



December 23, 2022

Adam Lucas
Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga, ON, L5B 3C1

Via E-mail: adam.lucas@mississauga.ca

Dear Mr. Lucas,

Re: Resubmission of Official Plan and Zoning By-law Amendment (OZ/OPA 22-16 W7), First Site Plan Application, and Planning Addendum Letter, 60 Dundas St East, Almega Asset Management c/o Gold Star Plaza Ltd.

INTRODUCTION

On behalf of our client Almega Asset Management (“Almega”), we are pleased to resubmit materials in support of the proposed redevelopment of the site municipally addressed as 60 Dundas Street East (“subject site”). The resubmission is regarding the Official Plan and Zoning By-law Amendment applications (OZ/OPA 22-16 W7). As well, we are also pleased to submit the first formal site plan application. Together these applications are herein referred to as “the Applications”.

The subject site has an area of approximately 1.07-hectares located on the south side of Dundas Street East, at the southeast corner of Dundas Street East and Shepard Avenue, just east of Hurontario Street within the community of Cooksville. The site is bounded on the east side by Cooksville Creek, with a public walkway extending from Dundas Street to King Street along the east boundary of the subject site. The area immediately surrounding the intersection of Hurontario, and Dundas Streets is known locally as “Cooksville Corners”.

The Downtown Cooksville area is poised to receive significant new transit investment. The subject site is located approximately 150 metres from the intersection of Hurontario Street and Dundas Street East. The Dundas stop on the new Hurontario Light Rail Transit (LRT) line will be constructed at this intersection, with expected completion in fall 2024.

On November 26, 2021, Almega and our team attended a pre-application consultation meeting with the City, and on March 10, 2022, we submitted applications to amend the City of Mississauga Official Plan, as amended and Zoning By-law No. 0225-2007, as amended to facilitate the redevelopment of the site.

The Applications were submitted on behalf of the registered owners (Gold Star Plaza Ltd.) care of Almega, who have an agreement in place with the owners to make applications that would affect the site. On June 6, 2022, we provided additional materials in support of the Applications.

The Applications are intended to facilitate the redevelopment of the site that originally proposed three towers of 36, 33, and 29-storeys (incorporating mezzanines), with the greatest heights concentrated along Dundas Street East, transitioning down towards the residential apartments to the south of the subject site.

The Applications were assigned City File # OZ/OPA 22-16 W7, and on August 16th, 2022, the Applications were deemed complete. Since the notice of completion has been received, we have been working with City and Regional staff, the Ward Councillor, and staff from the Credit Valley Conservation Authority (“CVCA”) to discuss the proposal and consider any changes to address preliminary comments.

To date we have received some comments on the Applications pertaining primarily to building design, the proximity of the Cooksville Creek, urban design and shadowing, and parkland. In this regard, Almega has proactively evaluated the original proposal and revised it to address the comments.

Accordingly, we offer the following additional planning rationale which includes a breakdown and comparison of the revised proposal against the original, and commentary on the new planning framework that has come been adopted since the original Applications were filed in March 2022.

DESCRIPTION OF REVISED PROPOSAL

The revised design maintains the three-tower concept, now with reduced maximum building heights of 16-storeys along the Dundas Street East frontage (Tower ‘A’), 27-storeys along the Sheppard Avenue frontage (Tower ‘B’), and 29 storeys in the east corner closest to the creek (Tower ‘C’). The 27-storey and the 29-storey towers are part of one “U-shaped” shared podium which frames the site. The 27-storey tower is separated from the 29-storey tower by a shorter mid-rise building which has a height of 14 storeys. All building proposed on site feature step backs which lend to the articulation of the massing, and the breakdown of the massing into smaller components for enhanced light, views, and privacy.

The development is proposed in two phases: Phase A, which includes Tower A, and Phase B, which includes Towers B and C. Phase A will include a mixed-use building with retail space and second floor commercial / flex space provided at grade primarily along Dundas Street East, and Phase B will be entirely residential with townhouses at grade along the southern edge of the podium.

The architectural design of the building adopts influences from the Art Deco style for the podium, and a modernist tower style.

The revised design represents a drop in the tower heights, and a lengthening of the tower shapes to create more of a building wall along Dundas Street East and Sheppard Avenue, and a general perimeter-block site organization.

The previous site design incorporated a driveway that went through the site from Dundas Street East to Sheppard Avenue. The revised site plan removes this driveway, and all access points to the subject site are now proposed off Sheppard Avenue. The first entrance is located central to the site and provides vehicular access through to the middle of the proposal between the 16-storey building and the 27 and 29-storey towers. The second access is provided at the southernmost end of the site off Sheppard Avenue, which is proposed exclusively as a vehicular ramp into the underground parking levels.

The central access also provides a ramp into the underground and, at the surface, functions as the fire route for the site. Vehicular circulation internal to the site is provided via a large, paved turning area which functions as a turning circle, layby, and access to the loading areas.

Overall, the revised design will result in the provision of 1,009 new residential dwelling units comprised of 103 studio units (10.2%), 592 one-bedroom units (58.7%), 295 two-bedroom units (29.2%), 4 penthouse units (0.4%) which have sufficient space to accommodate either a two or three-bedroom unit type, and 15 townhouses (1.5%) which are oriented at grade along the base of the shared podium at the southern half of the site. As well, nearly 2,000 square metres of non-residential GFA will be provided in the revised proposal, which consists of 1,138.18 square metres of grade level retail space, and 835.71 square metres of commercial and flex space on the 2nd floor.

Parking is now proposed via 5 levels of underground garage with a total of 861 space, resulting in an overall parking ratio of 0.85 spaces per residential dwelling unit.

The site will be enhanced through a landscaping design that is intended to create a usable outdoor space with seating, pathways, lighting, and new plantings that will contribute towards the green space on site and adjacent to the walking trail that runs along the west flank of the site. In this regard, 1,026.75 square metres of parkland has been proposed along the western length of the site, which is intended to blend the landscaping into the pathway that runs adjacent to the site. The parkland represents approximately 10% of the total site area (post road widening and areas for daylight triangles) and would be conveyed to the City for new public parkland.

A copy of the revised site plan, ground floor plan, and landscaping concepts are attached to this letter for easy reference, and the below table presents the key statistics in comparison to the original submission.

Key Statistics

Standard	Original Proposal	Revised Proposal	Difference
Site Area (Pre-Road Widening)	10,734.2 sq.m	10,734.2 sq.m	No Change
Site Area (Post Road Widening)	10,267.5 sq.m	10,267.5 sq.m	No Change
Overall GFA	67,847 sq.m	62,149 sq.m	8.4% Decrease
Residential GFA	67,000 sq.m	60,175 sq.m	10.2% Decrease
Non-Residential (Commercial) GFA	847 sq.m	1,974 sq.m	133% Increase
Floor Space Index (Pre-Road Widening)	6.32	5.79	8.4% Decrease
Floor Space Index (Post-Road Widening)	6.61	6.05	8.5% Decrease
Building Heights			
Tower A	36 storeys (123.4 m)	16 storeys (58.7 m)	20 storey decrease
Tower B	33 storeys (111.2 m)	27 storeys (95.6 m)	6 storey decrease
Tower C	29 storeys (99.25 m)	29 storeys (102.3 m)	No Change
Unit Mix			
Studio / Bachelor	176	103	41.4% Decrease
1 BR	741	592	20.1% Decrease
2 BR	292	295	1.0% Increase
Penthouse	0	4	New
Townhouses	15	15	No Change
Total	1224	1009	17.6% Decrease
Amenity Space			
Indoor	5,579 sq.m	2,868 sq.m	48.6% Decrease
Outdoor	4,282 sq.m	6,113 sq.m	42.8% Increase
Vehicle Parking Spaces (Total)			
	979	861	12.0% Decrease
Resident	856	733	14.4% Decrease
Visitor	102	128	25.5% Increase

Commercial	21	Shared with Visitor	N/A
Bicycle Parking Spaces (Total)	800	424	47% Decrease
Resident Long-Term	735	338	54
Resident Short-Term	62	80	29.0% Increase
Commercial Long-Term	1	2	100% Increase
Commercial Short-Term	2	4	100% Increase
Loading Spaces	2 Type 'G'	2 Type 'G'	No Change

Note that because the plans have changed quite a bit, the documents and drawings uploaded to ePlans are quite different and will not match the original submission titles.

ADDITIONAL POLICY ANALYSIS

Since the original Applications were filed on March 10, 2022, there have been some changes to the applicable planning framework. The in-force changes are mostly related to the updated Peel Region Official Plan and Bill 23, More Homes Built Faster Act, 2022. A summary of those changes and how the proposal fits within those changes is provided below.

Peel Region Official Plan

The Peel Region Official Plan (“PROP”) was adopted by Regional Council on April 28, 2022, through Bylaw 20-2022. This by-law repealed and replaced the former July 11, 1996, Region of Peel Official Plan adopted by By-law 54-96, as amended. The Plan was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister’s Notice of Decision on the Plan dated November 4, 2022.

The subject site is located within the Urban Area of the Regional of Peel and has been identified within one of the Region’s delineated Urban Growth Centres on Schedule E-1 (Regional Structure) and E-3 (The Growth Plan Policy Areas in Peel) of the PROP. The subject site is within a Strategic Growth Area due to its location within a “Primary or Secondary Major Transit Station Area” on Schedule E-2 (Strategic Growth Areas).

The subject site is also located within a “Primary Major Transit Station Area” on Schedule E-5 (Major Transit Station Areas), which is specifically related to planned stations DUN-10 (Dundas Bus Rapid Transit) and HLRT-5 (Hurontario Light Rail

Transit) which is expected to be completed in fall 2024. In addition, the subject site is located within a 5-minute walk of DUN-12, which is the Kirwin Ave / Camilla Rd MTSA on the Dundas Bus Rapid Transit line. All these MTSA's are "Primary".

In *A Place to Grow: Growth plan for the Greater Golden Horseshoe ("Growth Plan")*, which applies to the subject site, intensification and higher densities are prioritized within Strategic Growth Areas to make efficient use of land and infrastructure and to support transit viability. Ultimately, both Urban Growth Centres and Major Transit Station Areas ("MTSA") are focused areas within the Greater Golden Horseshoe planned to accommodate significant population and employment growth. The intent of these focused growth areas is to accommodate the vast majority of urban growth to the year 2051, in keeping with the forecasted population and employment targets set out in the Growth Plan.

According to the Growth Plan, MTSA's on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit, and 200 residents and jobs combined per hectare for the Downtown Mississauga Urban Growth Centre.

In the PROP, Urban Growth Centres are described as major locations of *intensification* that include *compact built forms* of urban *development* and *redevelopment* providing a range and mix of housing, employment, *recreation*, entertainment, civic, cultural, and other activities for Peel residents and workers and other residents of the *GTHA*. The Urban Growth Centres are also focal areas for investment in region-wide *services* and *infrastructure*, including Major Transit Station infrastructure.

According to Policy 5.6.18.5, the Region of Peel provides direction to the City of Mississauga that they provide opportunities within Urban Growth Centres for compact built forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in local municipal official plans. One of the ways of achieving this, is to align with the policies as set out in the Growth Plan, including achieving the minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

In the preamble of Section 5.6.19 of the PROP, MTSA's are described as areas that are planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in proximity that supports existing and planned transit and active transportation infrastructure. Accordingly, MTSA's are critical elements in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. Specifically,

More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.

Policy 5.6.19.8 of the PROP provides that Mississauga must plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. The subject site is located within a Primary MTSA, specifically related to stations DUN-10 (Dundas Bus Rapid Transit) and HLRT-5 (Hurontario Light Rail Transit). In those locations, HLRT-5 (i.e., the Dundas MTSA) has a minimum density target of 300 residents and jobs combined per hectare, and DUN-10 (i.e., the Confederation Parkway MTSA) has a minimum density target of 160 residents and jobs combined per hectare. The Dundas MTSA density target is greater than those set out in the Growth Plan, and the Confederation Parkway MTSA is in keeping with the Growth Plan.

What this means, is that the Region has identified the MTSA where the subject site is located, as an area intended for significant growth and intensification, beyond the minimum required by the Growth Plan. As well, since the site is within walking distance of the Kirwin Ave / Camilla Rd MTSA (i.e., DUN-12), the minimum density targets in Table 5 also apply, which is also set at 160 residents and jobs combined per hectare, further emphasizing the need for growth and intensification on the site and in the area around it.

Policy 5.6.19.18 establishes a series of criteria that new development applications within MTSA's must consider until such time as Mississauga has established *Major Transit Station Area* policies. Those criteria are outlined below, with our response provided after each.

a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;

The Applications, if approved, would facilitate the redevelopment of the subject lands for a mixed-used high-rise development that will provide 1,009 new residential dwelling units and new commercial GFA. This number of units will result in a revitalization of the subject site and an overall increased density of 943 units per hectare. This increased density is transit supportive, and the commercial area provided on site will contribute towards the MTSA's overall economic competitiveness.

The character of the area has been accounted for in the design and massing of the building as well. This is demonstrated in the reduction to the proposed heights, the introduction of an attractive built form with appropriate setbacks, step backs, and building articulation, and the creation of a thoughtfully designed landscaped area and the provision of new public park space.

b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;

The proposed development will result in a build out of the site at transit-supportive densities within a 5-minute walk of three identified MTSA's. Furthermore, the proposal makes for a much more efficient use of land within an Urban Growth Centre by building out the site to its appropriate envelope in a mixed-use building format.

The Applications will permit the transformation of the subject site from its current use as a low density auto-oriented commercial plaza with extensive surface parking, to a compact mixed-use, pedestrian oriented development which will accommodate over 1,000 residential units (with below grade parking) while maintaining nearly 2,000 square metres of retail and commercial space.

c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;

The proposal will result in the provision of 1,009 new residential dwelling units. These new units are broken down on site into a mix of one-bedroom, two-bedroom, penthouse, and townhouse units. The penthouse units will be capable of accommodating a two or three-bedroom configuration. The inclusion of these new dwelling units will contribute towards the provision of a range and mix of housing options for the neighbourhood and the City of Mississauga and will help accommodate forecasted population growth in the Region.

d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;

The Applications will permit the transformation of the subject site to a compact mixed-use, pedestrian oriented development. The density proposed on site is transit supportive, and residents living in the proposed buildings will be located within a 5-minute walk of several MTSA's including stations for both the Dundas Bus Rapid Transit and the Hurontario Light Rail Transit. Furthermore, the site will provide for additional public parkland and an enhanced trail connection along the eastern edge of the site. Through the trail along the eastern edge of the site, residents will have a separated walking path that will provide them with access to neighbourhood amenities and additional park space, such as Cooksville Park (less than a 5-minute-walk to the south) or Richard Jones Park (less than a 10-minute-walk to the north).

e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;

The Applications will permit the transformation of the subject site for a mixed-use building with 1,009 new residential dwelling units and nearly 2,000 square metres of new commercial space.

f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

The proposal includes the provision of 424 bicycle parking spaces, comprised of 338 long-term spaces for residents of the building, 2 long-term spaces for commercial patrons, 80 short-term spaces for residents of the building, and 4 short-term spaces for commercial patrons. The centre of the site has been designed to accommodate vehicular and pedestrian circulation, providing for pick-up and drop-off locations on site, and a turning circle.

g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;

The Applications will permit the transformation of the subject site to a much denser and more efficiently utilized space than exists today. If approved, the Applications would facilitate the creation of 1,009 new residential housing units that will contribute towards achieving the minimum density targets.

h) Supports high quality public realm improvements to enhance the Major Transit Station Area;

The proposal includes a concept site and landscape plan which illustrates the proposed ground floor and key elements of the site plan in context, with adjacent streets and properties, including site circulation for pedestrians and vehicles, conceptual grades, and proposed hard and soft landscaping on site and on the adjacent streets and properties. A streetscape and landscape concept for the space between the proposed building and the curb, on the site has also been provided. These landscaping designs include improved hardscaping (paths, benches, etc.) and softscaping elements (plantings). All the landscaped elements have been designed: to create a pedestrian friendly and interesting place to be enjoy outdoors; to enhance the visual appeal of the site within its broader neighbourhood context; and to provide a thoughtful connection to the proposed parkland and existing trail along the eastern edge of the site.

i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and

Major Facilities is defined in the 2020 Provincial Policy Statement (“PPS”) and means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Sensitive land uses are also defined in the PPS, and means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to residences, day care centres, and educational and health facilities.

As described in the Planning and Urban Design Rationale Report submitted with the first submission package, the subject lands are located within a mixed-use area as described in Section 2.4 of that report.

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

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

There are no Major Facilities in proximity of the subject site which would result in land use incompatibilities. Furthermore, a noise and vibration impact study has been prepared by RWDI. Their first report was completed and submitted with the first submission package, and an updated version of their report has been provided in support of the revised proposal. It was concluded that vibration from the LRT to the south-west along Hurontario Street of the proposed development is not expected due to the setback being greater than the worst-case setback noted in the project's Environmental Project Report. Furthermore, several mitigating measures can be implemented to help offset any impacts from stationary and vehicular noises, including installation of central air-conditioning, construction of a perimeter noise barrier along a portion of the property line if feasible, or the inclusion of noise warning clauses related to transportation sound levels at the building façade, and in the outdoor amenity areas if a barrier is not provided.

j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

Of note in Policy 5.6.19.10 of the PROP, is one of the changes made by the Ministry, which included modifications to Policy 5.6.19.10.a) and 5.6.19.10.e). Prior to the modifications by the ministry, these Policies gave permissions to the City of Mississauga that would allow them to establish maximum densities and heights, respectively, for lands within MTSAs. The Ministry modifications to those policies removed those maximum density and height restrictions. The City may now establish minimum densities and heights for lands within an MTSA but may not restrict them with maximums.

City of Mississauga Official Plan (Cooksville OPA 145 and 146)

Since the Applications were submitted, Mississauga City Council adopted Official Plan Amendment Number 145 as adopted by By-law 0193-2022 on August 10, 2022 and submitted Official Plan Amendment Number 146 to the Regional Municipality of Peel for approval (via By-law 0194-2022), which contain amendments to the Mississauga Official Plan pertaining to the Downtown Fairview, Cooksville and Hospital Character Areas.

The City of Mississauga Official Plan (“OP”) came into effect on November 14, 2012, save and except for the outstanding site-specific appeals to the Ontario Land Tribunal. Official Plan Amendments No. 145 and 146 were intended to provide further policies to guide, accommodate and support growth in the Downtown Fairview, Cooksville and Hospital Character Areas.

Almega has appealed both Official Plan Amendments No. 145 and 146.

Notwithstanding the appeals, we are supportive of the intent to create transit-supportive development within Cooksville to contribute towards achieving a complete community in support of the Vision for Downtown Cooksville.

Accordingly, the vision for Downtown Cooksville is the creation of a walkable, mixed-use community with places for community amenities, culture, and art. Specifically:

Hurontario and Dundas streets will be animated with storefronts and other active uses that support existing and future local businesses. Downtown Cooksville will continue to offer a diversity of local retailers and restaurants. The area immediately surrounding the intersection of Hurontario, and Dundas Streets (Cooksville Corners) will be developed with a vibrant main street 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-supportive, higher density development with a concentration and mix of residential, community, office, retail, and service commercial uses.

With respect to residential high density uses, one of the policies that we agree with is the provision of non-residential uses on the ground floor where there is building frontage along Dundas Street. In this regard, we have provided a nearly 2,000 square metres of non-residential GFA overall, of which 1,138.18 square metres will be provided as grade level retail space along Dundas Street in keeping with the residential high-density policies set out in OPA 145 and 146 for the Downtown Cooksville area. The proposal also provides for 835.71 square metres of commercial and flex space on the 2nd floor facing Dundas Street.

Overall, in our opinion, the subject site will contribute towards achieving the vision set out in OPAs 145 and 146 for Downtown Cooksville, in that the Applications will facilitate the transformation and revitalization of the subject site for mixed-use, transit supportive development in a compact and pedestrian-oriented built form within the area known as Cooksville Corners.

The City also endorsed built form standards, which are evaluated in detail within the urban design brief. The proposed changes to the project have been undertaken to more closely reflect the heights and angular planes referenced in the built form standards. While the proposal is not entirely consistent with the new standards, it is our opinion that the proposed revisions meet its intent and will further advance the realization of the vision for Cooksville.

SUMMARY AND CONCLUSIONS ON PLANNING RATIONALE

Based on the foregoing and the previously submitted analysis, it is our opinion that the Applications will facilitate the development of a proposal which represents good planning and urban design, has had good regard for the matters of Provincial interest, are consistent with the PPS and conform to the Growth Plan which provide strong support for intensification in Strategic Growth Areas, Urban Growth Centres, and MTSAs.

The Applications also conform to the policies of the Peel Regional Official Plan, as modified by the Ministry, which establish new intensification and growth objectives to the year 2051.

In our opinion, the proposed development represents a revitalization of the Subject Site and an appropriate form of intensification in a location that is planned and well-suited for the same.

Intensification of the Subject Site would be in keeping with numerous policy directions articulated in the PPS, Growth Plan, PROP and OP, as well as related guiding documents, all which support intensification on sites within built-up urban areas that are well served by municipal infrastructure, including transit.

The proposed development will contribute to the range and mix of housing types and densities to help meet growth targets established in the Growth Plan and the PROP.

The proposed development will contribute to the Region and City's economic development and competitiveness through the provision of nearly 2,000 square metres new commercial space which will accommodate several new jobs helping the City and Region achieve its growth targets. This commercial space consists of 1,138.18 square metres of grade level retail space, and 835.71 square metres of commercial and flex space on the 2nd floor.

The Subject Site is within an urban settlement area, and within walking distance of at least three MTSAs, is within an Urban Growth Centre, and is therefore part of a Strategic Growth Area. As well, the subject site located along a road and within an area specifically intended to accommodate mixed-use activities and developments at higher densities.

In our opinion, the development proposed for the subject site will also contribute towards achieving the anticipated ridership levels, both currently and in the future given the proximity to existing frequent and planned higher-order transit, which

includes local Mississauga Transit bus routes (MiWay), and the future Dundas Bus Rapid Transit Hurontario Light Rail Transit.

With respect to noise, vibration, and wind, RWDI has prepared updated studies that assess each of these metrics. Their updated studies analyzed the revised proposal and have concluded that there will be no significant adverse impacts or concerns related to public health or safety for residents, patrons, or visitors to the site once the revised proposal has been constructed. Several mitigation measures have been identified that will help mitigate any issues relating to stationary or traffic noise, such as the installation of air conditioning systems for each unit, or the introduction of noise warning clauses.

With respect to transportation and traffic, RJ Burnside has prepared an addendum to their Traffic Impact Assessment and Parking Utilization Study. The conclusions in the addendum continue to support the revised proposal, and provide recommendations on how to mitigate increased traffic, including monitoring certain intersections. The reduced parking ratio proposed is supported through a variety of transportation demand management options that will be provided for residents and through their analysis on future parking demands, which will be offset by transit ridership.

With respect to site servicing, stormwater management and grading, Crozier has prepared updated reports and plans which support the revised proposal. Overall, the revised proposal can be serviced with municipal water, sanitary and stormwater management in accordance with the City, Region, and Conservation Authority requirements and standards. Retention of the first 5 mm of rainfall on site will be provided by way of infiltration, reuse, or evapotranspiration to achieve the water balance criteria.

With respect to wind impacts, RWDI has prepared a revised wind study that utilized a wind tunnel to test the proposed design for public safety. According to RWDI's conclusions, the revised design generally performs better from a wind comfort perspective when compared to the previous design. The revised design has minimal or no impact on most offsite pedestrian areas around the development. There are some uncomfortable locations at exposed building corners, and in between the buildings during the winter. There are also grade level safety exceedances in Phase A and B but they improve significantly with the addition of future surrounding buildings. Only one safety exceedance occurs on site when the future buildings are added. Most of the safety exceedances are marginal (i.e., exceed the gust speed threshold for safety by 1 to 2 or 3km/h) except for one location near the southwest corner of the Phase B building, and there are no offsite safety concerns. Level 14 and 28 on Phase B are expected to have high wind activity at localized areas, which may be undesirable for passive pedestrian activities. The Level 3 amenity on Tower A (Phase A) is mostly sheltered from the prevailing winds so, suitable conditions are expected there throughout the year.

A portion of the site experiences flooding during what is called "the Regional storm event" under the existing pre-development conditions. A spillway is proposed to convey spill water through the site under post-development conditions directing the

spill 35 meters downstream of the twin box culverts consistent with the pre-development outlet. The topography of the site and resulting post-construction conditions will result in a site design that, during “the Regional storm event” will ensure for safe means of egress and ingress. In simpler terms, the site will be designed so that if it floods, people and emergency services will always be able to access the site in at least one dry location.

Our overall conclusion about the revised proposal is that:

- a) The revised proposal development continues to have regard for matters of Provincial Interest, as set out in Section 2 of the Planning Act;
- b) The revised proposal continues to represent good planning and an improved example on how best to redevelop the subject site;
- c) The revised proposal is still compatible with the existing and planned built form context;
- d) The revised proposal will deliver new parkland for the existing neighbourhood residents and future significant population that is planned to be added through intensification;
- e) Applicable policy framework at the Provincial, Regional and City levels support mixed-use intensification on the lands;
- f) From a land use perspective, the revised proposal will contribute to the achievement of numerous policy directions;
- g) The site is located within a Strategic Growth Area, and Urban Growth Centre, and a Major Transit Station Area and within an area planned for mixed-use intensification at higher densities; and,
- h) The site is located within convenient walking distance of several local surface bus routes, and within 500 to 800-metres of several MTSAs, which provides inter-city and inter-regional transit connections, as well as connections to Cooksville GO Station which extends transit options further within the GO Transit network.

The introduction of a wider range of uses, including new parkland, new homes in several different forms and commercial uses, together with an enhanced streetscape will contribute to the ongoing revitalization of the Dundas Street East Road corridor and the Cooksville Corners area.

From an urban design perspective, the revised proposal will better complement and reinforce the urban structure of mid-rise and tall buildings along the Dundas Street East Road corridor, which in this location, is also part of an area planned for mixed-uses.

The revised proposal will help animate both Dundas Street East and Sheppard Avenue with active uses, entrances, and a connection to existing public trail systems.

Architecturally the buildings will establish a new landmark within the neighbourhood that will urbanize a heavily underutilized site along Dundas Street East.


Furthermore, our team has prepared an updated Urban Design Study which describes along with graphic text how the streets, parkland, landscaped area, proposed buildings, and all other built form and landscape elements of the revised proposal will work together to positively contribute towards the improvement of the neighbourhood aesthetic and function.

In summary, the revised proposal will result in several significant public benefits, including:

- a) Reduction in heights, including down to 16 storeys along Dundas Street frontage
- b) Additional commercial / flex space on the second floor facing Dundas
- c) Remove the Dundas Street vehicular access
- d) The creation of new parkland and new housing in Downtown Cooksville and the City of Mississauga;
- e) The creation of new grade-related commercial space capable of hosting several new jobs and commercial amenities for the community and the city;
- f) Intensification within a built-up urban settlement area;
- g) Intensification within a Strategic Growth Area, Urban Growth Centre, and Primary Major Transit Station Area, that is currently evolving for mixed-uses at varying heights along a prominent road;
- h) The provision of additional ridership to support the Mississauga transit buses and GO Transit found at the Cooksville GO Station, and the future Dundas Bus Rapid Transit Hurontario Light Rail Transit.
- i) Revitalization, intensification, and re-urbanization of an underutilized site along Dundas Street East;
- j) Improvements to grade level conditions and pedestrian amenities along the site's two street frontages (Dundas Street East and Sheppard Avenue); and
- k) The creation of an attractive new development within the Cookstown Corners neighbourhood.

Therefore, we recommend approval of the Applications.

Respectfully re-submitted / submitted,
Bousfields Inc.



Mike Bissett, MCIP, RPP
Partner