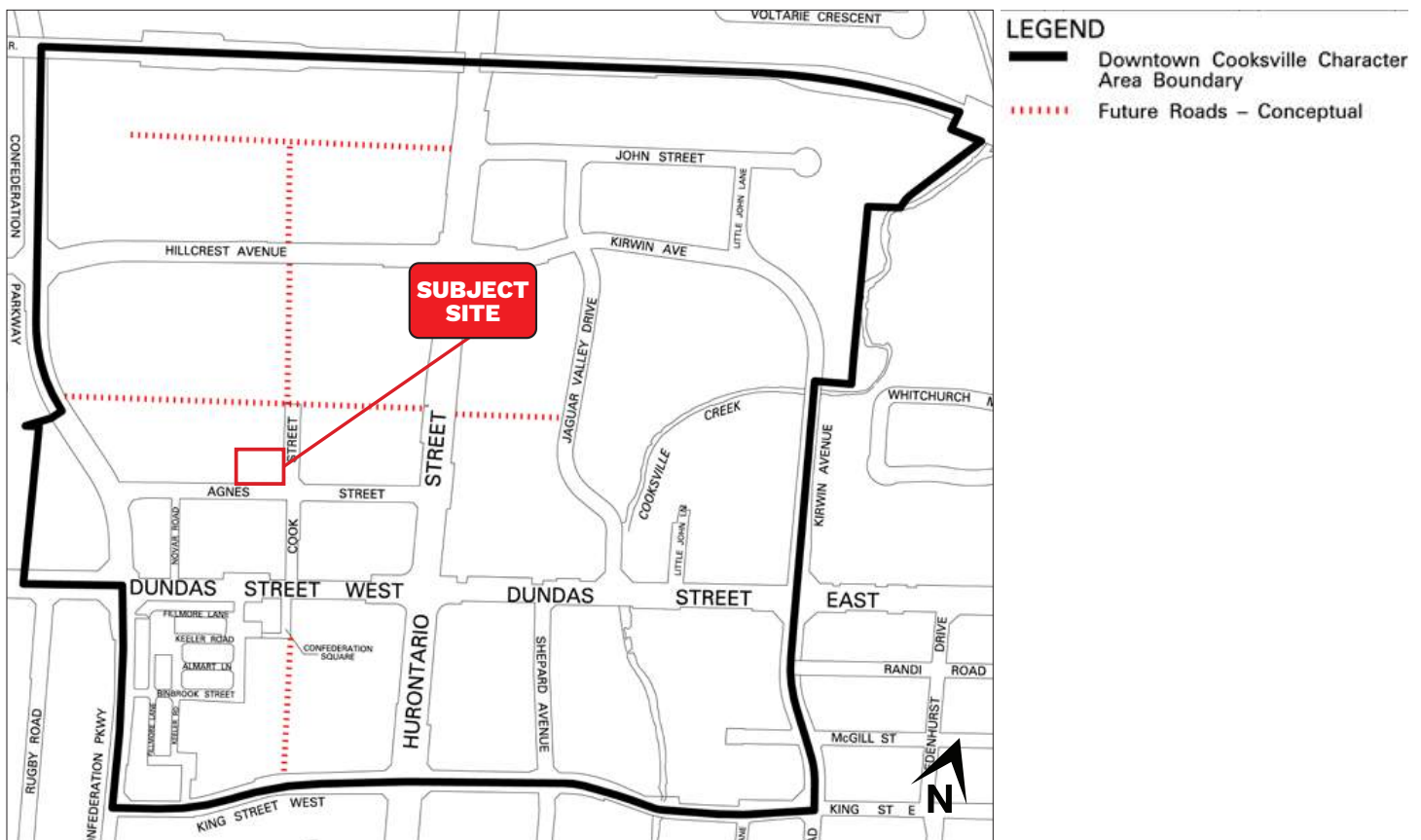


Figure 28 - Map 12-4.3 Downtown Cooksville Character Area Future Roads

## 4.7 Vision Cooksville

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

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

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

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

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

- **1.1 Provide Improved Pedestrian Amenities:** The introduction of amenities such as benches, planters, pedestrian scaled lighting, weather-protected transit shelters, garbage receptacles, and attractive and clear wayfinding signage will encourage walking and contribute to a vibrant, active street life.
- **1.2 Ensure Pedestrian-Friendly Building Design:** Thoughtful and coordinated design of Downtown Cooksville's streets and public realm will create a more beautiful streetscape for pedestrians to enjoy.

The reduction of surface parking lots by moving parking to the back of buildings or underground will go a long way in cultivating a more functional and beautiful public realm to spend time in. Buildings will line the street and new development will be encouraged to include active ground floor uses, multiple entrances and windows to help activate and animate the street. Well-maintained storefronts and outdoor spaces to sit will also help to foster active street life and contribute to an attractive, inviting public realm.

- *1.5 Improve Pedestrian Connections:* Walking in Cooksville will be attractive, safe and convenient with many options for pedestrian routes. Removing fences between neighbouring commercial properties or creating pedestrian gaps will allow for easier pedestrian circulation. Extensive open spaces on apartment properties could also offer new pedestrian routes if made available to the public. As development occurs, opportunities to break up long blocks will be sought through the introduction of new public streets and publicly accessible pathways through large development parcels.
- *4.1. Increase the Range of Housing Options Through New Development:* New housing will take on a mix of built forms, including new low-rise, mid-rise and high-rise residential and mixed-use buildings to ensure there are housing opportunities for a range of socioeconomic levels, and people at all stages of life. Given the urban context, high density developments are appropriate in Downtown Cooksville and as this new housing is developed, opportunities to integrate ground floor and family-oriented units will be sought. New ground floor housing will diversify the existing residential stock.
- *4.2 Encourage Improvements in the Existing Rental Housing Stock:* There are many rental units in Downtown Cooksville today and these will be preserved and improved with the introduction of better open spaces around buildings and the integration of functional meeting spaces within them. To achieve these objectives, property owners will be encouraged to actively maintain their buildings and to intensify sites to create opportunities for better amenity spaces.

## 4.8 Dundas Connects Master Plan

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

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

The report recommends that lands within MTSA (within a 500-metre radius from a BRT stop) "should be redeveloped to permit uses that will achieve transit-supportive densities. Minimum density targets should be achieved as follows: 160 residents and jobs combined around major transit stations." Notably, the definition of a Major Transit Station Area as per the 2019 Growth Plan has been revised to state that an MTSA may include the area within a radius of up to 800 metres.

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

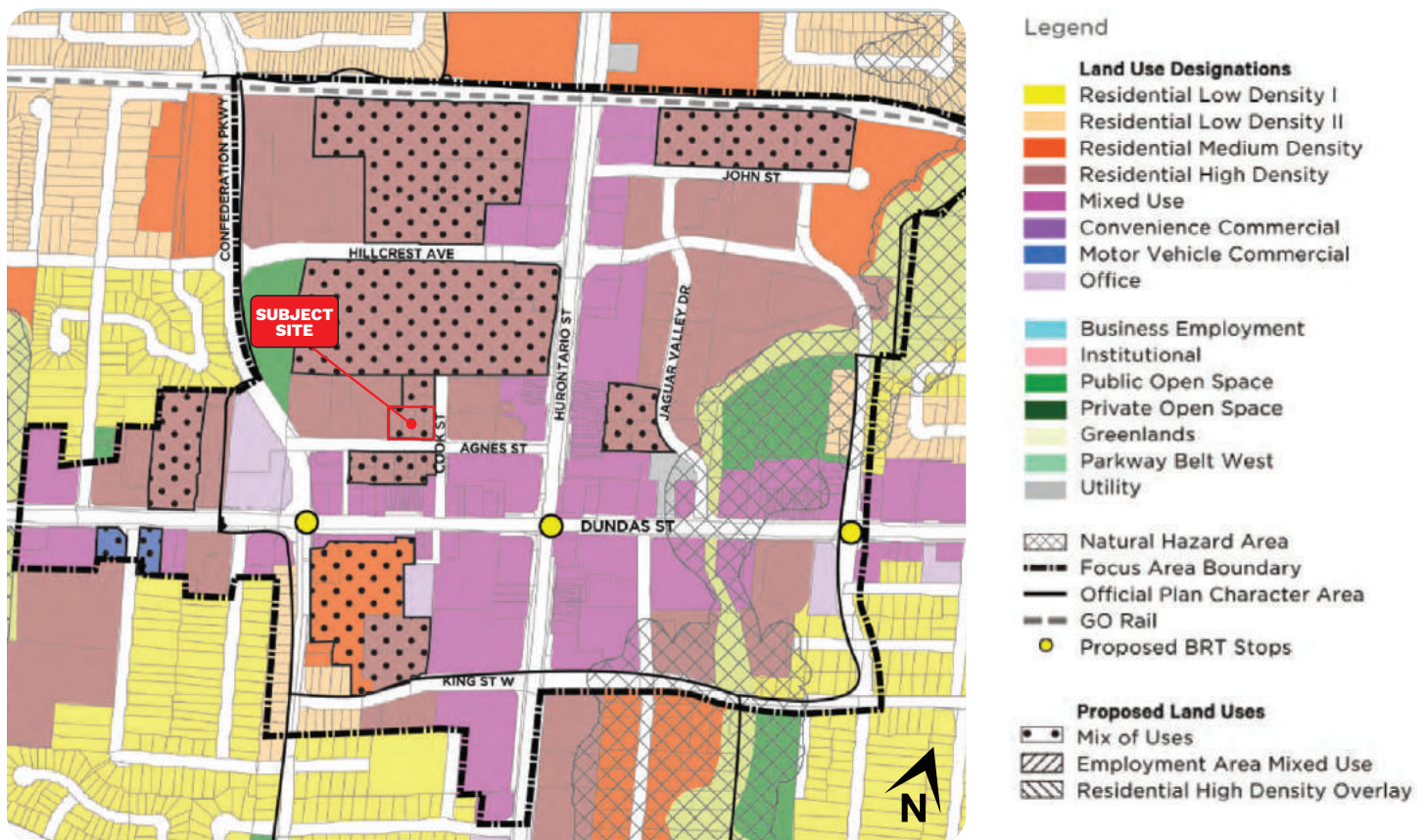
The plan also establishes seven focus areas that are anticipated to accommodate much of the projected growth in the study area in compact, mixed use and transit oriented built forms. It recommends planning for a greater level of intensification in each Focus Area as they provide opportunities for introducing a mix of residential and employment uses in a range of building heights and types. While not all Focus Areas will grow to

the same extent the report notes that some focus areas have numerous large sites or other conditions that can better enable growth, such as the intersection of one or more higher-order transit lines.

The subject site is located within the Cooksville Focus Area (see **Figure 29**). The plan identifies the following “opportunities” for the Cooksville Focus Area:

- Opportunity to create a mobility hub that provides clear connections between Hurontario LRT, GO Transit, and Dundas Street Rapid Transit
- Opportunity to improve public realm and future development of Cooksville GO station based on the Mobility Hub Master Plan and Vision Cooksville Study
- Opportunity for infill development to support transit

Section 5.1.6.1 of the report provides a framework for the built form across the Cooksville Focus Area which ranges from a minimum building height of 3 storeys (10m) to a maximum building height of 25 storeys residential (78m) concentrated around the Cooksville GO Station. A maximum density of 4.0 FSI can be achieved in the Focus Area (see **Figure 30**). Figure 5-13 of the master plan provides a built form Concept Plan for each focus area along Dundas Street West (see **Figure 31**).



**Figure 29 - Dundas Connects Masterplan Figure 5-12: Cooksville Focus Area**



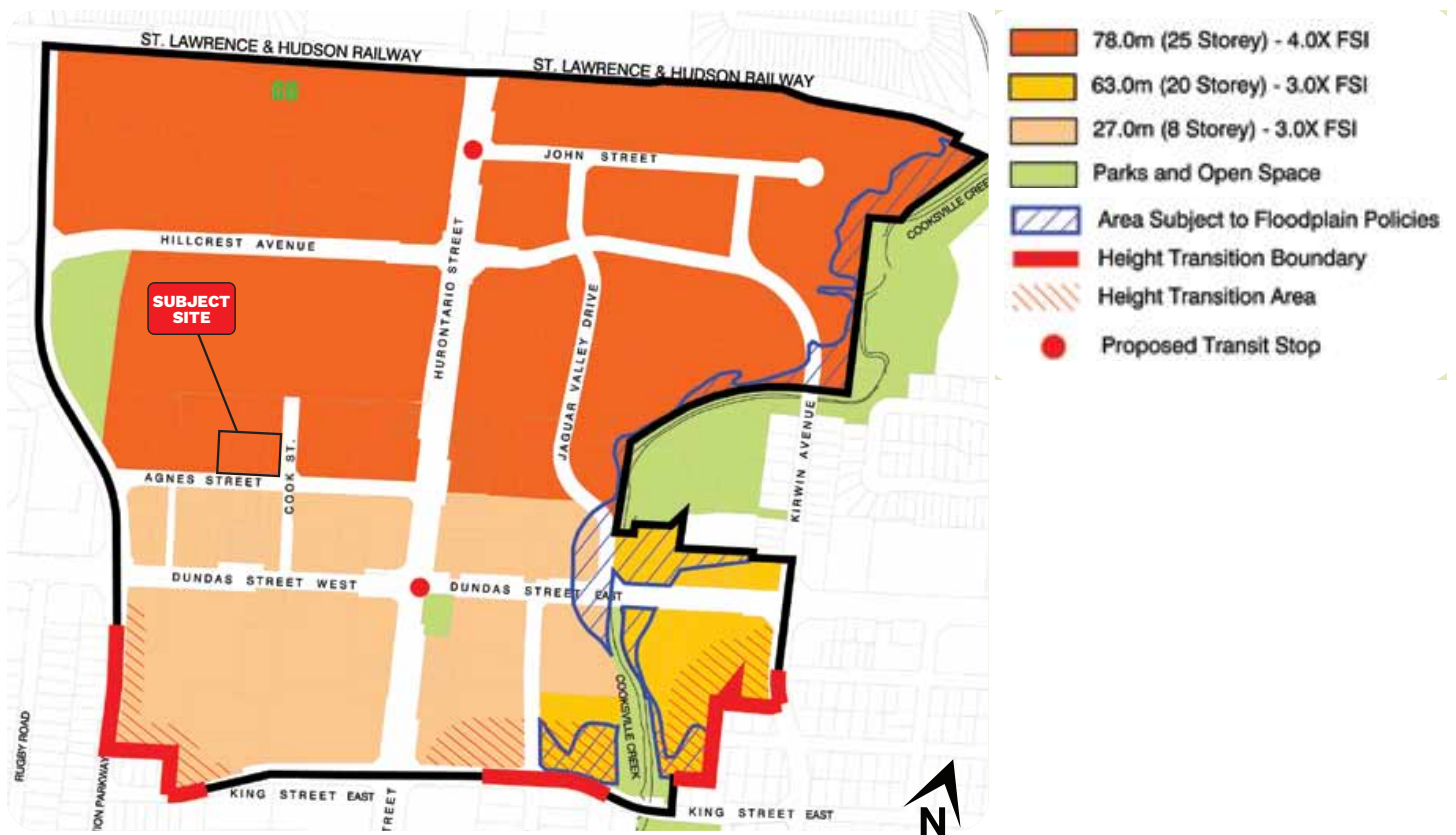


Figure 30 - Figure 8.8.2 from Hurontario Main Street Master Plan – Downtown Cooksville Density and Height Map

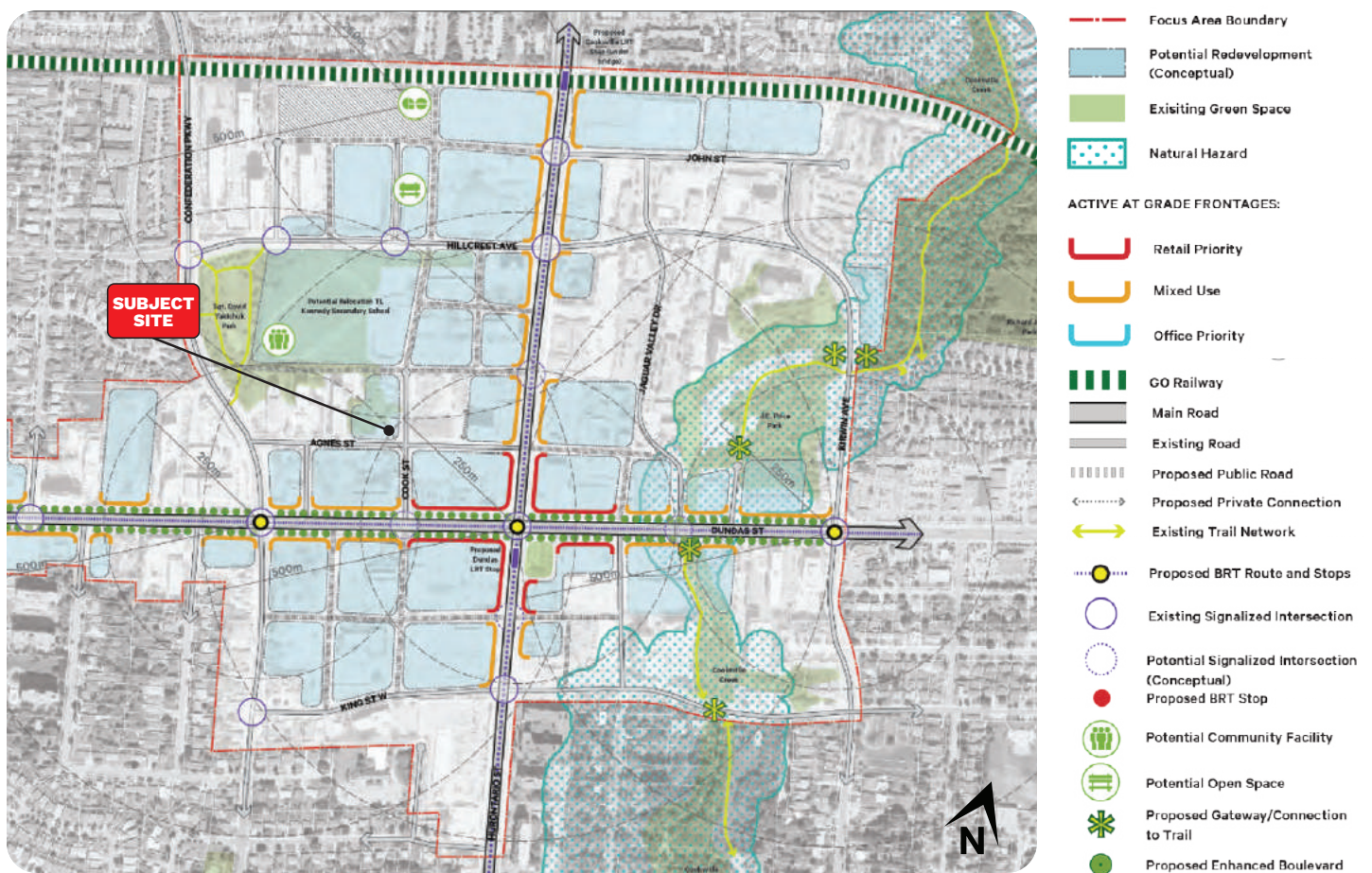


Figure 31 - Figure 5-13 from Dundas Connects – Built Form Concept Plan

## 4.9 The Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan was completed in October 2010. It provides a comprehensive analysis into transportation options for the Hurontario Corridor that connects the Downtown Brampton and Downtown Mississauga Urban Growth Centres. The Master Plan also creates a vision for urban design along the Corridor to support transit and sense of place.

The Plan seeks to support transit use by encouraging mixed-use, high-density, transit-oriented development along the Hurontario Corridor. It directs the highest employment and residential densities near future major transit nodes; this includes the future LRT Dundas Station, which is planned to be located at the intersection of Hurontario Street and Dundas Station.

The site is located within the Downtown Cooksville Character Area. Development around the future Dundas LRT station is intended to support goals of creating a high-density, mixed-use node with a substantial residential component. The plan states that built form will be pedestrian-friendly with animated uses at street level, and that the highest densities will be concentrated at the intersection of Hurontario Street and Dundas Avenue. Maximum density is identified as 4.0 FSI for lands within the vicinity of the GO Station, including the subject site. Maximum heights for this area are identified as 25 storeys, with maximum podium heights of 4 storeys for Agnes Street.

## 4.10 Mississauga Zoning By-law No. 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. The Subject Site is zoned Development (D-1) under the Mississauga Zoning By-law 0225-2007 (see **Figure 32**). The development zoning regulation recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan, in appropriate locations throughout the City. The D-1 Zone Exception permits detached dwellings legally existing on the date of passing of this By-law and accessory buildings and structures.

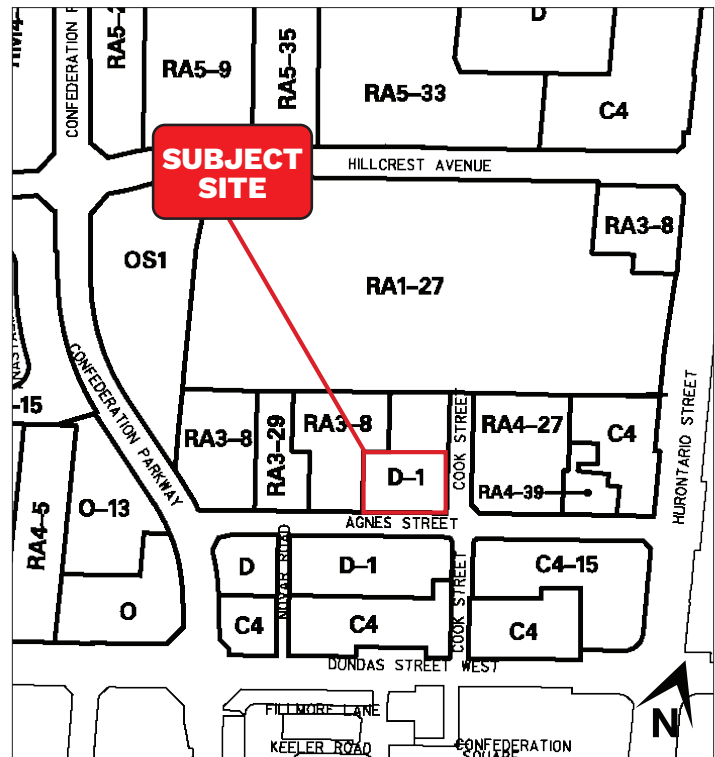


Figure 32 - Mississauga Zoning By-law 0225-2007 Zoning Schedule 22

A photograph of two women in an office setting, looking down at a city model on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. They are both focused on their work. The background is slightly blurred, showing office shelves and equipment. A large, semi-transparent blue circle with a white border is overlaid on the left side of the image, containing the number 5.

5

## Planning & Urban Design Analysis



## 5.1 Intensification

The proposed residential intensification on the subject site in the form of a 29-storey tall building is supported by the policy framework articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, particularly, existing and planned "higher order transit". The proposal will redevelop the site with an appropriately scaled transit-supportive development.

The subject site falls within the definition of a "strategic growth area" pursuant to the Growth Plan, given the site's location within an urban growth centre and multiple major transit station areas. "Strategic growth areas" are defined as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

In this regard, the subject site is located within Downtown Mississauga, which is identified as an "urban growth centre" by the Growth Plan. In addition, given the location of the site being within approximately 400 metre radius from the Cooksville GO Station, 200 metre radius from the Hurontario Street and Dundas Street East intersection which includes the planned LRT stop HLRT-5 and BRT stop DUN-11, and 165 metre radius from the Dundas Street West and Confederation Parkway intersection which includes BRT stop DUN-10, all of which, would fall within the definition as a "major transit station area" as defined by the 2019 Growth Plan. Accordingly, the subject site is located within a "strategic growth area", which are planned to be a focus for accommodating intensification and a higher density mix of uses in a more compact built form.

The 2019 Growth Plan directs that "urban growth centres" will be planned to accommodate significant population and employment growth and will be planned to achieve, by 2031 or earlier, a minimum density target of 400 residents and jobs combined per hectare. Furthermore, the Growth Plan directs that the boundaries of "major transit station areas" are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users which are within walking distance of the station.

In our opinion, the proposal is a desirable opportunity to provide a significant number of new housing units within the area, which has been identified as an appropriate location for intensification. Optimizing the use of land and infrastructure is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. The site's proximity to the under construction Hurontario LRT line promotes public transit use by focusing office, residential and commercial retail uses in proximity to, the transit corridor. Residential intensification on the subject site would support transit ridership and allow future residents to take advantage of the shops, services, restaurants and other facilities within the area.

Development on the subject site is further supported by policies set out in the Regional Official Plan which seek to optimize intensification opportunities across the Region in a manner that contributes to the achievement of compact and efficient urban form, optimizes the use of existing infrastructure and services, revitalizes or enhances existing neighbourhoods and intensifies development on underutilized lands. The proposal directs development to the Urban System and will efficiently use existing services and infrastructure while encouraging a compact built form in accordance with the Region of Peel Official Plan.

With respect to the Official Plan, the subject site is centrally located within the Downtown Cooksville Character Area and is subject to a Downtown Cooksville Character Area policy overlay. The proposal supports the Downtown policy objectives by proposing a high density, residential development in an appropriate location, and at a density that supports the various, surrounding existing and planned transit networks. It also seeks to introduce new housing units in an area that is extremely well-served by a variety of retail, commercial and office uses, well as public facilities and services.

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

From a zoning perspective, the existing zoning applying to the subject site has not been updated to be consistent with the Provincial Policy Statement's direction to "optimize" the use of land and public investment in infrastructure and public service facilities nor the Growth Plan's policy directions for lands that are well served by higher-order transit. In our opinion, the existing zoning does not make use of land and infrastructure in a way that is efficient or as effective as possible.

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

## 5.2 Land Use

In our opinion, the proposed residential development is desirable and appropriate and conforms with the land use permissions of the *Residential High Density* Official Plan designation, which permits apartment dwellings, as well as all forms of townhouse dwellings accessory to apartment dwellings on the same property. The proposal for a high-rise building is not only appropriate for the subject site, but given that the surrounding properties to the east, north, west and southwest are also all designated Residential High Density, the proposed development will also fit into the planned high density context that is envisioned for the surrounding area. Furthermore, preliminary findings of the City's ongoing Downtown Cooksville Policy Review, have re-confirmed that the *Residential High Density* remains fitting for the subject site and surrounding properties.

From a zoning perspective, the current zoning permissions do not reflect the vision for the subject site as set out by the policies for the Downtown Cooksville Character Area. In this regard, the subject site is zoned D-1 (Development) zone, which is a zone category assigned to properties that are envisioned for development in keeping with their Official Plan land use designation and not by the use(s) that currently exist on the property. Further, the existing zoning is not consistent with the PPS and does not conform to the Growth Plan, Region of Peel Official Plan and Mississauga Official Plan goals and objectives that support and encourage significant intensification in the built-up area, maximizing the use of infrastructure, and providing development that is as transit supportive.

A Zoning By-law Amendment to permit the proposed use on the site, as well as increase the permitted height and density and adjust other relevant performance standards specific to the proposed design. In our opinion, the rezoning will provide for a residential development with a broad range and mix of housing choices that will contribute to the achievement of complete communities.

The proposed amendments are appropriate in that they will facilitate the orderly development of the site and maintain the Official Plan's intent to intensify the subject site with high density residential uses in the Downtown Area to support nearby higher-order transit.

## 5.3 Housing

The redevelopment of the subject site will result in the construction of new housing on an underutilized site in a compact urban form that supports the wider Provincial, Regional, and City housing policy objectives that encourage a range and mix of housing to accommodate people with diverse housing preferences and socio-economic characteristics and needs.

The subject site is located in an area that consists of a wide range of housing types, including low-rise detached houses and townhouses, in addition to tall and mid-rise buildings containing a mix of both rental and condominium tenure units. The proposed development for the subject site is intended to be a tall building and rental in tenure to continue to support the diverse mix of housing options in the Downtown Cooksville area.

The range of proposed unit types will provide a variety of housing options. Particularly, a total of 270 one-bedroom units (71.2%), 98 two-bedroom units (25.8%), and 11 three-bedroom/grade-related townhouse units (3%). In our opinion, the range and mix of unit sizes responds appropriately to the City's request that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes, in accordance with the Region's Home for All-Peel Housing and Homelessness Plan 2018-2028.

Also, the City's *Making Room for the Middle – a Housing Strategy for Mississauga* outlines the City's action plan to address housing affordability, including encouraging new development that is affordable to middle income households. Mississauga Official Plan also provides direction on housing priorities. Policy 7.1.6 of the Official Plan indicates that Mississauga will ensure the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs. Policy 7.2.3 directs that Mississauga will ensure housing is provided in a manner that fully implements the intent of Provincial and Regional policies.

Policy 7.2.5 stipulates that the onus will be placed on the applicant/developer to address Provincial and Regional housing requirements. In our opinion, the proposed development is consistent with the City's housing policies, as it will provide 379 rental units with a mix of unit size options to cater to a range of household sizes, including families.

While a Housing Report was identified as a submission requirement in support of this application, given that the proposed tenure of the proposal is rental, as per the City's Housing Reports – Terms of Reference, a Housing Report is not required for proposed rental developments. Accordingly, a Housing Report has not been prepared.

## 5.4 Height, Massing and Density

In our opinion, the proposed height, massing, and density of the proposed building is appropriate and compatible with the existing and planned context.

Given the Official Plan's *Residential High Density* land use designation of the subject site, the City envisions the subject site and surrounding area appropriate for high density residential development and intensification. While the proposal satisfies the criteria for development in *Residential High Density* Areas, an Official Plan Amendment is required to permit the height and density of the proposed development. In this regard, as noted previously, the maximum building height for lands designated Residential High Density is 25 storeys and the maximum density is 2.9 FSI, while the height of the proposed building is 29 storeys with a density of 6.47 FSI.

In general, the policies set out in the Mississauga Official Plan permit taller heights on the subject site and surrounding area, i.e., up to 25 storeys for lands designated *Residential High Density*. While, the proposed height is taller at 29 storeys, it is our opinion that the proposed height is appropriate given the Official Plan Downtown policies and surrounding context. In this regard, Policy 12.4.1.5 states that development should be generally consistent in its bulk, massing and scale within the Character Area, with use of taller buildings to highlight the Dundas and Hurontario Street intersection, and a general height progression is encouraged from this intersection to the Character Area edges. Accordingly, the site is very close to the Hurontario Street and Dundas Street intersection, where the tallest building heights are encouraged, and also allow for a stepping down of heights in the immediate context (i.e., from the adjacent 10-storey apartment buildings to the west) and towards the west edge of the Cooksville Character Area.

Consistent with this general approach, the property immediately east of the subject site at 45 Agnes Street is approved for a 28-storey residential apartment building that resulted in an amendment to the Official Plan to increase the permitted height from 25 storeys to 28 storeys. Furthermore, as mentioned above, as part of the City's policy review for Cooksville, it is proposed that the lands to the east have a maximum height limit of 29 storeys.

It is our opinion that there is no distinction between the 45 Agnes property and the subject site, or the immediate surroundings for that matter, that warrant additional height considerations on the 45 Agnes property, save and except the approval for a 28-storey building on the site. The subject site and other properties proposed with a height limit of 25 storeys as part of the City's policy review are within the Cooksville Character area, and given the subject site and the immediate area's proximity to not only the Hurontario/Dundas intersection, but also the Cooksville GO Transit station, greater heights similar to what is contemplated at 45 Agnes Street, is not only appropriate to allow for taller heights in these locations and a stepping down of heights moving away from these areas, but it is also desirable in achieving policy objectives set out in the Growth Plan and the Official Plan.

In this regard, in keeping with Policy 12.4.1.5 of the Official Plan, heights taller than 29 storeys towards Hurontario Street (and Dundas Street) would be more appropriate providing a greater stepping of heights and support Provincial and municipal policy objectives in providing the greatest levels of intensification close higher order transit services. This stepping of height is evident in the emerging context around the Cooksville GO Transit station and the Hurontario Street and Dundas Street intersection and respective corridors, as shown below in Table 3 and in the Height Map (see **Figure 33**). At 29 storeys, the proposed height is within the range of existing, approved and proposed building heights in the surrounding area, both within and outside the boundaries of Downtown Cooksville. This area has been subject to a number of planning studies outlining a higher density vision for the area that reflects significant transit investments. At this time, the existing context in Downtown Cooksville is still emerging, and does not reflect the planned vision for the area.



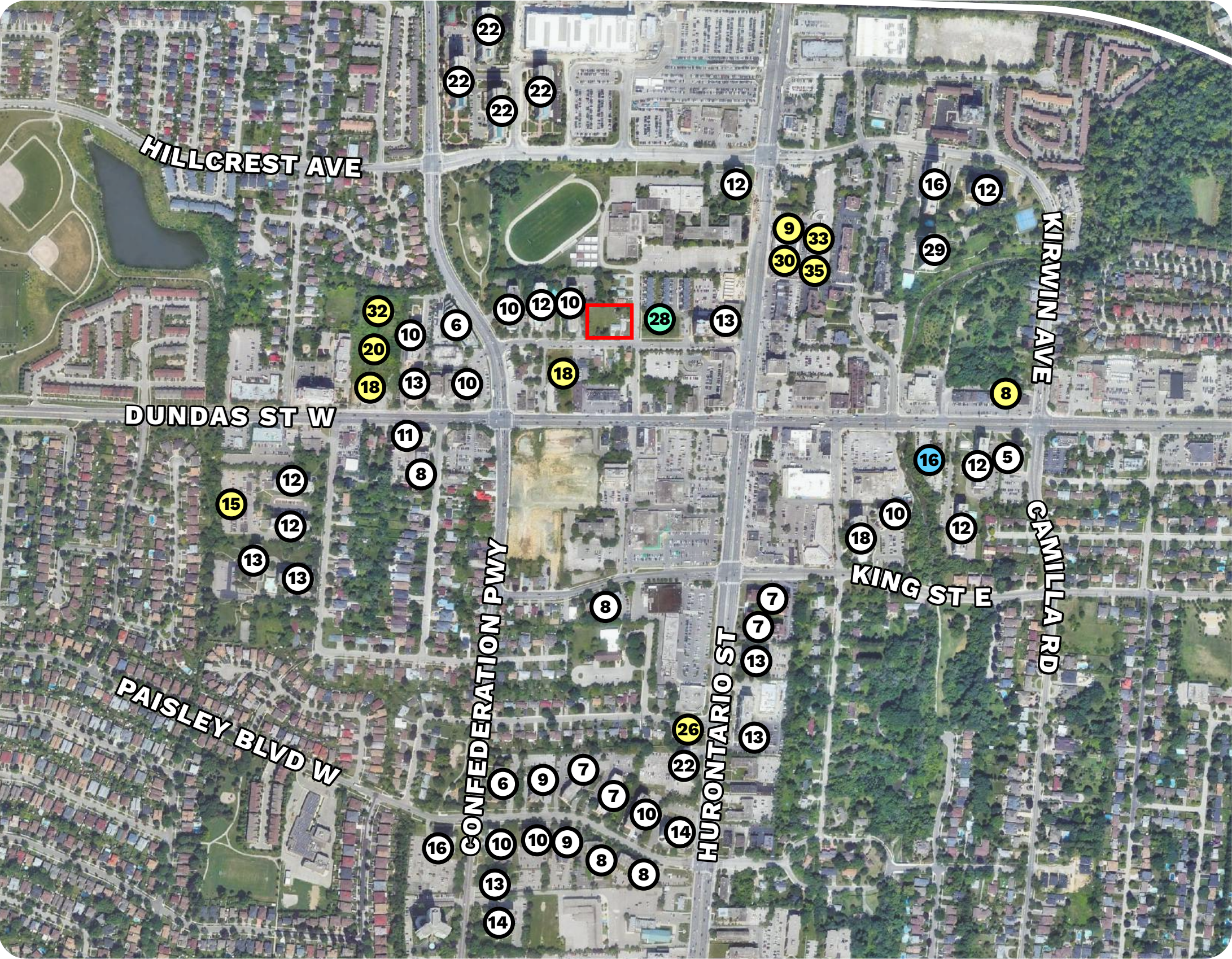


Figure 33 - Height Map

Table 3 - Surrounding Developments

Address	Application Type	Height	Status
3420 and 3442 Hurontario Street	OPA, ZBA (OZ 20/022)	30 - 36 storeys	Under Review
3085 Hurontario Street	OPA, ZBA (OZ/OPA 21 11)	9 - 35 storeys	Under Review
189 Dundas Street West	OPA, ZBA (OZ/OPA 21-9)	18 - 32 storeys	Under Review
1 Fairview Road East	OPA, ZBA (OZ/OPA 20 1)	32 storeys	Approved
45 Agnes Street	ZBA (OZ 13 17)	28 storeys	Approved
2444 Hurontario Street	OPA, ZBA (OZ/OPA 20 10)	26 storeys	Under Review
85-95 Dundas Street West and 98 Agnes Street	OPA, ZBA (OZ/OPA 19 17)	18 storeys	Approved
86-90 Dundas Street East	OPA, ZBA (OZ 16/008)	16 storeys	Approved/ Under Construction

Legend

Subject Site

Existing Building Height

Approved Building Height

Proposed Building Height

Building Under Construction

N



Based on the foregoing, the determination of appropriate building heights for new development should not only consider existing patterns of building height, built form relationships and potential impacts, but also the long-range planning for this area. Existing building heights, while part of the built form context, should not be determinative in evaluating the appropriate built form approach for intensification and infill development. In this regard, the site is located within the Downtown Cooksville Character Area, which is planned for significant intensification.

In terms of massing, the proposed development has been designed to fit the existing and planned built form context. The proposed new building will complement the built form character of the approved building to the east (45 Agnes Street), as well as future developments in the area. The height of the podium has been designed in a way that relate to the width of the adjacent right-of-ways allowing for appropriate street wall height that achieve an appropriate street enclosure as directed by Policies 9.2.1.9 and 9.5.4.5 of the Official Plan. In this regard, along the south façade on the north side of Agnes Street, the 8-storey podium is similar in height to the existing 10-storey apartment buildings to the immediate west resulting in a consistent street wall condition. The podium building itself is further broken up with the incorporation of a stepback above the 6<sup>th</sup> level in order to provide a more comfortable pedestrian scale. These design attributes are carried around along the Cook Street frontage to maintain the scale and rhythm. At the rear. The podium steps down to 3 storeys providing an appropriate scale to the north including the adjacent properties and school yard.

At street level, the podium has generous setbacks providing greater separation from the public realm (i.e., sidewalks), as well as opportunities to provide transition between the public and private realms with the use of landscaping and open space areas. While to the north and west, the 3.0-metre and 4.5-metre setbacks respectively, provides separation and transition to the adjacent properties.

Above the podium, the tower element is further setback 3.0 metres from the podium to give prominence to the street wall height created by the podium building along Agnes Street. At 758 square metres, the floor plate size results in a slender tower element that provides appropriate tower separation distance to existing and approved towers, particularly the approved 28-storey building to the east, and setbacks that allow for sufficient tower separation distances to potential

towers, i.e., to the north. Furthermore, the corners of the tower have been articulated to reduce the overall massing of the tower element and further mitigate built form impacts, as discussed below. As detailed below in Section 5.5 of this report, the proposed tower's slender floor plate, as well as the stepping of the podium massing, maximize sunlight on the public realm and surrounding area in accordance with the Official Plan's Built Form policies.

From a density perspective, it is our opinion that the proposed total density of 6.75 FSI is desirable, and represents an appropriate increase over the as-of-right density permissions. While the Mississauga Official Plan does not generally provide for density limitations in the Downtown designation, the policies for the Cooksville Character Area permits densities of up to 2.9 FSI. However, recommendations set out in the Hurontario/Main Street Corridor Master Plan and the Dundas Connects Master Plan, both recommended a maximum density limit of 4.0 FSI for the subject site and surrounding area. Furthermore, it is interesting to note that as part of the City's current policy review for Cooksville, the draft Official Plan Amendment proposes a new transit-supportive density framework that not only would amend maximum heights based on the vision for each Character Area, and proximity to a transit stop or station, but also proposes to remove the current density ranges on Map 12-4, therefore, there would be no prescribed density limits on the subject site and surrounding properties within Cooksville. This approach and acceptance of greater densities is evident in the recent approvals in the area, where approved buildings have densities well above the permitted and/or envisioned density limits. For example, the proposed density of 6.75 FSI is similar to other approved densities in the Cooksville area, including the 7.5 FSI approved at 45 Agnes Street, as well as approvals for 85-95 Dundas Street West/98 Agnes Street and for 86-90 Dundas Street East, which resulted in densities of 7.9 FSI and 5.94 FSI, respectively.

As articulated in Section 5.1, the proposed development is appropriate for greater intensification. The proposal will optimize use of land and infrastructure, including the new Hurontario LRT and will add new residential units providing future residents with access to amenities in an urban setting with excellent access to transit.

Policy 19.8.3 of the Official plan states that several criteria that the City follows when reviewing proposed heights and densities on a site specific basis, including the following:

- the proposed development is compatible with the scale and character of the surrounding area and has minimal impact on neighbouring uses;
- there are adequate engineering services and community services;
- the transportation system can accommodate the increase in density;
- the site is suitable in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and recreational facilities;

In our opinion, the proposal satisfies the City's criteria to permit an increase in height and density as discussed throughout this analysis. Accordingly, consistent with the City's preliminary findings through the City's ongoing policy review, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers. The proposed mix of heights, massing and densities is appropriate for the site and compatible with the emerging land use and built form context. The subject site's size, configuration, and locational attributes makes it an ideal site to accommodate a taller form and scale of development that can take advantage of the high level of transit accessibility that is available to support intensification on the site.

## 5.5 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties, including existing apartment building and adjacent properties that are also designated for high density residential uses.

In this regard, while properties to the north and south are currently comprised of low-rise residential and commercial uses, in the fullness of time, given their land use permissions for high density residential, the proposed massing of the building provides a transition in scale and separation that envisions these adjacent properties for tall buildings. Accordingly, the tower element is located at the corner to frame the intersection and maximize separation distances to the north, while setbacks are provided for the podium to the north and west to provide a break in the future street wall condition, while in combination with the stepping elements of the podium, result in an appropriate transition in scale to the existing buildings to the north and to the west.

## Light, View, and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. It is noted that there are no Council-adopted design guidelines for development of tall buildings outside of the Downtown Core. It is acknowledged that as part of the City's current policy review, the City is also developing built form standard guidelines for the Cooksville area to provide guidance for development, including for tall buildings. The proposal has regard for these draft guidelines and has been designed to consider and minimize LVP impacts to adjacent properties and buildings.

For the podium building, the proposed setbacks and in concert with the right-of-way widths of Cook Street and Agnes Street, will result in separation distances to existing and future residential uses that will minimize privacy and overlook impacts to the east and south. To the north and west, there will be no LVP impacts to the adjacent properties given the blank wall conditions of the north and west building façades. Furthermore, the 3.0-metre and 4.5-metre setbacks provided to the north and west property lines, respectively, provide additional separation from the scale of the proposed development. Also, at the rear, units facing north and west above the third level looking out onto the 4th level rooftop amenity area, are well setback, resulting in no LVP concerns, while the outdoor amenity located on the 4<sup>th</sup> level will be well screened and appropriately setback to reduce privacy and overlook impacts.

In terms of the tower element, the 758-square metre floor plate size results in a slender tower allowing for tower setbacks in excess of 12.5 metres and tower separation distances of at least 25 metres to the closest existing or approved towers, which are consistent with the draft guidelines. In this regard, the tower is setback 23.9 metres and 13.6 metres to the north and west property lines, respectively, while the right-of-way widths of Cooks Street and Agnes Street, would provide tower separation distance in excess of 25 metres.

Accordingly, it is our opinion that the proposed building will have minimal LVP impacts onto adjacent properties and buildings.



## Shadow Impact

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

With respect to residential private outdoor amenity spaces near the development, the study indicates that the rooftop amenity of the proposed development and the outdoor field of TL Kennedy Secondary School were evaluated. To meet the criterion, no shadow impact from the development for no more than 2 consecutive hourly test times in the No Impact Zone. In this regard, the study concludes that the criterion is not met as on June 21<sup>st</sup>, the rooftop amenity is affected in the hours between 7:07 a.m. and 12:20 p.m., while on September 21<sup>st</sup>, the rooftop amenity is affected in the hours between 8:35 .m. and 12:12 p.m. The study also shows that on September 21<sup>st</sup>, there are no periods over 2 hours throughout the day that impact the outdoor field area of the school.

With respect to shadow impacts on communal outdoor amenity areas, particularly the TL Kennedy Secondary School to the north with their outdoor fields further westward:

### June 21<sup>st</sup>

There is a minor shadow impact on the above communal outdoor amenity areas; Sun Access Factor is 85% from the development site, therefore the criterion is met.

### September 21<sup>st</sup>

The TL Kennedy Secondary School located to the north of the development site has Sun Access Factor of 85%, therefore the criterion is met.

### December 21<sup>st</sup>

Sun Access Factor is 50% from the development site, therefore the criterion is met.

The shadow study by Sweeny&Co. Architects concludes that all communal outdoor amenity areas have a Sun Access Factor above 0.5 and therefore the development is in accordance with the criteria.

With respect to public streets, the study concludes that there is no shadow impact of the development site on the opposite side of Agnes Street during the above times and therefore is in accordance with the criteria.

The study also indicates that the site and its immediate context is located in the Mississauga downtown intensification area and within a residential high density land use designation. There are no low rise single detached or low rise residential uses planned, and as such, the shadow analysis shows the development site is in accordance with this standard.

Accordingly, the study concludes that the proposed development meets the shadow impact criteria for all existing surrounding amenity areas and public spaces. The spaces that are affected by not meeting the shadow impact criteria are within the proposed development site. Effort has been made and will continue to improve the shadow impact by reducing all the tower floor plates and locating amenity areas and programming amenities appropriately with sun exposure in mind.

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

## Wind Impact

Policy 9.2.1.16 and 9.5.3.9 of the Official Plan states that tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas, including wind. In this respect, a Pedestrian Level Wind Study was prepared by RDWI in support of the proposed development. The purpose of the study was to determine comparative pedestrian level wind comfort and safety conditions at key outdoor areas; identify areas where future wind conditions may interfere with the intended uses of outdoor spaces; and recommend suitable mitigation measures, where required.

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

- Wind gusts that could affect pedestrian safety are not expected at any areas on and around the site in both the Existing and Proposed configurations.
- Existing wind conditions on and around the site are comfortable for the intended pedestrian use throughout the year.
- With the proposed project in place, wind conditions are predicted to remain generally suitable for the intended use of various grade level pedestrian areas throughout the year. Uncomfortable wind speeds are expected in a localized area at the southwest corner of the building during the winter.
- At the Level 4 outdoor amenity terrace, during the summer, appropriate wind conditions are predicted in the eastern half of the terrace while higher-than-desired wind speeds are predicted on the other half.

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

## 5.6 Urban Design

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

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

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

- be oriented to pedestrians and support transit use by improving site circulation to encourage pedestrian activity on the site, connecting entrances to the public sidewalks to encourage the use of existing and planned transit infrastructure in the area;
- provide common on-site amenity, including attractive new outdoor amenity areas at grade and atop the building podium, to be shared by all residents;
- provide resident bike storage for new units within the new building
- provide front yard setbacks on the site that respect the character of the street edges;
- provide new landscaped area along the periphery of the proposed buildings, with new tree planting and landscaping, and enhance the internal landscaping design of the site with new plantings;
- provide a open space plaza at the corner to further enhance the public realm;
- provide an appropriate height, massing and density that will not result in any unacceptable built form impacts and will provide appropriate transition to the surrounding area;
- consolidate vehicular movements to one curb cut, and screen/internalize all parking and loading areas;
- provide appropriate building separation, and orient the new buildings either perpendicular or parallel to adjacent existing buildings to further mitigate light, view and privacy impacts
- utilize a variety of design treatments to provide visually appealing façade in terms of the building design;
- provide well-glazed amenity space at grade to activate the south building frontage, while providing grade-related units along Cook Street with direct access to the sidewalks, and promote natural surveillance and personal safety, as promoted through 'Crime Prevention Through Environmental Design' principles;
- locate the entrances to the parking and loading areas away from the outdoor amenity areas and public realm; and
- integrate the rooftop mechanical equipment into the building design to minimize the visual impact.

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

The City's applicable urban design policies and guidelines both advocate for creating healthy, liveable and vibrant mixed-use communities while protecting the stability and integrity of adjacent neighbourhoods. In this regard, the proposal has been designed in a contextually sensitive manner, having a strong consideration for fit into the planned high density context, while providing an appropriate transition in scale through spatial separation and diminishing building scale. The proposed tower element is setback from the street so as to visually break up the bulk and massing, as well as from the north and west property lines to provide separation to existing and future tall buildings. The proposal will also contribute to enhanced pedestrian experience through the activation the public realm with complimentary uses at the street level such as grade-related uses with direct access to the sidewalks, a residential lobby that open out to an open space plaza at the corner and indoor amenity space at the ground floor looking out onto Agnes Street.

The design components of this development proposal constitute a high-quality design standard for the *Downtown Cooksville Character Area*. The expression of the pedestrian-scaled podium elements provides architectural interest from within the public realm, framing the public streets with good proportion, while the tower make an appropriate contribution to the quality and character of the Mississauga skyline, particularly within the Downtown Cooksville node, where taller building heights are envisioned.

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

- make more efficient use of underutilized lands by establishing a transit-supportive development that can take advantage of nearby transit services and retail, commercial and community uses;
- consist of high-quality, distinctive architecture with a unique architectural expression and attractive landscaping that will define the character and create a sense of place within the Downtown Cooksville Character Area;
- provide a compact, attractive and transit-supportive building typology that will also enhance the pedestrian-oriented streetscapes;
- provision for bicycle infrastructure further contributing to a well-connected local community and contribute to the City's objectives as provisioned in the *Cycling Master Plan*;
- have a building height and forms that is representative of intensification objectives, where tall buildings are planned on the subject site and the surrounding properties within Downtown Cooksville;
- locate and mass buildings in a manner to achieve appropriate height and built form transition within the subject site and from adjacent properties by incorporating spatial separation, setbacks, stepbacks, and decreasing height and intensity of built form;
- have a podium that is massed to achieve a suitable pedestrian scale and achieve appropriate street enclosure in relation to the adjacent right-of-way widths of the abutting streets;
- minimize wind impacts and maximize sun exposure onto the street through considerations related to massing and stepping of built form;
- building setback, building massing and landscaping elements have been applied to minimize shadow impacts, while ensuring sufficient sunlight access, for current and future neighbourhood residents; and
- consolidate and locate parking, loading and service uses within the buildings and/or below grade, screened from public view.

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

- be pedestrian oriented and scaled to support transit use, accommodating a multimodal transit system including pedestrian paths and bicycle related infrastructure;
- introduce an attractive building made of high-quality materials, with sustainability considerations through building orientation, structural systems and potential energy systems;
- provide common on-site amenities, including attractive rooftop outdoor amenity space atop the podium building;
- provide resident and visitor bike storage within the building;
- provide highly landscaped sidewalks zones that promote active transportation and foster social connections;



- provide an appropriate height, massing and density that will be compatible with the existing and emerging context of the *Downtown Cooksville Character Area*; not result in any unacceptable built form impacts; and provide appropriate transition to the adjacent residential and commercial areas to the west;
- provide appropriate building separation to mitigate potential issues related to the provision of sunlight, access to sky view and the maintenance of privacy between residential units;
- provide increased landscaping to enhance the pedestrian experience throughout the subject site;
- utilize a variety of complementary building materials and application patterns to increase articulation and add visual interest to the building design;
- consolidate vehicular access points to enhance the safety of the public realm and minimize interaction between pedestrians and vehicles;
- be designed with three distinct elements: podium, middle and top;
- the proposed open space plaza provides an opportunity for public art on the subject site that contributes to the neighbourhood cultural industrials as stipulated in the City's *Culture Master Plan*;
- locate all parking underground in shared parking facilities; and integrate rooftop mechanical equipment into the building design to minimize its visual impact.

Bousfields Inc. has prepared an Urban Design Study (dated March 2022) to describe and illustrate the urban design goals, objectives and analysis for the development being proposed subject site. The report provides the opinion that the built form of this proposed development represents good urban design, supports incoming transit infrastructure along Hurontario Street and Dundas Street East and positively contributes to the enhancement of the existing and planned character of Downtown Cooksville.

The subject site is envisioned as an attractive transit-supportive residential development that will help urbanize Agnes Street and Cook Street, contribute to Downtown Cooksville's existing vibrant and diverse urban neighbourhood, and reflect the overall future vision of intensification with Downtown Cooksville. The proposed building will provide an 8-storey podium building that steps down to a 6-storey base element designed to appropriately frame Agnes Street and Cooks Street and to limit any unwanted built form impacts on adjacent properties. The design will feature generous landscaping along both street frontages to establish a

more pedestrian-oriented environment. The proposed 29-storey tower element will reflect the emerging built form pattern of taller, higher density developments within Downtown Cooksville, and support existing and planned public transit initiatives such as the Hurontario Light Rail Transit (LRT), proposed Bus Rapid Transit (BRT) along the Dundas Street corridor and Cooksville GO Station.

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

#### (1) Support Existing and Planned Transit Infrastructure

- Introduce densities that will support the surrounding transportation context – i.e. Cooksville GO Station, the future Hurontario Light Rail Transit (LRT) and the proposed Bus Rapid Transit (BRT) along the Dundas Street corridor.

#### (2) Maintain Compatibility and Respect and Connect the Surrounding Context

- Propose a building height that reflects the emerging built form pattern of taller, higher density developments within Downtown Cooksville.
- Reduce impacts of overlook and shadowing on the existing residential context and T.L. Kennedy Secondary School Yard by incorporating appropriate transitions in height and articulation to the proposed building.

#### (3) Create a Positive Pedestrian Experience at Ground Level

- Provide an appropriate street wall height to promote a positive pedestrian-scaled experience at the ground level.
- Incorporate active residential uses and transparent material at the ground level to animate and enhance the character of the adjacent public realm.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.

The study concludes that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing residential character along Agnes Street and Cook Street. The proposal is successful in providing an enhanced interface with the public realm and introducing a built form that enhances the existing character of the site and provides an adequate transition to the nearby existing and potential future development.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. The proposed building height will support the existing and planned transit infrastructure nearby Cooksville GO Station, the planned intensification along Dundas Street East and within Downtown Cooksville as a whole.

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

## 5.7 Transportation

A Traffic Impact Study report has been prepared by UrbanTrans Engineering Solutions Inc. The key findings can be summarized as follows:

### Transportation Context

The proposed subject site is situated within an area that is currently well serviced by the existing City of Mississauga MiWay transit network and GO Transit. Bus stops are located within an easily walkable distance of 100m from the subject site and the Cooksville GO Train station is located within a 10-minute walk.

In addition to existing transit routes in the area, the proposed development is will be directly serviced by the future Hurontario LRT line, which is currently under construction and is expected to be completed in the Fall of 2024. Once in service, the 18-kilometer Hazel McCallion Line will feature 19 stops, travel through two urban growth centres and connect to major transit systems including three (3) stations in the vicinity of the subject development namely, Dundas Station, Cooksville Station and Fairview Station. The future LRT will restrict northbound left turning movement at Hurontario Street and Dundas Street signalized intersection. Based on discussion with City Staff, all northbound left turning volumes have been added to the northbound through movement for assessment purposes. Furthermore, the northbound left phase timings provided from the City will be removed for assessment purposes as discussed with City Staff under existing 2022 traffic conditions.

In terms of active transportation, within the general area of the proposed development, many cycling routes exist. Confederation Parkway, Hilcrest Avenue, Kirwin Avenue are currently designated a cycling route within the vicinity of the subject site. There are also sidewalks located on both sides of Agnes Street, Hurontario Street, Dundas Street, and Confederation Parkway, and on the east side of Cook Street in the vicinity of the subject site. The proposed development provides direct sidewalk connections to the surrounding road network. The sidewalk connections to the surrounding intersections and roadways will facilitate pedestrian movement to and from the residential development.

### Traffic Operations

An existing intersection capacity analysis was undertaken for the intersections of Confederation Parkway and Dundas Street West, Hurontario Street and Dundas Street West, Hurontario Street and Agnes Street, and Cook Street and Agnes Street. The analysis indicates that, under the existing conditions, the intersection is currently operating at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified, with the exception of Hurontario Street and Dundas Street West northbound through-right movements. The study considers a five-year horizon to the year 2027. Under future background conditions the studied intersections continue to operate with constraints as a result of the constraints identified in existing conditions. at acceptable levels of service based on overall intersection levels of service, v/c ratios and delay with no critical movements identified, with the exception of Hurontario Street and Dundas Street West westbound through-right movements. It is noted that the proposed development site traffic will not create any adverse impacts to the adjacent road network and operations particularly the critical westbound through-right turning movements compared to the future (2027) background traffic conditions.

### Transportation Demand Management

A comprehensive Transportation Demand Management ("TDM") plan is recommended to reduce single occupant vehicle trips and encourage alternative modes of travel. Particularly, the following measures are proposed:

## Cycling and Walking

- The Owner shall provide direct shared pedestrian/ bicycle connections from the proposed development to Agnes Street and Cook Street.
- The Owner shall provide Bicycle parking for residents and visitors.
  - The proposed development currently has 229 long term bicycle parking spaces and 19 short term bicycle parking spaces.
- The proposed residential development is located in an area currently well serviced by existing sidewalks as well as existing and proposed cycling routes.

## Transit

- The Owner shall coordinate with Region of Peel and City of Mississauga to deliver and promote the Transit Incentive information packages and programs. This includes the following:
  - Information packages (MiWay maps, GO schedules, cycling maps).
- The proposed residential development is located in an area currently well serviced by transit.
  - Located within 300 meters of MiWay bus stops
  - Located within 500 meters of the Cooksville GO Train Station (Milton Line) which is considered a major transit station.
  - Proposed Hurontario LRT (stops at Dundas and Cooksville GO)

## Vehicular Parking Considerations

The proposed development is subject to parking requirements set out in the City of Mississauga Zoning By-Law 0225-2007 ((Section 3.1 Parking, Loading and Stacking Lane Regulations – Table 3.1.2.1 Required Number of Parking Spaces for Residential Uses).

As per By-law 0225-2007, the proposed development would require a site total of 569 parking spaces, consisting of 493 residential parking spaces and 76 visitor parking spaces. The 2019 Parking Master Plan & Implementation Study (PMPIS) established four parking

precincts and recommended staff undertake a review of its off-street parking rates based on these precincts. Subsequently, staff prepared a Parking Regulations Study, recommended parking rates as of December 6<sup>th</sup>, 2021, would require a total of 412 parking spaces, consisting of 355 residential parking spaces and 57 visitor parking spaces. The proposed development will provide a total of 412 vehicle parking spaces thereby meeting the proposed amended parking requirement. Based on discussion with City Staff, although Council has not endorsed the proposed parking requirements, it is under review and is the stated intent of the Council. The proposed parking rates also takes into account the new rapid transit and high order frequency of transit users.

## 5.8 Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report has been prepared by MTE Consultants in support of this application. The conclusions and recommendations include:

- A stormwater storage tank complete with 75mm orifice control to be provided to control proposed conditions stormwater site discharge rates to allowable release rates as described in Section 2.5 of this report.
- A EF4 unit at storm outlet to be provided to achieve the required 80% TSS Removal criteria as described in Section 2.7 of this report
- Erosion and sediment controls be installed and maintained as described in Section 3.0 of this report;
- Sanitary servicing for the development be installed as described in Section 4.3 of this report;
- Water servicing for the development be installed as described in Section 5.4 of this report; and
- The proposed stormwater management plan presented in this report and the site servicing works described in this report and as shown on the grading and servicing Drawings C2.1 and C2.2 be accepted in support of the Site Plan application.





# Conclusion

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given that it is located in a part of Downtown Cooksville that is planned for high density residential uses and within walking distance of existing transit services including the Cooksville GO Transit station, and within walking distance of two major arterial road corridors that are planned with higher-order transit stops. This report concludes that the proposed development is in keeping with the planning and urban design framework set out in the PPS, the Growth Plan, the Metrolinx 2041 Regional Transportation Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan. In our opinion, the proposal for a tall building appropriately intensifies an underutilized site and contributes to the continued reurbanization and intensification of Downtown Cooksville.

From a land use perspective, the proposal is supported by numerous policy directions that seek to facilitate residential development within built-up areas through infill and intensification, particularly in proximity to higher order public transit. In this regard, the proposed development will facilitate the introduction of new residential rental housing through intensification of an underutilized site located within the boundaries of multiple major transit station areas, which will provide opportunities to increase transit ridership at the Cooksville GO Transit station and support the two planned higher order transit lines along Hurontario Street and Dundas Street, respectively.

From a built form and urban design perspective, the proposal has been carefully designed and massed in a manner that fits harmoniously within the surrounding area and planned context for Downtown Cooksville. In that regard, appropriate transition is provided to adjacent properties, while anticipating the future redevelopment of the lands and broader area for higher density residential uses. The podium building will help to enhance a pedestrian scale, while the tower element is sited so as to minimize potential built form impacts to the surrounding properties and buildings. New landscaping will be provided both at-grade and on the rooftop of the podium, resulting in an attractive site design which enhance the public realm along Agnes Street and Cooks Street, as well as providing amenities for residents. New parking and loading will be screened within building to minimize impact on the public realm and site amenities. The proposal has been designed to be in keeping with urban design policies of the Official Plan.

Accordingly, it is our opinion that the proposal represents good planning and urban design and that the Official Plan Amendment and rezoning application is consistent with the PPS and conforms with the Growth Plan, as well as the Region of Peel Official Plan and Mississauga Official Plan, and is therefore appropriate and desirable and should be approved.





