
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF
OFFICIAL PLAN AND
ZONING BY-LAW AMENDMENT APPLICATION

3085 HURONTARIO STREET
EQUITY THREE HOLDINGS INC.

Part of Block C, Registered Plan 836 and Part of Lot 16, Concession 1, North of
Dundas Street
City of Mississauga
Regional Municipality of Peel

July 2021
GSAI File #1319-001

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Planning Justification Report
EQUITY THREE HOLDINGS INC.
Official Plan Amendment and
Zoning By-law Amendment
3085 Hurontario Street
City of Mississauga

1 \ INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Equity Three Holdings Incorporated (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 3085 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the east side of Hurontario Street, south of Kirwin Avenue and are legally described as:

FIRSTLY: PT LT 15, CON 1 NDS, TWP TOR, DES AS PT 1 PL 43R33188; SECONDLY: PT LT 15, CON 1 NDS, TWP TOR; PT BLKS A & B, PL 645; PT LT 9 SAVIGNEY'S PLAN OF COOKSVILLE BEING A SUBDIVISION OF PT OF LT 15 REFERRED TO AS PL TOR-12 DES AS PT 1 PL 43R17198, SAVE AND EXCEPT PART 1, EXPROPRIATION PLAN PR3525321 SUBJECT TO AN EASEMENT OVER PART 2, EXPROPRIATION PLAN PR3525321 AS IN PR3525321 CITY OF MISSISSAUGA

The Subject Lands are currently improved with a local retail plaza comprised of a 2-storey, multi-tenant structure, a 2-storey parkade and surface parking area. Access is provided via a driveway off of Hurontario Street, a second driveway off of Kirwin Avenue and drive aisles internal to the Site.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a multi-structure, high density, mixed-use development that integrates with the surrounding Neighbourhood. The proposed Amendments have been prepared to implement higher density, compact, mixed-use, transit-supportive development, in an appropriate location, at an appropriate density than the current local policy permissions allow.

This Report demonstrates that the in-effect local permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands. Various Reports and Studies have been undertaken to identify policy changes for the Cooksville area over the past ten years including the Hurontario / Main Street Master Plan (2010), Cooksville Mobility Hub Master Plan (2011), Dundas Connects Master Plan (2018), Vision Cooksville (2016) and the ongoing Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned Reports and Studies emphasize the

importance of compact, transit-supportive and pedestrian-oriented development in Downtown Cooksville and envision these lands as an appropriate and desirable location for high density, compact, mixed-use development. We note that the Region of Peel is currently proposing to include the Subject Lands within the Dundas Major Transit Station Area, where growth and high density development in proximity to higher order transit is to be concentrated.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

1.1 \ PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are designated 'Mixed Use' by the in-effect MOP. This designation reflects the current use of the Site, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to re-designate the Subject Lands to 'Residential High Density' and introduce a new Special Site Downtown Cooksville Character Area policy in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

1.2 \ PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently split zones it as 'Development (D)' and 'Mainstreet Commercial (C4)'. The current zoning reflects current conditions. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to the 'Residential Apartment (RA5)' category and create new site-specific exceptions to reflect the proposed development. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from 'D' and 'C4' to 'RA5-XX';
- To permit a selection of accessory, non-residential uses;
- To permit site-specific use definitions for 'live-work units';
- To permit a site-specific maximum density;
- To permit site-specific maximum building heights;
- To permit site-specific building envelope standards;
- To permit a site-specific parking and loading standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect RA5 zone provisions and the requested RA5-XX zone provisions has been prepared. A copy of this summary, the Zoning By-law Table, is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

Notwithstanding Section 45(1)(3) of the Planning Act and in accordance with Section 45(1)(4) of the Planning Act, it is requested that at the time of rendering a decision on the application, City Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed. This is being requested to allow for the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control Approval ('SPA') application.

2 \ PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment process. It is anticipated that the Application, in collaboration with the City, will host Community Meetings and the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on December 16, 2020 to present a preliminary concept for the Subject Lands and to determine submission requirements. A virtual pre-submission Community Meeting was held through Councillor Damerla' s office on May 19, 2021 where the proposal was presented to the community and residents were given the opportunity to ask questions. Finally, a Mississauga Urban Design Advisory Panel ('MUDAP') presentation was made on April 20, 2021 where the proposal was presented and feedback was received.

3 \ EXISTING SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Downtown Cooksville community.

3.1 \ SITE CONTEXT

As demonstrated in **Figure 1**, the Subject Lands are located on the east side of Hurontario Street and south of Kirwin Avenue. The Site has an area of approximately 1.46 hectares (3.61 acres), with a frontage of 115 metres on Hurontario Street and a frontage of 43.9 metres on Kirwin Avenue.

The Site is generally flat. It is currently improved with a local retail plaza comprised of a 2-storey, multi-tenant structure, a 2-storey parkade and surface parking area. Access is provided via two (2) driveways – one off of Hurontario Street and a second off of Kirwin Avenue as well as drive aisles internal to the Site. There are existing public sidewalks along both Hurontario Street and Kirwin Avenue.

3.2 \ AREA CONTEXT

The Subject Lands are located within the Downtown Cooksville community of the City. Surrounding land uses are as follows:

- NORTH** A 1-storey converted dwelling and a 2-storey office structure are immediately north. Further north are 1-storey commercial structures with surface parking areas, a converted 2-storey dwelling, a 2-storey self-storage facility, and 6-storey apartment structure with surface parking area.
- EAST** A series of 5-storey apartment structures and surface parking areas are immediately east. Further east is Jaguar Valley Drive and additional mid-rise (4 – 5 storeys) and tall (16-storey) apartment structures with surface parking areas.
- WEST** Hurontario Street is immediately west. Further west is a mixture of uses, including a tall apartment structure, a 1-storey retail plaza with surface parking areas, the Cooksville GO Station, T.L. Kennedy Secondary School, a 3-storey townhouse development, mid-rise apartment structures, converted 1-storey dwellings, and 6-storey mixed-use structures. These mixed-use structures contain retail uses at-grade that open onto and address the Hurontario Street public realm.
- SOUTH** A local retail plaza comprised of a 3-storey, multi-tenant structure and surface parking area is immediately south. A mix of uses are further south, including 2- and 3-storey, multi-tenant structures, a 1-storey commercial structure, a 6-storey office structure. These structures have accompanying surface parking areas and front on Hurontario Street. East of these structures are mid-rise apartment structures with surface parking areas and a local retail plaza that front on Jaguar Valley Drive.

3.3 \ FACILITIES, SERVICES & RECREATION

As demonstrated in **Figure 2**, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including Sargent David Yakichuk Park, Richard Jones Park and Cooksville Park. The Subject Lands are also located within a 500 metre radius of extensive retail areas along the Hurontario Street and Dundas Street corridors. These retail areas include grocery retailers, pharmacies, restaurants and financial institutions as well as many others which support the day-to-day needs of residents.

3.4 \ TRANSIT & CONNECTIVITY

As demonstrated in **Figure 2**, the Subject Lands are well-served by existing and planned transit services. A summary of these transit services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 2) operated by Mississauga Transit ('MiWay'). Route 2 (Hurontario) has an existing bus stop north of the Subject Lands, at the intersection of Kirwin Avenue and Hurontario Street. Route 2 has a service frequency of approximately 10 minutes and operates between City Centre Transit Terminal and the Port Credit GO Station.

Additional existing bus routes operate along Hurontario Street (north and south of the Subject Lands) and along Dundas Street. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. As such, residents are able to easily access street-level transit services. Furthermore, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands will be within a comfortable walking distance (218 metres) of Bus Rapid Transit ('BRT') services planned to operate along Dundas Street. When complete, the Dundas BRT network will provide connectivity across Mississauga.

REGIONAL PUBLIC TRANSIT

The Cooksville GO Station, located approximately 200 metres northwest of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. The Milton GO Transit Line, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday. We note that the Milton GO Transit Line does not operate during the off peak periods, Monday to Friday or on weekends and holidays.

In addition to the Cooksville GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('LRT') network. This network will provide frequent service and provide connectivity between Port Credit GO Station in the south and Downtown Brampton in the north, including connections at City Centre Hub, providing a multitude of inter-regional connections. The Hurontario LRT network is presently under construction, with completion expected in Fall 2024. A future LRT Station is to be provided approximately 210 metres north of the Subject Lands on Hurontario Street at John Street.

Based on the above, the Subject Lands are well connected by existing regional transit networks. This will be further enhanced by the planned regional transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

ROAD NETWORK

Hurontario Street is classified as an 'Arterial Road' with an ultimate Right-of-Way ('ROW') width of 35 metres on Schedule 5, Long Term Road Network (see **Figure 3**) and Schedule 8, Designated Right-of-Way Widths (see **Figure 4**) of the in-effect Mississauga Official Plan, while Kirwin Avenue is classified as a 'Major Collector' with an ultimate ROW width of 26 metres. The Subject Lands are surrounded by and have frontage on both Hurontario Street and Kirwin Avenue. The current approximate widths of both are 33.0 metres and 23.7 metres, respectively.

Additionally, Hurontario Street is identified as an 'Intensification Corridor' and 'High Order Transit Corridor' by the MOP (see **Figure 5**). This identification recognizes that Hurontario Street is to incorporate upcoming transit connections, including future LRT services. The Subject Lands are to be located approximately 210 metres north of a future LRT Station, located at the intersection of Kirwin Avenue and Hurontario Street. The Site is also located approximately 220 metres north of the planned BRT services along Dundas Street and a planned BRT Station at the intersection of Dundas Street and Hurontario Street.

We note that the MOP identifies the Subject Lands as being within 800 metres of two (2) Major Transit Station Areas ('MTSAs'). The first MTSA is centered on the Cooksville GO Station, while the second is centered on the future Hurontario LRT Station at Dundas Street West (see **Figure 6**). As stated above, the Region of Peel is in the process of delineating MTSAs to conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe requirements. Currently, the Region of Peel identifies the Subject Lands as being located within the draft Dundas MTSA which is centered on a planned Hurontario LRT Station at John Street (see **Figure 7**). Based on the ongoing Region of Peel efforts, the Downtown Cooksville community contains four (4) draft MTSA delineations. The presence of these MTSAs across Downtown Cooksville supports the evolving policy vision to direct growth to this area of the City.

CYCLING

Hurontario Street is identified as being a 'Primary On-Road / Boulevard Cycling Routes' (see **Figure 8**), connecting the Subject Lands to the broader cycling network.

3.5 \ SURROUNDING DEVELOPMENTS

Ward 7 has several recently approved and active development applications that are supporting reinvestment and revitalization of Downtown Cookville., **Table 1** below summarizes recently approved and active development applications in the surrounding area:

Table 1 \ Surrounding Developments

ADDRESS	APPLICANT OR OWNER	CITY FILE	UNITS	FSI	HEIGHT	NOTES	STATUS
3480 Hurontario Street	James Lethbridge Planning Inc.	OZ/OPA 17 5			36 storeys	At-grade non-residential uses provided	Approved
16 Elm Drive West	Solmar (Edge 3) Corporation	OZ 20/015 W7	624		50-storeys	At-grade non-residential uses provided	In process
2444 Hurontario Street	P&S Ramlochan Property Inc	OZ 20/010 W7	218	10.25	31-storey	Three (3) ground-related live/work units proposed	In process
3420, 3442 Hurontario Street	3420 Hurontario St Inc., and BET Realty Ltd.	OZ 20/022 W7	680		30, 36-storeys	At-grade office and/or commercial uses proposed	In process
189 Dundas Street	Gala Developments	OPZR-76799	966	4.19	18, 20 & 32 storeys	Mixed-use development, including grade-related non-residential uses proposed	In process

4 \ DEVELOPMENT PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Mississauga and the Cooksville neighbourhood context.

The proposed development contemplates a high density, mixed use development comprised of three (3) structures (Building '1', '2' and '3') of varying heights, outdoor amenity areas and grade-related non-residential uses. The proposed structures are organized around a central, landscaped courtyard. Overall, the proposed development is to have a total gross floor area ('GFA') of 90,726 square metres (976,565 square feet), resulting in a density of 6.21 Floor Space Index ('FSI'). A total of 1,081 residential dwelling units of varying size and configurations are to be provided.

Building '1' is proposed in the southwest quadrant of the Site and is a 30-storey structure rising above a 7-storey podium. The proposed podium, which steps back above the 6th Level, is to open onto and address the Site's Hurontario frontage. This is achieved by positioning a range of grade-related non-residential uses along the Hurontario Street streetscape. A residential lobby, indoor amenity areas and residential units are to be provided within the podium. Direct pedestrian connections are to be provided to individual non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. The proposed podium is to also include a selection of 2-storey, live-work units are to be provided on Levels 4 through 7. A rooftop outdoor amenity area is to be provided above the podium and positioned such that the outdoor area is directly visible and accessible from an indoor amenity space.

Building '2' is proposed in the southeast quadrant of the Site, behind Building '1'. It is to have 33-storey and 35-storey tower components that rise above a shared 9-storey podium. A residential lobby, indoor amenity areas, secure bicycle storage areas, shared loading area, an access ramp to the below-grade parking structure and residential dwelling units are to be provided within the podium. Grade-related 2-storey apartment dwelling units are to be provided along the Site's eastern property line, within the proposed podium. Rooftop outdoor amenity areas are to be provided above the podium and positioned such that these outdoor areas are directly visible and accessible from indoor amenity spaces.

Building '3' is proposed in the northeast quadrant of the Site and is a 9-storey residential structure. Grade-related 2-storey apartment dwelling units, a residential lobby, shared servicing area and indoor amenity space are to be provided on the ground level. Rooftop outdoor amenity areas are also to be provided above the podium.

Rising above the podiums, the point tower components of Buildings '1' and '2' have incorporated stepbacks. They have also been oriented in a manner that provides for stepbacks to facilitate appropriate transition to the surrounding area, adequate tower separation and no adverse shadow impacts. Furthermore, the proposed towers respect a minimum 30 metre tower separation.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central landscaped outdoor courtyard, landscaped open spaces along the property lines and the rooftop outdoor amenity areas. Overall, the proposed development includes 6,213 square metres (66,881 square feet) of amenity areas. Of this, approximately 3,985 square metres (42,897 square feet) is dedicated to outdoor amenity areas, while approximately 2,228 square metres (23,984 square feet) is to be for indoor amenity areas. Landscaping and streetscaping enhancements are to be provided. This includes streetscape treatments along the western property line to provide for a high-quality, inviting, pedestrian-oriented environment and active street frontages. A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 1,081 residential dwelling units of varying size and configurations are to be provided. A mixture of studio, one- and two-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels and life stages.

1,038 shared parking spaces are to be provided via a 4-level below-grade parking structure. Secure bicycle parking is to be provided within the below-grade parking structure and within the podium of Building '3'. An integrated shared loading space has been provided and integrated within the podium of Building '2', accessible off of the proposed driveway. Access is to be provided by a new private road which is to be connected to Hurontario Street via a right-in, right-out driveway and to Kirwin Avenue via a full-moves driveway. A pedestrian drop-off area, access to the shared loading and access to the below-grade parking structure are to extend from the private road.

The proposed development has been designed to integrate with the surrounding Cooksville community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the Hurontario / Main Street Master Plan and Dundas Connects Master Plan. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** below.

Table 2 / Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	1.46 hectares (3.61 acres)
Proposed Gross Floor Area (GFA)	90,726 square metres (976,565 square feet)
<i>Building '1'</i>	28,281 square metres (304,409 square feet)
<i>Building '2'</i>	52,952 square metres (569,969 square feet)
<i>Building '3'</i>	9,493 square metres (102,187 square feet)
<i>Overall Residential GFA</i>	89,701 square metres (965,528 square feet)
<i>Overall Non-Residential GFA</i>	1,025 square metres (11,037 square metres)
Proposed Density	6.21 FSI
Proposed Building Height	
<i>Building '1'</i>	30 storeys
<i>Building '2'</i>	33, 35 storeys
<i>Building '3'</i>	9 storeys
Proposed Residential Dwelling Units	1,081
<i>No. of Studio Units</i>	15
<i>No. of One-Bedroom Units</i>	486
<i>No. of Two-Bedroom Units</i>	564
<i>No. of Live-Work Units</i>	16
Proposed Parking Spaces	1,038
Proposed Bicycle Parking Spaces	714
Proposed Loading Spaces	1 space
Proposed Amenity Area	6,213 square metres (66,881 square feet)
<i>Proposed Indoor Amenity Area</i>	2,228 square metres (23,984 square feet)
<i>Proposed Outdoor Amenity Area</i>	3,985 square metres (42,897 square feet)

5 \ POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development, proposed Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') (collectively, the 'Amendments') align with and serve to further implement the policy and regulatory framework.

5.1 \ PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0) the Wise Use and Management of Resources (Section 2.0). and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development together with the proposed Amendments are consistent with these is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, liveable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations.

'1.1.1. Healthy, liveable and safe communities are sustained by:

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

- c) *avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting 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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate."*

The proposed development is located within a Settlement Area, as defined by the PPS, and will be on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density development on lands that are currently underutilized given the current use as a low-rise, multi-tenant structure and surface parking areas;
- by locating a mixture of residential and employment uses, including but not limited to a broad range of retail and service-oriented, grade-related non-residential units and live-work units, within the City of Mississauga, on a site designated for redevelopment and intensification by both the Peel Regional Official Plan and the Mississauga Official Plan;
- by introducing 1,081 new housing units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing a development form that will integrate with the surrounding environment and will serve to further implement the development vision established by local policies for Downtown Cooksville as a vibrant, compact, mixed-use community, and not cause public health or safety concerns;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating landscaped open spaces in order to lessen the amount of hard surfaces and to integrate contextually-appropriate sustainable building practices.

1.1.3. SETTLEMENT AREAS

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

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

- a) *efficiently use land and resources;*

- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and,*
- g) *are freight supportive.'*

1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'*

The Subject Lands are located within the Settlement Area and a designated growth area of the City of Mississauga. The proposed development has been planned and designed to facilitate a compact, mixed-use built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that is at an appropriate location, at an appropriate density, to support transit services and active transportation networks. Additionally, as further described in the accompanying Functional Servicing and Stormwater Management ('FSR – SWM') Report, prepared by Urbantech, dated June 2021, there is sufficient capacity to accommodate the proposal, subject to the existing sewer and watermain connections being upgraded.

1.4.3. HOUSING

1.4.3. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification ... in proximity to transit, including corridors and stations;'*

The proposed development will facilitate residential intensification on the Subject Lands through a compact, high-density built form that will introduce 1,081 new housing units of varying unit sizes and configurations. As demonstrated in the accompanying Housing Report, prepared by GSAI, dated July 2021, a mixture of studio, one- and two-bedroom units are to be provided, with unit sizes ranging from 42 – 139 square metres (452 – 1,496 square feet). This will support housing choice for current and future residents of the Cooksville Community of varying household sizes, income levels and lifestyle preferences. Additionally, the proposal will facilitate development that is supported by existing infrastructure networks, active transportation, numerous transit service networks and by a variety of public service facilities and local retailers (see Figure 2) – many within a comfortable walking distance.

1.5. PUBLIC SPACES, RECREATION, PARKS, TRAILS & OPEN SPACE

1.5.1. Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources'.*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, landscaped open spaces along the eastern and southern property lines, a large, central landscaped outdoor courtyard and a generous sidewalk zone along the Site's Hurontario Street frontage.

Overall, the landscaped open spaces and outdoor courtyard have been planned and designed to provide safe, comfortable and convenient access for residents and visitors to enjoy. As demonstrated on the Conceptual Site Plan, prepared by Diamond Schmitt, dated June 2021, the landscaped outdoor courtyard has been positioned between Buildings '1' and '2'. It is anticipated that this courtyard facilitates space for the use and enjoyment of residents and visitors, and to foster social interaction and community connectivity. Furthermore, the proposed development provides for a network of pedestrian pathways that transverses the Site and offer connectivity to and beyond the Site. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, an active streetscape is to be provided along the Site's Hurontario Street frontage. In efforts to facilitate a vibrant, safe and enjoyable streetscape, a generous 4.0 metre sidewalk zone is to be provided. This will enable direct pedestrian connections to individual non-residential units, street furniture and other public realm enhancements to be provided. Overall, the Site has been planned and designed to implement a vibrant streetscape along Hurontario Street, capable of accommodating high pedestrian activity.

1.6.6. SEWAGE, WATER AND STORMWATER

1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services.'**

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

As further demonstrated in the accompanying FSR – SWM Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposed development can be serviced by the existing municipal sewage and water systems.

1.6.6.7. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated on the Conceptual Site Plan, in the accompanying FSR – SWM Report, prepared by Urbantech, dated June 2021, and the accompanying List of Low Impact Development ('LID') Features, the proposed development has incorporated a range of sustainable development strategies, including the provision of green roof areas, minimizing the extent of previous surfaces and providing for landscape enhancements.

1.6.7. TRANSPORTATION SYSTEMS

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

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

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the Cooksville GO Station is located approximately 259 metres north of the Site and can be accessed within walking distance. Mississauga Transit ('MiWay') operates three (3) existing Bus Routes along Hurontario Street and two (2) existing Bus Routes along Dundas Street West. Collectively, these Bus Routes have a service frequency of approximately 10 minutes and provides connections to various destinations across Mississauga. There is also an established network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access to residents and visitors. Furthermore, the Site is located within the proposed Dundas Major Transit Station Area ('MTSA'), 200 metres south of a planned Light Rail Transit ('LRT') Station at John Street and Hurontario Street and approximately 200 metres north of a planned Bus Rapid Transit ('BRT') Station at Dundas Street West and Hurontario Street. Additionally, there are a number of commercial plazas surrounding the Site and within walking distance of the Subject Lands that provide easy, safe and convenient access to a range of uses and services required to meet the day-to-day needs of current and future residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, use of active transportation and enable residents and visitors alike to walk to destinations.

1.7. LONG-TERM ECONOMIC PROSPERITY

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*

- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;'*

The proposed development has been planned and designed to provide a series of at-grade non-residential uses that will provide local employment opportunities and contribute to a complete community where residents are able to live, work and play within the Neighbourhood or even the same building. Additionally, the development will facilitate a high-quality built form that will complement the established character of the surrounding Cooksville Community. Furthermore, as demonstrated on the accompanying Landscape Plan, prepared by NAK Design Strategies, dated July 23 2021, the proposed landscape and streetscape improvements will provide ecological benefits and minimize hardscape surfaces.

1.8. ENERGY CONSERVATION, AIR QUALITY & CLIMATE CHANGE

'1.8.1. Planning authorities shall 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:

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

As stated above, the Subject Lands Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. Furthermore, the proposal will facilitate a compact, mixed-use development, at an appropriate location along an Intensification Corridor, at a transit-supportive density. As demonstrated in the accompanying LID Letter, the proposal contemplates a variety of sustainable design features including green roof areas and permeable paver treatments in efforts to maximize conservation efforts.

SECTION 4 \ IMPLEMENTATION & INTREPRETATION

Section 4 of the PPS contains the Provincial policy framework to guide land use planning decisions.

- '4.6. *The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through Official Plans.*

Official Plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-density, mixed -use, transit-supportive development that is permitted by Provincial policy and the Peel Regional Official Plan.

SUMMARY / CONFIRMITY STATEMENT

The Provincial Policy Statement, 2020 ('PPS') outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate density, in an appropriate location, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 \ A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds upon the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH region up to the year 2051. Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit-supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

SECTION 2 \ Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater infrastructure systems, and can support the achievement of complete communities. The following policies apply to redevelopment of the Subject Lands.

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

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities**
- c) within settlement areas, growth will be focused in:
 - a. delineated built-up areas;*
 - b. strategic growth areas;*
 - c. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'**

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga and are located within the Downtown Mississauga Urban Growth Centre (see Figure 9). Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands as contemplated is supported as the proposal will provide for reinvestment of the Site and facilitate development that is within a delineated built boundary, is serviced by existing and planned municipal water and wastewater infrastructure and is serviced by existing and planned higher order transit services.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii) public service facilities, co-located and integrated in community hubs;*
 - iii) an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development'*

The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mixing of residential, retail / service and employment uses, located in close proximity to local transit services, local stores and public service facilities. As described above, there are a number of local commercial destinations located within walking distance that will provide future residents with safe, comfortable and convenient access to a range of local stores and services to meet daily needs.

Additionally, the proposal will provide for 1,081 new residential units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and preferences, stages of life and incomes. The provision of new apartment-style dwelling units will further support the range and mix of housing options available in the Cooksville Community, while also providing more affordable homeownership opportunities. As discussed further in the accompanying Housing Report, prepared by GSAI, dated July 2021, the Owner is also exploring opportunities to include rental units as part of the proposed development. This will continue to be explored and tenure will be confirmed through the planning processes.

Finally, the proposed development contemplates a compact, high-quality built form that will foster a vibrant public realm through architectural and urban design elements and an active street frontage along Hurontario Street. A series of open spaces are proposed via outdoor amenity areas, landscaped open spaces and the extensive, central landscaped courtyard.

2.2.3 URBAN GROWTH CENTRES & 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

A Place to Grow identifies Strategic Growth Areas, including Urban Growth Centres ('UGCs') and Major Transit Station Areas ('MTSAs'). Collectively, these Strategic Growth Areas are within settlement areas and are to the focus of accommodating intensification in higher density, mixed-use, compact built forms.

We note that A Place to Grow defines an MTSA as follows:

'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'

The following policies apply to redevelopment of the Subject Lands.

'2.2.3.1. Urban growth centres will be planned:

- a) *as focal areas for investment in regional public service facilities, as well as commercial, recreation, cultural and entertainment uses;*
- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- d) *to accommodate significant population and employment growth.'*

'2.2.3.2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- b) *200 residents and jobs combined per hectare for each of the...Downtown Mississauga....urban growth centre..';*

In accordance with Schedule 2 and Schedule 4 of A Place to Grow, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre ('Downtown Mississauga UGC, see Figure 9). Redevelopment of the Subject Lands as contemplated is supported as the proposal will provide for reinvestment of the Site and facilitate development that is in proximity to local and regional transit services, is at a transit-supportive density and will contribute to the City of Mississauga's achievement of the minimum density target for the Downtown Mississauga UGC.

'2.2.4.1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.

- '2.2.4.2. For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
- '2.2.4.3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.'*
- '2.2.4.9. Within all major transit station areas, development will be supported, where appropriate, by:*
- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - c) providing alternative development standards, such as reduced parking standards, and*
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*
- '2.2.4.10. Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'*

In accordance with Schedule 5 of A Place to Grow, Hurontario Street is identified as a priority transit corridor. Furthermore, the 15 kilometre Hurontario LRT network is presently under construction and will operate between Port Credit and Downtown Brampton, including directly in front of the Subject Lands. Redevelopment of the Subject Lands is also supported by the Site's intended inclusion within the Dundas MTSA (see Figure 7) by the Region of Peel. The Dundas MTSA is centred around the planned Hurontario LRT Station at John Street and is to be served by the Hurontario LRT network. The proposed development will assist in the achievement of the Dundas MTSA's minimum density target of 160 residents and jobs combined per hectare.

As previously noted, the Region of Peel is currently undertaking a Study on the Major Transit Station Areas as part of the Region's Municipal Comprehensive Review process. As per draft MTSA mapping, the Region of Peel is currently proposing to include the Subject Lands within the Dundas Major Transit Station Area (see Figure 7). The Region's Draft MTSA ROPA released in December 2020 proposed a minimum density target of 400 residents and jobs per hectare for the Dundas MTSA, consistent with the current City of Mississauga Official Plan policies requiring a minimum density of 300-400 residents and jobs per hectare within the Downtown areas. However, since the release of the draft ROPA it is our understanding through conversations with Regional and City staff that the Region is currently contemplating reducing the minimum density targets of the Fairview, Cooksville GO and Dundas MTSA's to 300 residents and jobs per hectare. GSAI submitted formal comments to the Region dated June 22, 2021 expressing concern with the reduction of a density target in an MTSA (especially MTSA's within walking distance of multiple higher order transit lines) and that the minimum density target for the Dundas,

Cooksville and Fairview MTSA's should be maintained as at least 400 people and jobs per hectare. These comments have been included as Appendix III.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, mixed-use, compact development to occur given its presence along a priority transit corridor served by LRT, its location within walking distance of the Cooksville GO Station, its location within walking distance of BRT services to be provided along Dundas Street West and its location within an MTSA.

The proposed development supports the achievement of MTSA policy objectives by providing for a compact, high-density, transit-supportive development that includes a mixing of residential (via the 1,081 new dwelling units) and employment uses, located in close proximity of transit services, local stores and public service facilities. As described above and as demonstrated in Figure 2, there are a number of local commercial destinations located within walking distance that will provide future residents with safe, comfortable and convenient access to a range of local stores and services to meet daily needs.

2.2.5 EMPLOYMENT

2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates intensification of underutilized lands which currently contain a range of local retail and commercial uses. The proposed development supports the above-noted employment policy objectives by contemplating a compact, mixed-use development in close proximity to existing and planned transit services. Furthermore, the proposal will provide at-grade, non-residential uses that open onto the public realm, directly accessible from the public sidewalk network and directly in front of the future (and under construction) LRT transit services operating along Hurontario Street. It will also include a selection of 2-storey, live-work units that will enable further employment uses to be provided.

2.2.6 HOUSING

2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*

- c) *considering the range and mix of housing options and densities of the existing housing stock;*
and
- d) *planning to diversify their overall housing stock across the municipality.'*

2.2.6.3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.'*

The proposed development will contribute to achieving complete communities by facilitating a high-density, compact, mixed-use, transit-supportive development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, as discussed in the accompanying Housing Report, the proposal will provide a range of studio, one- and two-bedroom dwelling unit configurations which will contribute to housing diversification and offer housing choice for current and future residents of the Cooksville Community. The proposed mix of units will also support housing choice for households of differing sizes, income levels and life stages. As stated above, the potential provision of new purpose-built rental dwelling units will further support the above-noted housing policy objectives.

SUMMARY / CONFIRMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to the policies of A Place to Grow by allowing for contextually appropriate redevelopment on lands that are well served by transit and existing infrastructure. It will also provide for a range of housing options which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

5.3 \ PEEL REGIONAL OFFICIAL PLAN

The Peel Regional Official Plan ("ROP"), as amended, serves as a guiding document for how land use planning and growth is to be managed across the four (4) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2031 in accordance with a Regional Structure (Schedule D). Schedule D designates the Subject Lands as 'Urban System' (see **Figure 9**). Schedule D also identifies the Subject Lands as being located within the Conceptual Urban Growth Centre and along a Regional Intensification Corridor. As mentioned, the Region of Peel is currently conducting a

Municipal Comprehensive Review and is in the process of reviewing and delineating various Major Transit Station Areas ('MTSAs') as required by A Place to Grow policies.

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by the Site's location within the Urban Growth Centre, its location along the Regional Intensification Corridor and its location within a 'Mobility Hub – Gateway' area. A summary of the Regional policies applicable to the proposed development and how they have been addressed is provided below. The following analysis also demonstrates how the proposed Official Plan Amendment serves to better realize development potential and works to implement the ROP.

5.3 THE URBAN SYSTEM

The Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that the majority of development and redevelopment is to occur on lands within the Urban System. The following apply to redevelopment of the Site.

- 5.3.1.3. To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and characteristics of existing communities.'*
- 5.3.1.4. To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'*
- 5.3.1.5. To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*
- 5.3.1.8. To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*
- 5.3.2.2. Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.'*
- 5.3.2.3. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'*

The proposed development will contribute to achieving Urban System policy objectives by facilitating a high-density, compact, mixed-use, transit-supportive development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide a range of dwelling unit configurations which will contribute to housing diversification and offer housing choice for current and future residents of the Cooksville Community. The proposed mix of studio, 1- and 2-bedroom units will also support housing choice for households of differing sizes, income levels and life stages.

5.3.3 URBAN GROWTH CENTRES & REGIONAL INTENSIFICATION CORRIDOR

In accordance with Schedule D, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre ('UGC') and abut Hurontario Street which is a Regional Intensification Corridor. Section 5.3.3 of the ROP directs that lands within Urban Growth Centres and along the Regional Intensification Corridor are to be the focus of intensification. Furthermore, intensification is intended to facilitate compact, transit-supportive built forms and redevelopments that provide a range and mix of land uses. The following apply to redevelopment of the Subject Lands.

- '5.3.3.1.1. *To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.'*
- '5.3.3.1.2. *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.'*
- '5.3.3.1.3. *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.'*
- '5.3.3.1.4. *To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.'*
- '5.3.3.1.4. *To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.'*
- '5.3.3.2.1. *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment....'*
- '5.3.3.2.5. *Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment ...in their official plans and support increased residential and employment densities within these*

areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'

5.3.3.2.6. *Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:*

- a) prime opportunities for intensification;*
- b) opportunities for residents to live and work within the Regional Intensification Corridor;*
- c) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional..*
- d) transit-supportive and pedestrian-oriented urban forms;*
- e) opportunities for higher order transit.'*

The proposed development will contribute to achieving Urban Growth Centre and Regional Intensification Corridor objectives by facilitating a high-density, compact, mixed-use, transit-supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. The proposed development with a density of 6.21 FSI will contribute to achieving the minimum gross density target for the Downtown Mississauga UGC, will encourage transit usage and will facilitate a walkable, pedestrian-oriented built form, in an appropriate, prime intensification location. Furthermore and as further discussed in the accompanying Housing Report, the proposal will provide a range of studio, 1- and 2-bedroom dwelling unit configurations which will contribute to housing diversification and offer housing choice for current and future residents of the Cooksville Community. Additionally, the proposal will facilitate an appropriate and desirable mixing of residential, retail / commercial and employment uses, while also supporting the ability for residents to live, work and play within the Cooksville Community and more specifically, along the Regional Intensification Corridor.

5.5 GROWTH MANAGEMENT

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within an Urban Growth Centre, along a Regional Intensification Corridor and within the Region's Built-Up Area, the following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

5.5.1.1. *To 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 major transit service areas.'*

5.5.1.5. *To optimize the use of the existing and planned infrastructure and services.'*

- '5.5.1.6. *To support planning for complete communities in Peel 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.'*
- '5.5.3.1.1. *To achieve compact and efficient built forms.'*
- '5.5.3.1.3. *To revitalize and / or enhance developed areas.'*
- '5.5.3.1.4. *To intensify development on underutilized lands.'*
- '5.5.3.1.5. *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.'*
- '5.5.3.1.5. *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.'*
- '5.5.3.1.8. *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is Regional policy to:

- '5.5.2.1. *Direct a significant portion of new growth to the built-up areas of the community through intensification.'*
- '5.5.3.2.2. *Facilitate and promote intensification.'*
- '5.5.3.2.3. *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.'*

The proposal contemplates intensification of underutilized lands at an appropriate location within an Urban Growth Centre, along an Intensification Corridor and within a contemplated Major Transit Service Area, at an appropriate transit-supportive density. The proposed development supports the above-noted growth management policy objectives by contemplating a compact, mixed-use development in close proximity to existing and planned transit services. Furthermore, the proposal will provide a range of grade related, non-residential uses enabling the creation of a complete community and pedestrian-oriented urban environment.

5.9 THE TRANSPORTATION SYSTEM IN PEEL

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with Schedule G, Rapid Transit Corridors (Long Term Concept), the Subject Lands are located along a Rapid Transit Corridor and are located within a Mobility Hub – Gateway. As such, the following applies:

- '5.9.5.1.4. To 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.'*
- '5.9.5.2.1. Support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. Any changes to rapid transit corridors shown on Schedule G will require amendment to this Plan.'*
- '5.9.5.2.10. Encourage 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.'*
- '7.7.2.29. Develop and implement, in collaboration with the area municipalities, planning and financial tools, incentives and arrangements to promote and support intensification in urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan.'*

We note that the ROP defines a 'Mobility Hub' as follows:

'Major transit station areas, as defined in the Growth Plan for the Greater Golden Horseshoe and identified in the Metrolinx Regional Transportation Plan, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping, and enjoyment around a Major Transit Station Area.'

As mentioned throughout this Report, the Subject Lands are located in proximity to numerous existing and planned transit services. As such, the Site is well-served by transit services and active transportation networks, including existing and planned cycling lanes. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and positioned to make better use of existing land, resources and infrastructure. Additionally, the proposed mixture of residential and non-residential uses on the same lot will complement the existing range of services and destinations present in the Cookville Community,

enabling residents to live, work, play and shop within the same Neighbourhood. Furthermore, the proposed development will facilitate intensification at an appropriate, strategic location at an appropriate, transit-supportive density. The proposal and corresponding Amendments affirm that the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The above analysis demonstrates that the proposed development conforms to the policies and objectives of the Peel Regional Official Plan, as amended, by providing for a high-quality, high-density, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density, will provide for greater housing choice, and adjacent to transit networks. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of Cooksville as outlined by the Urban Growth Centre, Regional Intensification Corridor and Growth Management policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

5.4 \ MISSISSAUGA OFFICIAL PLAN

The Mississauga Official Plan ('MOP') was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB, now Ontario Land Tribunal ('OLT')), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components – the Downtown, Major Nodes, Community Nodes, Neighbourhoods, Corporate Centres, Employment Areas and Special Purpose Areas. The Subject Lands are located within the Downtown component of the City Structure (see **Figure 10**) and are identified as belonging to the Downtown Cooksville Character Area (Schedule 9, see **Figure 11**).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Region of Peel Municipal Comprehensive Review process, that will culminate in City-initiated Official Plan Amendments (OPAs) to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Major Transit Service Area work being undertaken by the Region of Peel and implements key policy recommendations arising from the completion of recent City initiatives such as the Dundas Connects Master Plan.

The following is an analysis of the applicable MOP policies and an evaluation of how the proposed development and associated Official Plan Amendment serves to better implement Provincial and Regional policy.

5 / Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres, and along key Corridors. Collectively, these areas to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located within the Downtown Intensification Area and along Hurontario Street, which is an Intensification Corridor (see **Figure 6**). Given this, the following applies to redevelopment of the Subject Lands.

5.1.4. Most of Mississauga's future growth will be directed to Intensification Areas.'

5.1.6. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'

In accordance with Schedule 2, the Subject Lands are located within an Intensification Area and are along a recognized Intensification Corridor. As such, the Site is recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that is at an appropriate location and at an appropriate density, to support nearby transit services and active transportation networks. This is further supported by the Site's location within a comfortable walking distance (less than 500 metres) of the Cooksville GO Station, the planned Hurontario LRT Station at John Street and the planned LRT Station at Dundas Street. Additionally, the proposal will provide for a range of new housing units, grade-related, non-residential uses and a selection of live-work units. Collectively, this will contribute to the ability for current and future Cooksville residents to live, work, play and shop within the Neighbourhood or even the same building.

5.3.1 DOWNTOWN

The City's Downtown is comprised of various areas, each with a unique character. As such, the Downtown component of the City Structure is sub-divided into four (4) Character Areas – Downtown Core, Downtown Fairview, Downtown Cooksville, and Downtown Hospital. Collectively, these four (4) Downtown Character Areas comprise the Downtown Mississauga Urban Growth Centre as per A Place to Grow. The Subject Lands are centrally located within the Downtown Cooksville Character Area (see **Figure 11**) and is subject to a Downtown Cooksville Character Area policy overlay. The following policies apply to redevelopment of the Subject Lands.

5.3.1.7. Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown.'

- '5.3.1.8. *The Downtown will support opportunities for residents to work in Mississauga.'*
- '5.3.1.9. *The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.'*
- '5.3.1.11. *Development in the Downtown will be in a form and density that achieves a high quality urban environment.'*
- '5.3.1.12. *The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.'*
- '5.3.1.13. *The Downtown will be developed to support and encourage active transportation as a mode of transportation.'*

As stated above, the proposed development is located within the City's Downtown. The proposal supports the above-noted Downtown policy objectives by proposing a high density, compact, mixed-use development in an appropriate location, and at a density that supports the various, surrounding transit networks. It will also locate a mixture of residential, retail / service and employment uses on a site designated for redevelopment and intensification. Furthermore, the proposed development seeks to introduce new housing units in an area that is extremely well-served by a variety of uses, public services and transit. As further demonstrated on the Conceptual Site Plan and in the accompanying Transportation Impact Study, the development will provide for safe, comfortable and convenient pedestrian pathways and encourage active transportation. The proposal also provides for a high-quality, contextually appropriate built that supports the City's Downtown policy objectives. This is further demonstrated in the accompanying Urban Design Brief, prepared by NAK Design Strategies.

5.4 CORRIDORS

A key organizing principle of the City is a network of Corridors. As stated above, Hurontario Street is identified as an Intensification Corridor. The following policies apply to redevelopment of the Subject Lands.

- '5.4.3. *Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to developed with mixed uses oriented towards the Corridor.'*
- '5.4.4. *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood....'*
- '5.4.7. *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit'*

- 5.4.8. *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building height are determined through planning studies ...'*
- 5.4.9. *Transit services infrastructure will utilize Corridors to connect Intensification Areas.'*
- 5.4.11. *Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas....*
- 5.4.12. *Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.'*
- 5.4.15. *A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of Major Transit Station Areas. The Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.'*

As demonstrated in Figure 6, the Subject Lands are located within the City of Mississauga Downtown, are along the Hurontario Street Intensification Corridor and are within two identified Major Transit Station Areas. As stated above, the Site is also located within the proposed Dundas MTSA, are immediately east of the planned LRT network operating along Hurontario Street, is within walking distance of the planned Hurontario LRT Station at John Street. These locational attributes, combined with the policy directions identified in the Hurontario / Main Street Master Plan and Dundas Connects Master Plan, make the Subject Lands an appropriate and desirable location for higher density, compact, transit-supportive, mixed use development to occur. The proposal is to provide a compact, mixed-use development that provides for grade-related, non-residential uses that open onto and address the Site's public realm along Hurontario Street. It will also provide for an appropriate and desirable active, pedestrian-oriented built form as well as housing choice that will complement the long-term vision for Downtown Cooksville, particularly along the Hurontario Street Intensification Corridor.

Overall, the proposed development has been planned and designed to further implement the City's Corridor policy objectives. As further discussed in Sections 5.5 and 5.6 of this Report, the Subject Lands are identified as an ideal candidate location for high density, transit-supportive, pedestrian-oriented, 'tall', mixed-use development to occur in both the Hurontario / Main Street Master Plan and the Dundas Connects Master Plan. Furthermore, these planning studies were undertaken to inform future policy directions to facilitate development in appropriate locations, at appropriate densities to facilitate transit-supportive and pedestrian-oriented built forms along with the better utilization of land, resources and infrastructure. In our opinion, the proposed development does just this by facilitating development in an appropriate location and at a density that will better utilize land, resources and infrastructure, while also contributing to the completion of a complete community and greater housing

choice. For the reasons outlined above, the proposed development and implementing Amendments better implement the policy direction for Corridors.

5.5 INTENSIFICATION AREAS

The MOP directs that future growth is to be focused to Intensification Areas. Furthermore, Intensification Areas are to be planned as 'attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities'. Despite this, the MOP directs that development within Intensification Areas is to respect and reflect the City Structure whereby the densest and tallest developments are to occur in the City's Downtown. The following policy directions apply to redevelopment of the Subject Lands.

- '5.5.1. *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.'*
- '5.5.2. *Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine the appropriate locations for intensification within these areas.*
- '5.5.4. *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'*
- '5.5.5. *Development will promote the qualities of complete communities.'*
- '5.5.7. *A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged. ...'*
- '5.5.8. *Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.'*
- '5.5.9. *Intensification Areas will be planned to maximize the use of existing and planned infrastructure.'*
- '5.5.13. *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 buildings heights are determined through planning studies.'*
- '5.5.14. *Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.'*
- '5.5.15. *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.'*

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

The Subject Lands are located within an Intensification Area, within two Major Transit Station Areas (in accordance with Schedule 2 of the in-effect Mississauga Official Plan ('MOP'), within the proposed Dundas MTSA (pending the outcome of the Region of Peel Major Transit Station Area review work) and within the Downtown component of the City Structure hierarchy. When considered collectively, the Site is an appropriate and desirable location for compact, higher density, mixed-use, transit-supportive development to occur. The proposed development and corresponding Official Plan Amendment seek to support the creation of Cooksville as a complete, walkable community and further implement the policy objectives of the Mississauga Official Plan by facilitating site-specific policy permissions that permit a 'tall', compact, mixed-use development within a Major Transit Station Area, at a density that supports infrastructure and transit networks, and at a height that is more in line with the development vision for Downtown Cooksville. The proposed development further supports the above-noted policy objectives through the provision of pedestrian drop-off areas, located adjacent to the central landscaped courtyard as well as through the provision of pedestrian pathways across the Site and secure bicycle storage areas to support active transportation modes.

As described throughout this Report, there is inconsistent policy directions in the MOP whereby the Site is recognized as having development potential, yet the form of development is unnecessarily limited by the Downtown Cooksville Character Area policies. The proposed development and corresponding Amendments are appropriate and, in our opinion, serve to further implement the intended policy directions of the MOP to direct growth to appropriate locations.

7 / Complete Communities

Chapter 7 of the MOP establishes the policy framework with regard to complete communities, housing, community infrastructure, cultural heritage and community character. The following policies apply to redevelopment of the Subject Lands.

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

7.2.2. *Mississauga will provide opportunities for:*

- a) *the development of a range of housing choices in terms of type, tenure and price;*
- b) *the production of a variety of affordable dwelling types for both the ownership and rental market...'*

- 7.2.3. *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.'*
- 7.2.8. *Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.'*
- 7.2.9. *The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.'*

The proposed development will provide for the introduction of 1,081 new apartment-style housing units of varying size and configurations. This will facilitate housing choice for current and future Cooksville residents, including those households wishing to stay within their community. As further discussed in the accompanying Housing Report, prepared by GSAI, dated July 2021, the proposal will provide homeownership opportunities for households of varying size, income levels and lifestyle preferences. Overall, the proposal provides for new housing opportunities within Downtown Cooksville that will meet the needs of various households, including but not limited to young adults, older adults and families.

In terms of community character, the following apply to the Subject Lands.

- 7.1.10. *When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.'*
- 7.6.1.2. *Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'*
- 7.6.1.3. *A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*
- 7.6.1.5. *New development will be compatible with the physical, social and environmental attributes of the existing community.'*

As stated throughout this Report, the Subject Lands are centrally located within the established Downtown Cooksville community. The proposed development has been planned and designed to provide for a high-quality, comfortable and attractive built form that integrates with the established and evolving character of the Downtown Cooksville community. As further discussed in the accompanying Urban Design Brief, the proposed development provides a built form that is appropriate and maintains compatibility with the surrounding Cooksville community.

9 / Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy directions. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

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

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, transit-supportive, pedestrian-oriented, mixed-use development to occur in both the Hurontario / Main Street Master Plan and the Dundas Connects Master Plan. Furthermore, these planning studies were undertaken to inform future policy directions to facilitate development in appropriate locations, at appropriate densities to facilitate transit-supportive and pedestrian-oriented built forms along with the better utilization of land, resources and infrastructure. In our opinion, the proposed development does just this by facilitating development along Hurontario Street – a recognized corridor, while implementing a transit-supportive, pedestrian-oriented, mixed-use development that includes residential, retail / service and employment uses. Furthermore, the proposed development has been positioned to encourage transit usage and active transportation. As further discussed in the accompanying Urban Design Brief, prepared by NAK Design Strategies, dated July 2021, the proposal is to provide for a high-quality built form that is complimentary to the distinct character of the Cooksville community. This is to be achieved through distinct architectural facades, pedestrian-oriented structures and active streetscapes. For the reasons outlined above, the proposed development and implementing Amendments better implement the policy direction for desirable urban forms on Corridors.

9.2.1 INTENSIFICATION AREAS

With regards to urban form considerations within Intensification Areas, the following policies apply.

- 9.2.1.1. *Development will create distinctive places and locales.'*
- 9.2.1.4. *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*
- 9.2.1.8. *The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.'*
- 9.2.1.10. *Appropriate height and built form transitions will be required between sites and their surrounding areas.'*
- 9.2.1.11. *Tall buildings will be sited and designed to enhance an area's skyline.'*
- 9.2.1.13. *Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.'*
- 9.2.1.14. *In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.'*
- 9.2.1.15. *Tall buildings will address pedestrian scale through building articulation, massing and materials.'*
- 9.2.1.17. *Principal streets should have continuous frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*
- 9.2.1.21. *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'*
- 9.2.1.22. *Development will be designed to support and incorporate pedestrian and cycling connections.'*
- 9.2.1.23. *Active uses will be required on principal streets with direct access to the public sidewalk.'*
- 9.2.1.24. *Development will face the street.'*
- 9.2.1.25. *Buildings should have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.'*

- 9.2.1.28. *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.'*
- 9.2.1.29. *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'*
- 9.2.1.31. *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.'*
- 9.2.1.32. *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.'*

The proposed development supports the City's built form policy objectives by providing for a high-quality, compact, built form that has been planned and designed to provide for an appropriate transition and integration with the surrounding area. The proposal contemplates a higher density (6.21 FSI), 'tall' built form comprised of structures with storeys of 9, 30, 33 and 35 storeys that is consistent with the City Structure hierarchy, incorporates sustainable design features such as green roof areas and provides universal accessible entrances and pedestrian pathways. It also provides for a high-quality built form that frames the street edges, while also being pedestrian-oriented. Finally, the proposal has been planned and designed to integrate with the surrounding context through the incorporation of setbacks and stepbacks, a minimum 30 metre separation distance between tower components and a high-quality architectural programming that is consistent with and complimentary to the established character of the Cooksville community. Overall, the proposed development has been planned and designed to implement the envisioned development concept for the community as presented by the Hurontario / Main Street Master Plan, Dundas Connects Master Plan, Cooksville Mobility Hub Master Plan and Vision Cooksville.

Additionally, the proposed development has been situated to recognize the Subject Lands' location abutting the Hurontario Street corridor and provide for appropriate, high-quality, pedestrian-oriented built forms. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates a combination of mid-rise and tall built forms. In efforts to further implement the City's built form policy objectives, tall built forms include base, middle and top components. The base components include mixed-use, 7- and 9-storey podiums organized around the central landscaped courtyard. The development has been situated to recognize and address its location along Hurontario Street by positioning built forms with minimal setbacks to frame the street and enable grade-related, non-residential uses which open onto and are directly accessible from the Hurontario Street public realm. The tall built forms also

As demonstrated on the Conceptual Site Plan, the proposal contemplates adequate separation between buildings, a series of outdoor amenity areas, landscaped open spaces and streetscape enhancements in order to provide for attractive, interesting, comfortable and functional areas. The accompanying Urban Design Brief further demonstrates how the proposed development complies and implements the City's built form policy objectives.

9.3 PUBLIC REALM

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply to redevelopment of the Subject Lands.

9.3.1.4. *Development will be designed to:*

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks...*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled to support transit use;*
- h) be attractive, safe and walkable...'*

9.3.1.8. *The design of developments at intersections and along major streets should be of a highly attractive, urban quality, recognizing that streets are important civic spaces and linkages.'*

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

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

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

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

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

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

The proposed development supports the City's public realm policy objectives by providing for high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built forms. As further discussed in the accompanying Urban Design Brief, prepared by NAK Design Strategies, dated July 2021, the proposal complies

with the above-noted policy objectives as well as the City's Downtown Core Built Form Standards. This is achieved through the provision of built forms that frame the street edges, the maintenance of a 30.0 metre separation distance between towers on the Site, the organization of built forms around the central landscaped courtyard, the provision of setbacks to visually break up the bulk and massing and a refined architectural design that integrates with and complements the surrounding context, while encouraging a vibrant pedestrian experience.

The above-noted Public Realm policy directions are further implemented by the Site Development and Building policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a higher density, compact, mixed-use development that further implements the envisioned development concept for Cooksville, while still ensuring compatibility with the surrounding area. The proposed site design is to provide for an appropriate podium / tower configuration and slender tower design which minimize adverse wind impacts, maximizes direct sunlight and will provide for a vibrant, comfortable and attractive development.

11 / General Land Use

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes a series of policies based on sixteen (16) land use designations. The Subject Lands are currently designated 'Mixed Use'. In order to facilitate the proposal, the corresponding draft Official Plan Amendment seeks to redesignate the Site to 'Residential High Density'. In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following 'Residential High Density' policies apply.

11.2.5.6. Lands designated Residential High Density will permit the following uses:

- a) apartment dwelling*
- b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.'*

The proposed development will provide for a mixture of high-quality grade-related non-residential and residential uses that will meet the needs of current and future residents. The proposal represents an appropriate form and advances the City's development objectives. Overall, the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Residential High Density policy objectives.

12 / Downtown

Chapter 12 of the MOP outlines the policy framework for how growth and development is to be managed in the Downtown. As stated above, the Subject Lands are located within the Downtown component of the City Structure and are within the Downtown Cooksville Character Area (see **Figure 11**). The following policies apply.

'12.1.1.3. Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

- a) an appropriate transition in heights that respects the surrounding context will be achieved;*
- b) the development proposal enhances the existing or planned development;*
- c) the City Structure hierarchy is maintained; and*
- d) the development proposal is consistent with the policies of this Plan....'*

'12.1.1.4. Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.'

The proposed development and corresponding Official Plan Amendment seek to implement revised building standards for the Subject Lands. More specifically, the Subject Lands are recognized as an appropriate and desirable location for higher density, compact, mixed-use development to occur. The proposed development has been planned and designed to facilitate a high-quality, compact, transit-supportive and pedestrian-oriented development that makes better use of land, resources and infrastructure. Through the use of stepbacks above the podiums and architectural details as discussed in the accompanying Urban Design Brief, the proposed development can accommodate greater heights than currently permitted while providing for an appropriate transition to the surrounding area. More specifically, the proposed stepbacks will enable a visual break in massing, while avoiding adverse wind or sunlight conditions. Additionally, the proposed development has positioned structures in such a manner that building mass is directed to the Site's Hurontario Street frontage and away from the established residential Neighbourhood areas to the east and south.

12.4 DOWNTOWN COOKSVILLE

Section 12.4 of the MOP contains the Downtown Cooksville Character Area policy framework. The following policies apply.

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

- 12.4.1.2.** *The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.*
- 12.4.1.3.** *Street Edge Uses – Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and / or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk. '*
- 12.4.1.4.** *Street Scale and Enclosure – Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:*
- a) limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;*
 - b) minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*
 - c) maximum continuity of street walls with built form occupying a minimum 80% of the street frontage'*
- 12.4.1.6.** *Development Fabric – Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:*
- a) commercial frontages should be broken up into smaller rental units and accessed directly from the public sidewalk with frequent access doorways;*
 - b) no parking should be provided between the buildings and street line;*
 - c) blank walls should be avoided along the street in favour of fenestration;*
 - d) service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;*
 - e) split level commercial frontages should be avoided;*
 - f) periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;*
 - h) pedestrian weather protection should be provided in the form of canopies and / or inset arcades...'*
- 12.4.1.7.** *Streetscape (Open Space and Landscaping) – Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street...'*

12.4.1.8. Private Development Zone – Development should address the following:

- a) front yard setbacks areas should be provided with site furnishing, landscaping and paving materials, coordinate with the public boulevard design, and extend the usability of the public sidewalk; and*
- b) opportunities for pedestrian spaces and circulation areas should be promoted at intersection corners, major building entrances and termination of vistas. '*

12.4.2.1. All development applications are required to address the relationship with adjacent properties and the need to minimize access onto Hurontario Street...'

The proposed development supports the City's Downtown Cooksville Character Area policy objectives by providing for a compact, mixed-use, transit-supportive and pedestrian-oriented built form that has been planned and designed to provide for an appropriate transition and integration with the surrounding Cooksville Neighbourhood. As stated above, Building '1' has been positioned to frame the Hurontario Street edge by providing a terraced, pedestrian-oriented built form and active streetscape. The terraced built form includes stepbacks above the 6th, 7th and 8th levels as well as a generous 4.0 metre setback from the Hurontario Street Right-of-Way in order to facilitate street furniture, landscaping and other public realm enhancements. This proposed setback also enables the proposal to frame the street, provide a safe, comfortable and attractive pedestrian-focused environment and facilitates direct pedestrian connections to the proposed grade-related retail uses. Overall, the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Downtown Cooksville policy objectives, situate development at an appropriate location, at an appropriate transit-supportive density, while recognizing the development potential of the Site as articulated by the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Master Plan and Dundas Connects Master Plan.

SUMMARY / CONFORMITY STATEMENT

The above analysis demonstrates that the proposed development conforms to the policies and objectives of the Mississauga Official Plan, as amended, by providing for a high-quality, high-density, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density, will provide for greater housing choice, and is adjacent to existing transit networks. The proposed development will facilitate a built form that is consistent and compatible with not only the surrounding community but also the development vision for this area as outlined in the Hurontario / Main Street Master Plan, Dundas Connects Master Plan, Vision Cooksville and Cooksville Mobility Hub Master Plan. Therefore, the proposed development and proposed Official Plan Amendment serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Downtown Cooksville Character Area of the Mississauga Official Plan.

5.5 \ HURONTARIO / MAIN STREET MASTER PLAN

The Hurontario / Main Street Master Plan ('Master Plan') was adopted in October 2010. The Master Plan, while not an operative part of the MOP, provides detailed policy objectives in order to guide redevelopment and further implement land use, urban design, public realm and transportation policies of the MOP. Specifically, the Master Plan provides detailed design and policy directions, organized by Focus Areas, to guide the long-term redevelopment of lands between Port Credit and Downtown Brampton in a manner that facilitates compact, mixed-use, higher density, transit-supportive development in proximity to Light Rail Transit ('LRT') services operating along Hurontario Street. Overall, the Master Plan identifies the Downtown Cooksville community as one of the Focus Areas and as an appropriate and desirable location for compact, mixed-use, higher density, transit-supportive development to occur.

As illustrated in **Figure 12, 13 and 14**, the Subject Lands are identified as being located within the Downtown Cooksville Focus Area. Given this, the following policy directions apply and have informed the proposed development:

- Redevelopment should facilitate the creation of Hurontario Street as a pedestrian-oriented, active main street;
- Development, regardless of built form, is to be transit-supportive and pedestrian-oriented;
- The Subject Lands are identified as an appropriate and desirable location for the highest density, 'tall' development (4.0 FSI, 25 storeys) to occur;
- At-grade retail uses are to be encouraged, particularly along the Site's Hurontario Street frontage;
 - Main doors and windows facing the street are to be provided;
- At least ninety percent (90%) of the Site's street frontage is to contain retail uses;
- A continuous street wall along Hurontario Street is to be provided;
- A 0.0 metre setback from the Hurontario Street streetline is encouraged;
- A range of housing types and tenures are encouraged;
- Below-grade parking is encouraged;
- A minimum building height of three (3) storeys is to be provided;
- 5 – 6 storey podiums are encouraged;
- Appropriate transition is to be provided through the application of 2.5 metre setbacks above the podium;
- A minimum first floor height of 4.0 metres is encouraged;
- Landscape buffers, tree plantings and pedestrian amenities are encouraged;
- Development is to be sympathetic to and appropriately transition to the surrounding area; and,
- Building orientation is to facilitate maximum energy efficiency.

The proposal provides for a compact, mixed-use, pedestrian-oriented and transit-supportive development that will support current and future transit ridership. As such, redevelopment of the Subject Lands as contemplated, at the heights and density proposed, is appropriate, desirable and will contribute to the creation of Downtown

Cooksville as a complete community. The proposed development and corresponding Amendments represent an opportunity for the policy directions identified above to be implemented.

5.6 \ COOKVILLE MOBILITY HUB MASTER PLAN

The Cooksville Mobility Hub Master Plan Study ('Study') was adopted in September 2011. The Study was undertaken to identify policy recommendations that would serve to further implement Provincial, Regional and Local policy objectives regarding compact, mixed-use, transit supportive development centred on the Cooksville GO Station. The Subject Lands are located within the Mobility Hub Study Area (see **Figure 15**) and as such, the following policy recommendations apply and have informed the proposed development:

- Redevelopment should facilitate the creation of Cooksville as a lively, attractive, safe, sustainable, transit-oriented neighbourhood;
- A mix of land uses and appropriate densities are to be provided;
- Pedestrian-oriented built forms are encouraged;
- A 15-metre mews is encouraged along the Site's southern property line to facilitate a mid-block connection;
- Redevelopment is to support investments in transit infrastructure;
- Minimal yard setbacks are encouraged to position structures close to a street's edge;
- A minimum building height of five (5) storeys, and a maximum building height of 25 storeys is to be provided;
- A maximum density of 4.0 FSI is to be provided;
- 5 – 6 storey podium heights are encouraged to create a strong street edge;
- At-grade non-residential uses are encouraged to position Hurontario Street as having a retail character, capable of supporting a high volume of pedestrian activity;
 - Shops, restaurants and cafes with outdoor display and seating areas are encouraged;
- At least 95% of the development's frontage is to have grade-related non-residential uses;
- Appropriate transition is to be provided through the application of 2.5 metre setbacks above the podium;
- Compatibility with the surrounding context is encouraged;
- Shared access and amenity areas are encouraged; and,
- Below-grade parking structures are encouraged.

The Subject Lands are identified as an appropriate and desirable location for higher density, compact, mixed-use development to occur. As such, the proposed development has been planned and designed to apply the policy recommendations outlined above. Furthermore, with respect to the 15-metre mews encouraged at the Site's southern property edge, the Proposed Development includes an appropriate landscape buffer and gate for a potential connection to a future walkway in this location.

5.7 \ 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, Vision Cooksville culminated in a June 2016 Report which identifies the long-range vision for the Community. This vision 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 above-noted vision is to be achieved through adherence to six (6) Guiding Principles and nineteen (19) Community Recommendations. These Recommendations are varied and organized by Guiding Principles. The proposed development has been planned and designed to further implement the following Recommendations:

'1.1. Provide Improved Pedestrian Amenities

The introduction of amenities such as benches, planters, pedestrian scaled lighting, weather-protected transit shelters, garbage receptacles, and attractive and clear wayfinding signage will encourage walking and contribute to a vibrant, active street life. The important main streets, Hurontario and Dundas, as well as smaller neighbourhood streets, will become more comfortable and enjoyable, offering increased safety, shade, visual interest and a place to interact and rest.'

'1.2. Ensure Pedestrian-Friendly Building Design

Thoughtful and coordinated design of Downtown Cooksville's streets and public realm will create a more beautiful streetscape for pedestrians to enjoy. The reduction of surface parking lots, especially in front of shops and restaurants, by moving parking to the back of buildings or underground will go a long way in cultivating a more functional and beautiful public realm to spend time in. Buildings will line the street and new development will be encouraged to include active ground floor uses, multiple entrances and windows to help activate and animate the street. Well-maintained storefronts and outdoor spaces to sit will also help to foster active street life and contribute to an attractive, inviting public realm.'

'2.3. Encourage Publicly Accessible Private Open Spaces

New development...will be encouraged to create publicly accessible open spaces on their lands. These could be walkways, gardens, courtyards or playgrounds. Together with public parks and trails, these spaces will provide a wide range of places for interacting, playing and relaxing.'

'4.1. Increase the Range of Housing Options Through New Development

New housing will take on a mix of built forms, including new low-rise, mid-rise and high-rise residential and mixed-use buildings to ensure there are housing opportunities for a range of socioeconomic levels, and people at all stages of life. Given the urban context, high density developments are appropriate in Downtown Cooksville and as this new housing is developed, opportunities to integrate ground floor and family-oriented units will be sought. New ground floor housing will diversify the existing residential stock.'

'4.3. Create Opportunities for Homeownership

Cooksville residents love this community and want to be able to live here through all stages of life. While the availability of rental units makes Downtown Cooksville desirable for many people, some residents are seeking to purchase a home and will welcome the opportunity to stay in their community. The demand for affordable housing is still great, especially for families. New development will include opportunities for affordable homeownership, helping Cooksville residents to stay in the area and invest in their community.'

'5.2. Support Small Independent Retail

Efforts will be made to maintain the character of Downtown Cooksville's small-scale, independent retail landscape. New developments will be encouraged to include commercial spaces at grade that are appropriate for small-scale sized businesses.'

Based on the above, the proposal serves to further implement the above-noted Recommendations in the following ways:

- Public realm enhancements, including pedestrian amenities are to be provided;
- Active grade-related uses are to open onto and address the public realm, providing opportunities for social interaction and animated street life;
- A terraced built form is to be provided, including stepbacks above the podiums, in order to provide for human-scaled and pedestrian-oriented built forms, particularly along the Site's Hurontario Street frontage;
- A mix of dwelling units will provide opportunities for housing choice and homeownership opportunities; and,
- Grade-related uses will provide opportunities for local employment and support for local, independent retailers.

5.8 \ DUNDAS CONNECTS MASTER PLAN

The Dundas Connects Master Plan ('Dundas Connects') was adopted by City Council in May 2018. Dundas Connects, while not an operative part of the MOP, is intended to provide detailed policy objectives in an effort to guide new development occurring along the Dundas Street West corridor and further implement the land use, urban design and transportation policies of the MOP. More specifically, Dundas Connects provides detailed design and policy directions to facilitate the re-urbanization of Dundas through the implementation of compact, mixed-use, pedestrian-oriented and transit supportive built forms.

In efforts to facilitate redevelopment in appropriate locations and at appropriate densities, Dundas Connects identifies a series of policy directions, organized by seven (7) Focus Areas. As demonstrated by **Figure 16**, the Subject Lands are located within the Cooksville Focus Area. As such, the following policy directions apply and have informed the proposed development:

- Compact, mixed-use, pedestrian-oriented and transit-supportive development is to be concentrated along the Hurontario Street and Dundas Street corridors;
- Uses that promote active frontages (such as restaurants and retail stores) are to be provided at-grade;
 - Grade-related non-residential uses are to open onto and address the public realm;
- A continuous streetwall is encouraged;
- A terraced built form is encouraged;
 - A minimum building height of three (3) storeys (10 metres), and a maximum height of twenty-five (25) storeys (78 metres) is to be provided;
 - A 2.5 metre stepback is to be provided above the podium;
- A maximum density of 4.0 FSI is to be provided;
- A wide sidewalk zone is encouraged;
- A minimum ground floor height of 4.0 metres is encouraged;
- Landscape and public realm enhancements are encouraged; and,
- Below-grade parking is encouraged.

The Subject Lands are identified as an appropriate and desirable location for compact, mixed-use, higher density, pedestrian-oriented and transit-supportive development to occur. Overall, the proposed development has been planned and designed to further implement the development vision contained in the Dundas Connects Master Plan. As such, the proposal and corresponding Amendments represent an opportunity for the policy directions identified above to be implemented.

As stated above, the City of Mississauga is presently completing an Official Plan Review exercise. These efforts will culminate in City-initiated Official Plan Amendments ('OPAs') to refine and update policy provisions. As outlined in Staff Report CD.04-DUN, dated April 16, 2021, City Staff are currently preparing a draft OPA to formalize the recommendations of the Dundas Connects Master Plan and implement these recommendations through policy. This draft OPA will also incorporate the outcomes of the Region of Peel's Major Transit Station Area initiative. A copy of Staff Report CD.04-DUN is provided in Appendix IV of this Report.

In accordance with Staff Report CD.04-DUN, the forthcoming OPA is to incorporate the following key recommendation of the Dundas Connects Master Plan:

- Implement the recommended height ranges along the Hurontario Street and Dundas Street corridors;
- Identify lands within the Dixie and Mavis-Erindale Employment Areas that could be considered for conversion from employment to mixed-use subject to a land use compatibility assessment to determine appropriateness. If appropriate, this will entail land use changes initiated by development applications;
- Establish, where appropriate, urban design and built form policies for lands along the Hurontario Street and Dundas Street corridor;
- Development of open space and public realm networks to support the expected residential development and compliment anticipate employment growth;
- Define the Dixie Community Node boundary, which is currently unspecified in the Mississauga Official Plan. Policies related to the extent of development within the Node will be subject to ongoing flood studies; and,
- Enhance access and connections within existing blocks, and to future higher order transit stations, through additional roadways and access corridors.

The above-noted Staff Report builds on the Recommendations Report for the Dundas Connects Master Plan, dated May 29, 2018. In the Recommendation Report, City Staff note

'the Dundas Connects plan calls for significant new residential density along the street and that new densities will permit up to 25 storeys in the Cooksville and Dixie Focus Areas, which are nodes where several rapid-transit lines will intersect: GO Transit in both cases, and Hurontario LRT in the former. These heights were determined through input from the public, which offered considerable support for mid-rise infill across the corridor; best practices in urban intensification; and analysis of projected market demand and potential for density over the 25-year horizon.'

In our opinion, redevelopment of the Subject Lands as contemplated is appropriate and desirable as a compact, mixed-use, transit-supportive and pedestrian-oriented development will be provided at an appropriate location to take advantage of the highly advantageous locational attributes of being directly in front of the planned Hurontario LRT network, within walking distance of the Cooksville GO Station, within walking distance of the planned Dundas BRT network and various destinations and amenities that collectively accommodate the day-to-day needs of residents.

5.9 \ CITY OF MISSISSAUGA ZONING BY-LAW 0225 – 2007

The City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') currently split zones the Subject Lands as 'Development (D)' and 'Mainstreet Commercial (C4)' (see **Figure 17**). Collectively, the D and C4 Zones permit a range of uses but do not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA5)' with site-specific provisions.

A Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RA5 Zone:

- To permit 'live-work units', 'daycare', 'education and training facility', 'financial institution', 'medical office', 'office', 'personal service establishment', 'recreational establishment', 'retail store', 'restaurant', 'take out restaurant' and 'veterinary clinic' as accessory uses;
- To permit a site-specific definition of live/work units;
- To permit a site-specific density;
- To permit site-specific building heights;
- To permit a site-specific building envelope, including setbacks, stepbacks, encroachments and projections;
- To permit a site-specific parking standard;
- To permit a site-specific loading standard; and,
- To permit a site-specific landscaping standard.

Table 3 below summarizes the proposed site-specific exceptions to the RA5 Zone and the rationale for these exceptions.

<i>Requested Exception</i>	<i>Rationale</i>
<i>Modified Use Permissions</i>	To implement the desired range of complimentary, accessory uses that are appropriate for a mixed-use development, while also allowing for as permissive regulations as possible
<i>Site-Specific Definition</i>	To accommodate the desired accessory use, as live-work unit is currently an undefined term
<i>Modified Density</i>	To implement the desired built form and massing
<i>Modified Building Heights</i>	To implement the desired built form and building envelope provisions
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Cooksville community

<i>Requested Exception</i>	<i>Rationale</i>
<i>Modified Parking Standard</i>	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), prepared by CGH Transportation, dated July 2021, the requested reduced parking standard is appropriate given the Site's proximity to existing and planned transit services and active transportation networks. The requested reduced parking standard is capable of accommodating the proposed parking demands and will serves to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes
<i>Modified Loading Standard</i>	In order to implement the desired built form and range of uses, a reduced site-specific shared loading standard is requested. As further demonstrated in the accompanying TIS, the requested reduced loading standard is appropriate and capable of accommodating the loading demands of the proposal
<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built form and sustainable building practices, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths along the Site's Hurontario Street frontage in order to accommodate a safe, comfortable and attractive pedestrian environment that includes a clear public sidewalk, pedestrian-scaled lighting, street furniture and other pedestrian amenities. The requested site-specific landscaping standard will also enable the provision of rooftop outdoor amenity areas, green roof areas and a large, central outdoor feature. As demonstrated in the accompanying Landscape Plan and Urban Design Brief, both prepared by NAK Design Strategies, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested site-specific landscape standard, will enable a development that is appropriate and desirable

6 \ SUPPORTING STUDIES & REPORTS

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each are summarized in this Section of the Report.

6.1 \ SUN / SHADOW IMPACT STUDY

A Sun / Shadow Study ('Study') has been prepared by Diamond Schmitt Architects and is provided under separate cover in support of this proposal. The Study, dated July 27, 2021, was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the proposal meets the shadow criteria for all existing amenity areas and public spaces. Those spaces that do not meet the shadow impact criteria are located on-site. Effort has been made to improve the shadow impact by reducing all the tower floorplates and by allowing the site amenity courtyard to be open at each end (north and south), and locating amenity areas with sun exposure in mind, along the south edges of roofs and the site.

6.2 \ PEDESTRIAN LEVEL WIND STUDY

A Pedestrian Level Wind Study ('Study') has been prepared by Gradient Wind Engineers & Scientists and is provided under separate cover in support of this proposal. The Study, dated July 6, 2021, was undertaken to assess whether uncomfortable wind conditions would exist and recommended mitigation measures. Mitigation measures include:

- In portions of the amenity courtyard between Buildings 1 and 2, installation of clusters of vertical wind barriers in strategic locations throughout the courtyard. This includes localized wind barriers immediate north and west of designated seating areas;
- Excess standing and walking criteria at Building 1 and 2 courtyard-facing lobby doorways, thus mitigation should include either a recess of building façade or flank the entrance with vertical wind barriers; and
- To ensure sitting conditions throughout the Building 1 Level 8 amenity terrace during the summer months, it is recommended to install 2.0-metre-high wind barriers along the southwest and northeast perimeters of the space, as well as targeted barriers internal to the space.

Overall, the Study concluded that conditions over most pedestrian-sensitive areas within and surrounding the development will be acceptable for the intended pedestrian uses both seasonally and annually.

6.3 \ NOISE CONTROL FEASIBILITY STUDY

A Noise Control Feasibility Study ("Study") has been prepared by SS Wilson Associates and is provided under separate cover in support of this proposal. The Study, dated June 23, 2021, was undertaken to assess potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control measures, as outlined in the Study. The unattenuated sound levels at the worst-case Points of Reception within the future residential buildings will exceed the recommended objective sound level, therefore noise controls will be required. In accordance with the Ministry of Environment, Conservation and Parks ("MECP") procedures, recommended noise controls are as follows:

- Implementation of an acoustic liner around the below-grade parking structure;
- Installation of acoustical barriers / parapet walls; and,
- Equip dwelling units with central air conditioning.

In addition to above-noted noise controls, noise warning clauses are required for dwelling units with balconies and all dwelling units facing south. The requested noise warning clauses are to inform future residents of the noise traffic (including future LRT) and exhaust equipment.

The Study also stated there are no nearby potential sources of vibration, except for the proposed LRT line on Hurontario Street; however, it is our understanding from the accompanying Noise and Vibration Impact Assessment Report, prepared by J.E. Coulter and Associates, that the vibration impact of the LRT has been considered throughout the proposed Hurontario Street corridor, and that the Level 1 isolation proposed therein will be suitable to maintain vibration levels within acceptable limits at receptors in the vicinity of the proposed development. Based on the above, no further vibration analysis has been undertaken.

6.4 \ ARBORIST REPORT

An Arborist Report ("Report") has been prepared by Kuntz Forestry Consulting Inc. and is provided under separate cover in support of this proposal. The Report, dated June 23, 2021, was undertaken to inventory each tree on the Subject Lands and assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and specie of each tree located both on and within six (6) metres of the Subject Lands. It was determined that there are sixty-six (66) trees situated on the Subject Lands or within 6 metres of the Subject Lands and within the City of Mississauga Right-of-Way. Based on an assessment of the proposed development, a total of 66 trees are recommended for removal. Finally, the Report recommends that sixty-three (63) replacement tree plantings be provided.

6.5 \ STREETScape FEASIBILITY STUDY

RTG Systems in collaboration with NAK Design Strategies and Urbantech Consulting have been retained to prepare a Streetscape Feasibility Study (‘Study’) for Kirwin Avenue. The Streetscape Feasibility Study is currently underway, in accordance with the City of Mississauga Terms of Reference and will be submitted under separate cover once complete.

6.6 \ TRANSPORTATION IMPACT STUDY, TRANSPORTATION DEMAND MANAGEMENT, OPERATIONS AND SAFETY ASSESSMENT AND PARKING STUDY

A Transportation Impact Study (‘TIS’), with integrated Operations and Safety Assessment and Parking Study has been prepared by CGH Transportation and is provided under separate cover in support of this proposal. The TIS, dated July 2021, was undertaken to assess the traffic impacts of the proposed development on the nearby road network and, if required, provide recommendations for enhancement to the road network in order to accommodate the additional traffic generated. The TIS analyzed and includes recommendations for potential Transportation Demand Management (‘TDM’) measures. It also analyzed the proposed parking and loading supply standards.

Overall, the TIS found that there is sufficient capacity in the surrounding road network to accommodate additional traffic generated by the proposed development without the need for improvements. It also found that the proposed access off of Kirwin Avenue is appropriate and desirable to facilitate desirable site design and circulation.

Section 5.3 of the TIS determined that the Site’s loading standard is appropriate, and capable of accommodating the proposed demands. Similarly, Section 5.6 of the TIS found that the proposed shared parking standard of 1,038 spaces for all uses is appropriate given the Subject Lands’ proximity to existing and planned transit services.

With regard to TDM measures, Section 5.4 of the TIS provided the following recommendations:

- Offer on-site cyclist courses for residents or provide a subsidy for off-site courses;
- Provide real-time transit arrival information display at entrances;
- Offer PRESTO cards preloaded with one (1) monthly transit pass on the initial residence purchase / move-in to encourage transit usage;
- Provide on-site bikeshare station (subject to bikeshare provider agreement / willingness);
- Provide residents with bikeshare memberships, either free or subsidized;
- Provide on-site carshare vehicles and promote carshare use (subject to carshare provider agreement / willingness);
- Provide residents with carshare memberships, either free or subsidized;
- Unbundle parking costs from purchase price;
- Provide a multi-modal travel option information package to new residents; and,
- Assist in resident school travel planning.

6.7 \ FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management ('FSR – SWM') Report has been prepared by Urbantech Consulting and is provided under separate cover in support of this proposal. The FSR – SWM Report, dated June 2021, was undertaken to analyze the existing servicing infrastructure and capacities in order to identify a servicing scheme for the proposed development. It also identifies a stormwater management scheme for the proposed development.

Overall, the FSR – SWM Report found that municipal services (water and wastewater) are available and capable of accommodating the proposed development. More specifically, the Report found that minor upgrades are required to accommodate both the wastewater and water demands of the proposed development. A retaining wall will also be required to be provided along the southern property line.

With regard to stormwater management, an underground stormwater tank is required to accommodate on-site storage. The FSR – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

6.8 \ PHASE 1 AND 2 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 and 2 Environmental Site Assessment ('ESA') has been prepared by WSP Canada Inc. and is provided under separate cover in support of this proposal. The ESA was undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Subject Lands as well as whether there were any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Based on aerial photographs and historical records, a total of eighteen (18) PCAs were identified as a result of the area's development history. The Subject Lands were found to have been used predominantly for agricultural and residential uses. A public school was observed to be present on the Site. The existing commercial structure was found to be introduced in 1980. Given the combination of uses on the Subject Lands and the prior demolition of former structures, a total of four (4) APECs were identified.

Based on the presence of both PACs and APECs, a Phase 2 ESA was recommended as was a Record of Site Condition (RSC).

Based on the findings of the Phase 1 ESA, a Phase 2 ESA was undertaken to assess the soil and ground water quality of the Subject Lands, in accordance with MECP regulations. Overall, the Phase 2 ESA found that concentrations of Petroleum Hydrocarbons ('PHCs') and Volatile Organic Compounds ('VOCs') found on-site did not exceed MECP regulations. The Report concludes that the soil and ground water quality of the Subject Lands meets the applicable MECP requirements. Based on the findings of the Phase 2 ESA, a Record of Site Condition ('RSC') was filed with the Ministry of the Environment, Conservation and Parks ('MECP') on April 28, 2020.

6.9 \ HOUSING REPORT

A Housing Report ('Report') has been prepared by Glen Schnarr & Associates Inc. ('GSAI') and is provided under separate cover in support of this proposal, dated July 2021. The Report was undertaken to assess how the proposed development complies with Provincial, Regional and Local housing policies. It also assessed the legislative requirements for municipalities to employ Inclusionary Zoning. Overall, the Report found that the proposed development is consistent with and conforms to the Provincial, Regional and Local policy framework.

6.10 \ URBAN DESIGN BRIEF

An Urban Design Brief ('UDB' or 'Brief') has been prepared by NAK Design Strategies. and is provided under separate cover in support of this proposal. The UDB, dated July 2021, was undertaken to assess how the proposed development complies with the City of Mississauga's urban design principles and policies. More specifically, the UDB examined the proposed development in relation to landscaped areas, built form, height, massing, transition, building façade and articulation, access and site circulation. Overall, the Brief found that the proposed development represents a transit-oriented development form with an appropriate height and density, a refined architectural design and provides for safe, comfortable and accessible pedestrian and cycling connections. Additionally, the Brief found that the proposal contributes toward achieving the City's urban design goals and objectives.

7 \ CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment ('OPA') and associated Zoning By-law Amendment ('ZBA', collectively the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Peel Regional Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and the surrounding context;
2. The proposal provides an appropriately design and compatible infill development for the Downtown Cooksville community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;

3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Peel Regional Official Plan;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of Downtown Cooksville, it provides an opportunity for intensification within the City's Built-Up Area, within the Downtown Mississauga Urban Growth Centre, within a proposed Major Transit Station Area and along a Corridor where intensification is to be directed. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Master Plan and Dundas Connects Master Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, MCIP, RPP
Partner

APPENDIX I / Draft Official Plan Amendment

Amendment No. XXX
to
Mississauga Official Plan

The following text and Map "A" attached hereto constitute Amendment No. XXX.

PURPOSE

The purpose of this Amendment is to amend Schedule 10 to redesignate the Subject Lands and to amend the Downtown Cooksville Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street, south of Kirwin Avenue. The land is municipally addressed as 3085 Hurontario Street. The Subject Lands are located within the Downtown Cooksville Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtowns, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within the Downtown, within a Major Transit Station Area and along an Intensification Corridor where transit-oriented development is encouraged.

As per the Downtown Cooksville Character Area, a maximum building height of six storeys is permitted and a density is not specified. The City requires that a Special Site policy be added to the MOP for the proposed building height and density: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Mixed Use'. Permitted uses on the Subject Lands include commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office.

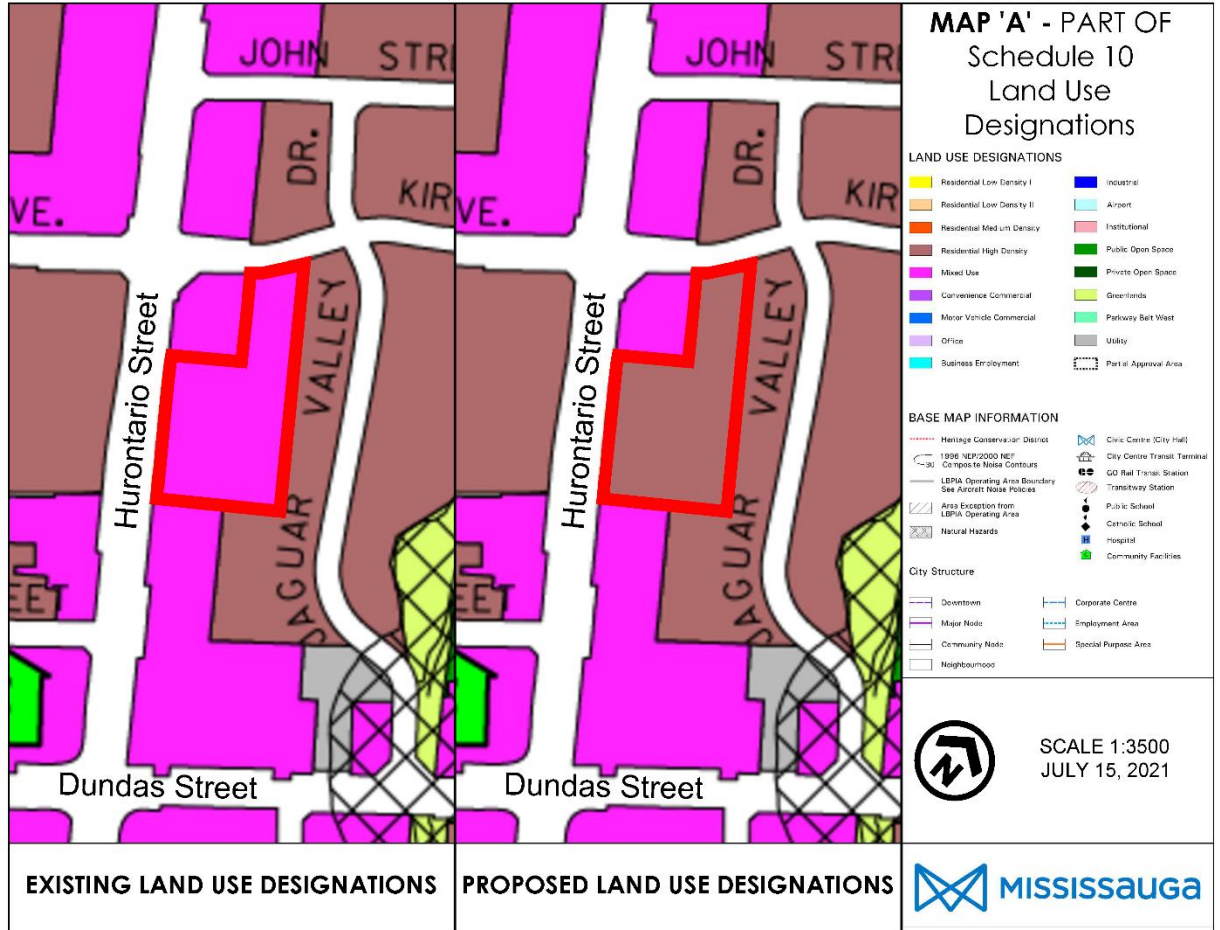
The Official Plan Amendment is required to redesignate the Subject Lands to 'Residential High Density'. As previously stated, the Subject Lands are located within the Downtown Cooksville Character Area of the Mississauga Official Plan. This Amendment proposes to revise the Downtown Cooksville Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a range of accessory, non-residential uses on the lands, maximum building heights of 9, 35, 33 and 30 storeys,

respectively and a Floor Space Index of 6.21. The proposed Official Plan Amendment is to redesignate the Subject Lands to 'Residential High Density – Special Site'. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the following reasons:

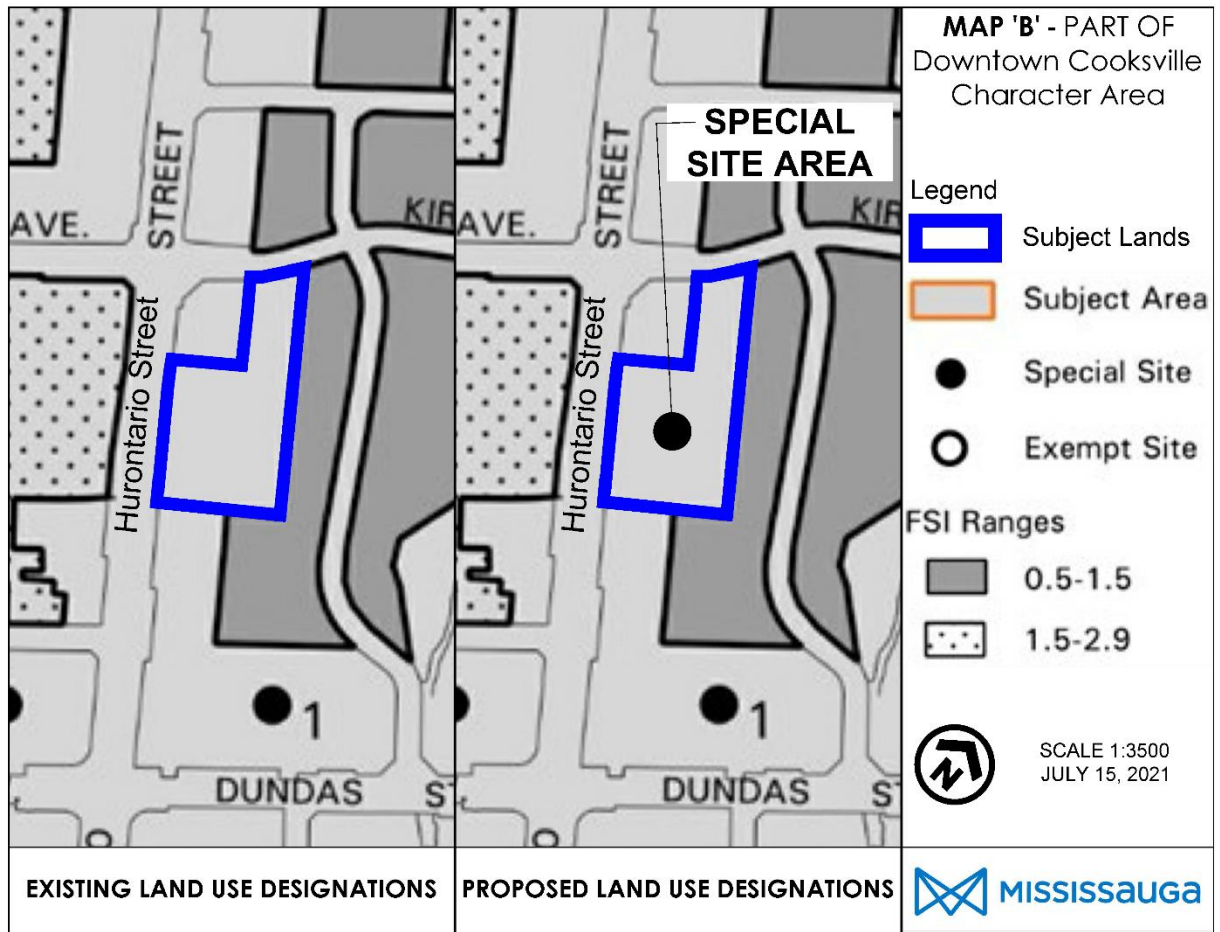
1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located within an Urban Growth Centre, within a Major Transit Station Area and within 5-minute walking distance of three higher order transit stops; the Cooksville GO Station, future Hurontario Light Rail Transit (currently under construction) and future Dundas Street Bus Rapid Transit. Furthermore, the Subject Lands are located along an Intensification Corridor and in proximity to the Dundas Street Intensification Corridor. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, mixed-use, high density development where transit-supportive development should be directed.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient manner.
4. The proposal with buildings heights of 9 – 35 storeys and a Floor Space Index of 6.21 is a transit-supportive development on lands that are incredibly well-served by existing and future transit networks. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of retail, services and greenspace, contributing toward the goals of a complete, walkable community.
5. The proposed development will improve and contribute towards the Hurontario Street streetscape by providing an animated podium situated close to the streetline, with a mix of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the lands to 'Residential High Density'.



2. Section 12.4, Downtown Cooksville Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X on Map 12-4, Downtown Cooksville Character Area, in accordance with the Special Site Policies.
3. Section 12.4.3, Special Site Policies Downtown Cooksville Character Area, of the Mississauga Official Plan, is hereby amended by adding the following:



- 12.4.3.XX The lands identified as Special Site X are located on the east side of Hurontario Street, south of Kirwin Avenue.
- 12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 35 storeys will be permitted.
- 12.4.3.XX Notwithstanding the policies of this Plan, a maximum Floor Space Index of 6.21 will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated September 3, 2020.

INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time, regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Mississauga Official Plan.

A By-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended ("*Planning Act*"), Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local council in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a land use designation change and to add a Special Site Policy within the Downtown Cooksville Character Area;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2021.

MAYOR

CLERK

APPENDIX II / Draft Zoning By-law Table

3085 Hurontario Street

City File: DARC 20-309

Type of Application: Official Plan Amendment
and Zoning By-law Amendment

Please note: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-laws prior to approval.

NOTE: Notwithstanding the Section(s) outlined in 'Required Zoning Standard / Regulation', the standards shown under 'Proposed Zoning Standard / Regulation' shall apply

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [35 m ROW – 17.5 m + required yard / setback] and [26 m ROW – 13.0 m + required yard / setback]	Delete provision
2.1.30 2.1.30.1 2.1.30.2	Rooftop Balcony	A rooftop balcony shall be setback 1.2 m for all exterior edges of a building or structure Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 where: (1) the exterior edge of the building faces a street and the building is located in a non-residential zone; (2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone	Delete provision 2.1.30
3.1.1.4.3	Parking Space Width	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
3.1.1.4.5	Accessible Parking Space Size	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <ol style="list-style-type: none"> (1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m; (2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m. (3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces 	Provision met
3.1.2.1, 3.1.2.2	Required Number of Parking Spaces	<p>For Condominium Apartment: 1.0 resident space per studio unit; 1.25 resident spaces per one-bedroom unit; 1.4 resident spaces per two-bedroom unit; 0.20 visitor spaces per unit;</p> <p>For Non-Residential Uses: Daycare – 2.5 spaces per 100 square metres GFA; Education and Training Facility – 5.0 spaces per 100 square metres GFA; Financial Institution – 5.5 spaces per 100 square metres GFA; Office – 3.2 spaces per 100 square metres GFA; Medical Office – 6.5 spaces per 100 square metres GFA; Personal Service Establishment – 5.4 spaces per 100 square metres GFA; Recreational Establishment – X spaces Retail Store – 5.4 spaces per 100 square metres GFA; Restaurant – 16.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 6.0 spaces per 100 square metres GFA; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA</p>	0.75 resident spaces per studio unit; 0.75 resident spaces per one-bedroom unit; 0.9 resident spaces per two-bedroom unit; 0.1 visitor space per unit; Spaces for non-residential uses to be shared with visitor parking
3.1.3	Required Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m ² – no loading spaces are required	Provision met
3.1.4.3	Required Number of Loading Spaces for Non-Residential Uses	Where the GFA-Non-residential of a building is greater than 250 m ² but less than or equal to 2,350 m ² – 1.0 loading space is required	1 shared loading space for non-residential and residential uses provided
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	1 shared loading space for non-residential and residential uses provided
4.1.15.1	Apartment Zone – Accessory Uses	Accessory uses are permitted within RA1 to RA5 zones, subject to the following provisions:	Provision met
4.1.15.1.1		Accessory uses are limited to a retail store, personal service establishment, financial institution, office and medical office-restricted	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Live-work units; • Townhouse; • Daycare; • Education and Training Facility; • Restaurant; • Take-out Restaurant; • Recreational Establishment; • Medical Office; • Veterinary Clinic
4.1.15.1.2		An accessory use shall only be permitted in an apartment having 75 or more dwelling units, or in a long-term care building having 75 or more beds, or in a retirement building having 75 or more retirement dwelling units	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
4.1.15.1.3		The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	Delete provision
4.1.15.1.4		An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building	Delete provision
4.1.15.1.5		Each accessory use shall have a maximum gross floor area – non-residential of 186 m2	Delete provision
4.1.15.1.6		The maximum total gross floor area – non-residential for all accessory uses shall be the lesser of 10% of the total gross floor area – apartment zone, or the gross floor area – apartment zone of one storey of the dwelling	Provision met
4.1.15.1.7		Additional on-site parking is not required for accessory uses permitted in Section 4.1.15.1.1	Delete provision
4.15.1	RA5 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Permit the following as accessory uses to Apartment: <ul style="list-style-type: none"> • Live-work units; • Townhouse; • Daycare; • Education and Training Facility; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Recreational Establishment • Retail Store; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.15.1	RA5 – Zone Regulations	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA5 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 1.9	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
4.15.1	RA5 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.9	6.21
4.15.1	RA5 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone per Storey for each Storey Above 12 Storeys – 1,000 m ²	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Height – 77.0 m and 25 storeys	Permit building heights up to 110.45 metres (35 storeys), exclusive of mechanical penthouse
4.15.1	RA5 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Permit a minimum setback to the Kirwin Avenue lot line of 4.5 metres for Floors 1 – 9 (Building 3)
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	Permit a minimum setback to Hurontario Street of: 3.5 metres for Floors 1 – 6 (Building 1); 6.5 metres for Floor 7 (Building 1); 10.5 metres for Floor 8 (Building 1); 10.5 metres for Floors 9 – 30 (Building 1)
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA5 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Permit an interior side yard of 4.5 metres where lot line abuts an Apartment Zone (Building 2 and Building 3)

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
4.15.1	RA5 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Permit a rear yard setback of 4.0 metres where a lot line abuts an Apartment Zone (Building 2) and a Commercial Zone (Building 1)
4.15.1	RA5 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA5 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Permit maximum encroachment of 1.4 metres
4.15.1	RA5 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA5 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Permit maximum balcony projection of 2.14 metres
4.15.1	RA5 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Permit a minimum above-grade separation of 12.0 metres between Buildings 2 and 3
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	Permit a minimum above-grade separation of 15.0
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	metres between Buildings 1 and 2
4.15.1	RA5 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	<p>Permit minimum setback from a parking structure completely below finished grade as follows:</p> <p>2.7 metres from the Kirwin Street lot line; 3.5 metres from the Hurontario Street lot line; 4.0 metres from the south side lot line; 1.8 metres from the north side lot line; 3.0 metres from the east lot line</p>
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA5 – Zone Regulations	Minimum landscape area – 40% of the lot area	Delete provision
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone	Permit a 1.0 metre landscape buffer along all lot lines

BY-LAW SECTION	REGULATION	REQUIRED (RA5 ZONE)	REQUESTED (RA5-XX)
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	
4.15.1	RA5 – Zone Regulations	Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area	Provision met
4.15.1	RA5 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area	Delete provision
4.15.1	RA5 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m ²	Provision met

*APPENDIX III / GSAI Formal Comments on Region of Peel Official Plan Review
- Major Transit Station Areas*



June 22, 2021

GSAI File: 1319-001

(Via Email)

Regional Planning and Growth Management Division
Public Works
Region of Peel
10 Peel Centre Drive
Suite A, 6th Floor
Brampton, ON L6T 4B9

Attn: Duran Wedderburn, Principal Planner &
Joy Simms, Acting Principal Planner
Regional Planning and Growth Management Division

**RE: Region of Peel Official Plan Review – Major Transit Station Areas
Equity Three Holdings Inc.
3085 Hurontario Street, City of Mississauga**

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Equity Three Holdings Inc. (the 'Owner') of the lands municipally known as 3085 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are submitting this Comment Letter in relation to the ongoing Major Transit Station Area Draft Regional Official Plan Amendment, as well as the concurrent City of Mississauga's Downtown Fairview, Cooksville and Hospital Policy Review.

GSAI has been participating in both the City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review ('Review') and Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2041+') initiatives. We understand that when complete, the City's Review will culminate in a City-initiated Official Plan Amendment ('OPA') that will modify the policy

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framework permissions for lands within the Downtown Cooksville community, including the Subject Lands.

The Subject Lands are located on the east side of Hurontario Street, south of Kirwin Avenue (see **Figure 1** below). Based on the in-effect planning policy framework, the Site is situated within the Downtown Mississauga Urban Growth Centre (in accordance with Schedule 1, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020), a Mobility Hub – Gateway (in accordance with the in-effect Region of Peel Official Plan, 2018), the Dundas Major Transit Station Area, the City of Mississauga’s Downtown Intensification Area and the Downtown Cooksville Character Area (in accordance with the in-effect City of Mississauga Official Plan, 2020), the Downtown Cooksville Focus Area (in accordance with the Hurontario / Main Street Master Plan, 2011), and the Cooksville Focus Area (in accordance with the Dundas Connects Master Plan, 2018).

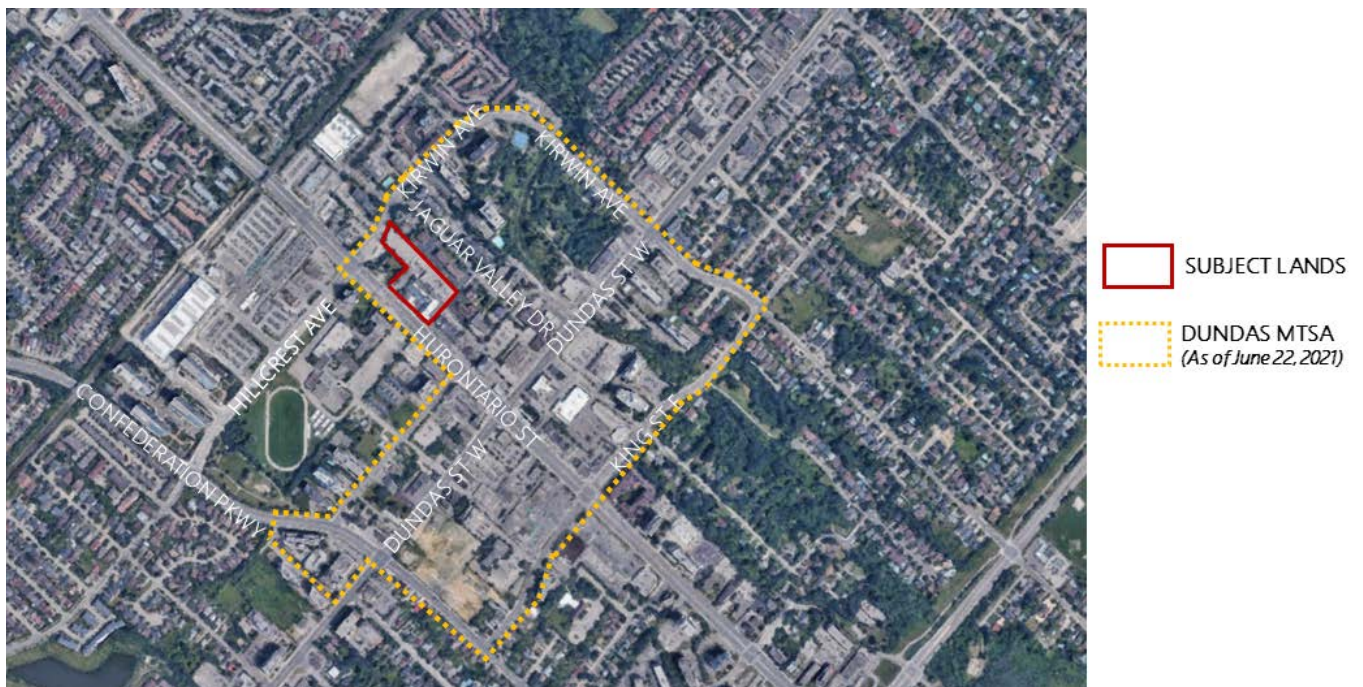


Figure 1 / Site Location Map

When considered collectively, the policy framework identifies the Subject Lands as an appropriate location for redevelopment. This is strengthened by the Site’s frontage on Hurontario Street (a recognized Corridor and future location of the Hurontario Light Rail Transit (‘LRT’) network), as well as its location approximately 200 metres south of the existing Cooksville GO Station and approximately 220 metres north of Dundas Street West – which is to operate a future Bus Rapid Transit (‘BRT’) network. Furthermore, the Subject Lands are identified as a suitable and desirable location for a high-density, mixed-use, pedestrian-oriented built form. Specifically, we note that the Hurontario / Main Street Master Plan,



Cooksville Mobility Hub Study and Dundas Connects Master Plan identify the Site as a candidate location for a high density, mixed-use, 'tall' development.

We have also reviewed the ongoing Peel 2041+ efforts, most notably the December 2020 Draft Major Transit Station Area Regional Official Plan Amendment ('MTSA ROPA'). In this Draft MTSA ROPA, the Subject Lands are identified as being located within the proposed Dundas MTSA which is a Primary MTSA. As a Primary MTSA, the Dundas MTSA is subject to an Urban Growth Centre policy overlay and is to be planned to achieve a minimum density of 400 persons and jobs per hectare. We support this minimum density target as it will encourage redevelopment in appropriate, strategic locations that make better use of land, infrastructure and resources.

COMMENTS ON THE REVIEW

Based on our review of the City of Mississauga's Downtown Fairview, Cooksville and Hospital Policy Review initiative, we understand that efforts are underway to advance a City-initiated Official Plan Amendment ('OPA') that considers the recommendations of the Hurontario / Main Street Master Plan, Dundas Connects Master Plan, Vision Cooksville and the evolving Regional policy direction regarding MTSAs. We have reviewed the in-effect and evolving policy framework and have participated in further discussions with City of Mississauga and Region of Peel Planning Staff. It is our understanding that City of Mississauga Staff are currently contemplating a request to reduce the minimum density targets of the Fairview, Cooksville GO, Dundas, North Service and Queensway MTSAs to 300 residents and jobs per hectare.

We are writing to express our concern with a proposed minimum density target of 300 residents and jobs combined per hectare for the reasons outlined below:

- As the Subject Lands are located within the Downtown Mississauga Urban Growth Centre ('UGC'), maintaining a minimum density target of 400 residents and jobs per hectare conforms to the minimum density target for the UGC established by A Place to Grow;
- As a Site within an MTSA that is centred on future higher order transit, maintaining a density target of 400 persons and jobs per hectare conforms to the minimum density targets of Major Transit Stations Areas served by Light Rail Transit or Bus Rapid Transit networks established by A Place to Grow;
- The minimum density target of 400 residents and jobs per hectare conforms to the minimum density target for UGCs established by the in-effect Peel Regional Official Plan;



- The in-effect Mississauga Official Plan states that redevelopment within the Downtown component of the City Structure is to strive to achieve a minimum density of up to 400 residents and jobs per hectare;
- As per our discussion with City and Regional Staff, it is our understanding that a reason for the reduction from 400 to 300 residents and jobs per hectare is to maintain the existing City Structure (established by the in-effect Mississauga Official Plan) and keep the greatest heights and densities in the City Centre. As unlimited heights and densities are permitted within the City Centre, that area is seeing development of up to 60 storeys, well exceeding a density of 400 residents and jobs per hectare. Therefore, we do not believe that maintaining the minimum density target of 400 residents and jobs per hectare for Dundas MTSA offends the existing City Structure. Furthermore, one of the main principles of A Place to Grow is to encourage intensification and transit-oriented development. With the existing Cooksville GO Station, the planned (and under construction) Hurontario LRT and the future Dundas BRT, the Subject Lands are arguably better served by transit than lands within the City Centre and are therefore suitable for high densities;
- The forthcoming introduction of LRT and BRT networks provides opportunities for in-effect Provincial and Regional density targets to be met or exceeded well in advance of the planning horizons;
- There is strong long-term redevelopment potential of various lands within the Downtown Cooksville community. Should higher density, compact, mixed-use development be pursued, positive community outcomes including additional open space, public realm enhancements and new community services could be achieved. In our opinion this also supports Councillor Damerla's 15-minute City initiative;
- A density target of 300 residents and jobs per hectare, combined with Character Area policies of the in-effect Mississauga Official Plan, will limit the redevelopment potential of lands that are well-positioned in proximity to existing and planned transit networks;
- The Subject Lands and surrounding area are ideal locations to accommodate higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development that implement Provincial, Regional and Local policy objectives of facilitating complete communities and making better use of existing land, resources and infrastructure; and,
- Reducing the Dundas MTSA density target may preclude certain lands from redevelopment.



SUMMARY

Based on the foregoing, we respectfully submit the following:

- Higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development should be encouraged within the Dundas MTSA;
- The minimum density target for the Dundas MTSA should be maintained as at least 400 residents and jobs combined per hectare;
- Given the potential implications to the Subject Lands should an alternative density target be adopted, we request to be involved in the consultation process for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and the Peel 2041+ initiative.

Thank you for the opportunity to provide these comments. Please feel free to contact the undersigned at 905.568.8888, extension 236 if there are any questions.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, MCIP, RPP
Partner

APPENDIX IV / City Staff Report CD.04-DUN

City of Mississauga Corporate Report



Date: April 16, 2021

To: Mayor and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of
Planning & Building

Originator's files:
CD.04-DUN

Meeting date:
May 10, 2021

Subject

INFORMATION REPORT

Dundas Connects Master Plan Implementation – Update

Recommendation

1. That the report titled “Dundas Connects Master Plan Implementation – Update” dated, May 10, 2021, from the Commissioner of Planning and Building, be received.
2. That a draft Official Plan Amendment to implement the Dundas Connects Master Plan be presented through an engagement initiative later this year, followed by a Statutory Public Meeting.

Executive Summary

- This report provides an update on the status of various projects related to the implementation of the Dundas Connects Master Plan (DCMP) recommendations, endorsed by Council in 2018.
- A draft Official Plan Amendment will be developed by City Staff to formalize the recommendations into policy; and will incorporate the outcomes of the Major Transit Station Area (MTSA) work undertaken by the Region of Peel.
- The draft Official Plan Amendment will be presented to the public through an engagement process. A Statutory Public Meeting and a recommendation report is targeted for Q2 2022 following implementation of the Regional Official Plan Amendment (ROPA) of MTSA policies.

Background

The Dundas Street Corridor is a dynamic street and is a key part of the City's transportation network. Over the next 35 to 40 years, the City estimates that the number of people using

Planning and Development Committee	2021/05/10	2
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Dundas Street will greatly increase. To establish a vision for the future of land use and transportation along Dundas, the City developed the Dundas Connects Master Plan (DCMP).

The DCMP guides future growth and intensification along the Dundas Street Corridor. It was presented at the Planning and Development Committee (PDC) on June 11, 2018 and endorsed by City Council on June 18, 2018. Key recommendations within the endorsed DCMP include the following:

- Implementing Bus Rapid Transit (BRT) along Dundas Street;
- Encouraging mixed-use development that supports transit;
- Creating more open spaces and community facilities;
- Maintaining existing and supporting new affordable housing;
- Maintaining four traffic lanes along Dundas Street;
- Providing safe cycling infrastructure along the length of the Dundas Street Corridor;
- Enhancing pedestrian space and providing street trees; and
- Encouraging street-related retail while supporting existing businesses.

Prior to Council endorsement, extensive public consultation on the Master Plan ran from 2016 to 2018. The Master Plan process was in line with the Municipal Class Environmental Assessment process, such that the completed DCMP constitutes the completion of Phases 1 and 2 of that process. This means that the City is in a position to finalize planning for the Dundas BRT and begin implementation of the Master Plan.

Staff has been actively undertaking various projects to implement aspects of the Master Plan in a comprehensive and coordinated manner. One of the first implementing initiatives was the preparation of Mississauga Official Plan Amendment 106 (MOPA 106) which updated the Dundas Street Right-of-way width across the entire corridor. Passed by Council in Feb. 5 2020, MOPA 106 protects sufficient road right-of-way width to realize the vision for the Dundas corridor in the Master Plan.

This report provides an update on various other initiatives currently in progress to implement the DCMP.

Comments

The following city-initiated projects are currently underway to continue implementing the recommendations of the DCMP. Work on these projects is being advanced through a collaborative approach to ensure a coordinated implementation process.

Transit Project Assessment Process

City staff have begun a study in conjunction with Metrolinx to undertake the Transit Project Assessment Process (TPAP) for the Dundas Corridor. This review will examine the corridor from Kipling subway station in the City of Toronto to Highway 6 in the City of Hamilton, including the segment within Mississauga.

For Mississauga, this study will build upon the previous Dundas Connects functional design to develop a more detailed preliminary design for the road right-of-way, including the proposed

Bus Rapid Transit (BRT) system. The preliminary design would also make provision for dedicated cycling infrastructure along the entire length of the corridor, including a grade-separated cycle track for the bulk of the corridor's length; street trees and furniture; and other public-realm improvements to make the corridor more attractive to cyclists and pedestrians. The TPAP process will complete and satisfy provincial requirements for the environmental assessment review process that was originally initiated through the DCMP.

Completion of this process is intended to position this project for complete detailed design work and the eventual construction of the BRT. As the City prepares to initiate the formal Notice of Commencement for the Transit Project Assessment Process Public, engagement has commenced in April of this year. This will be followed by more engagement opportunities in the fall. The segment of this corridor between Confederation Parkway and the Etobicoke boundary is also subject to a City funding application through the Investing in Canada Infrastructure Program.

Flood Mitigation and Related Studies

The City is currently undertaking multiple flood mitigation and related studies that affect lands within the DCMP, including:

1. The Little Etobicoke Creek Flood Evaluation Study - a watershed-scale study, which explores flood mitigation options across the Little Etobicoke Creek watershed.
2. The Dixie-Dundas Flood Mitigation Study and Environmental Assessment (EA) - a localized study, which examines flood mitigation options specifically for the neighbourhoods around Dundas Street and Dixie Road, including the Applewood and Dixie-Dundas Special Policy Areas (SPAs) as identified in the Official Plan.
3. The Etobicoke Creek Preliminary Flood Mitigation Study - another localized study (similar to #2 above), which will identify any feasible and viable flood mitigation options specifically for the neighbourhoods around Dundas Street and Etobicoke Creek, near the Toronto municipal border.
4. The Special Policy Area (SPA) Update will use the results from the above mitigation studies to amend the SPA boundaries and policies in the Official Plan as necessary. The ultimate intent is to allow development in line with the DCMP vision once any necessary flood mitigation measures have been constructed.

Little Etobicoke Creek Flood Evaluation Study

The City has completed a flood evaluation study of the Little Etobicoke Creek watershed. The study was led as a Master Plan under the Municipal Class Environmental Assessment (EA) process and consists of two phases.

Phase 1 expands on previous studies to identify the extent of flooding resulting from spilling from the Little Etobicoke Creek during high flow conditions. Phase 2 aims to identify the overland urban flooding risk and identify, assess, and recommend measures to mitigate flood risk to people, property and infrastructure.

Two Public Information Centres were held to present information related to the study and answer any questions. A Master Plan report documenting the entire study process is available to the public on the City of Mississauga's website.

Dixie-Dundas Flood Mitigation Study and EA

Where the Little Etobicoke Creek Flood Evaluation Study is intended to find solutions to address urban flooding across the watershed, the parallel Dixie-Dundas study is focused on preventing the riverine spill specific to the Dixie-Dundas neighbourhood.

The study is expected to find solutions to providing flood protection to residences and businesses, and to enable future growth in the Dixie-Dundas community as envisioned in the DCMP.

The Dixie-Dundas Flood Mitigation Study launched an online Public Information Centre (PIC) on the City's webpage last summer. This coincided with commencement of the Municipal Class Environmental Assessment (Class EA) process.

Through the online PIC the public was introduced to the project, and conceptual alternative flood mitigation solutions were presented for public input to support the Municipal Class EA process. A second PIC, anticipated later this year, will select a preferred solution and provide alternative designs of the preferred solution for public input.

The completion and approval of the Dixie-Dundas Flood Mitigation Study will trigger a process to remove the Special Policy Area designation for the affected area, subject to Toronto and Region Conservation Authority (TRCA) and provincial approval, and will free up lands for future development. This is expected to be a longer-term process and will likely entail a future amendment to the Official Plan to remove/reduce the Special Policy Area. Any redevelopment of lands currently subject to flood risk would occur only after flood mitigation measures have been fully implemented and constructed.

Etobicoke Creek Preliminary Flood Mitigation Study

The area of Etobicoke Creek and Dundas Street, located on Mississauga's eastern border with the City of Toronto, is subject to flooding. This study will identify any feasible and viable solutions to fully or partially mitigate flooding in the area.

A consultant has been retained and the study is in its early stages. It will lay the foundation for the Municipal Class Environmental Assessment (EA) process if required, but will not undertake the actual EA work.

Special Policy Area Update

Special Policy Areas (SPAs) are areas where an established historical community currently exists on a flood plain. Due to flood risks, these areas are subject to strict development limitations.

There are three SPAs within the City of Mississauga, all of which are situated along Dundas Street. The current SPA boundaries noted in the Official Plan are outdated and do not reflect the more recent flood plain mapping. An update of the mapping is required and will be based on the results from the Dixie-Dundas Flood Mitigation Study and the Etobicoke Creek Preliminary Flood Mitigation Study. The outcomes will be used to remove/reduce the SPA boundaries in the Official Plan, and will be subject to TRCA and provincial approval. Any flood mitigation recommendations will need to be funded and constructed prior to any changes to the SPA boundaries. Until the completion of the SPA review and the full implementation of required

mitigation measures, no development beyond the limitations of the existing SPA policies will be permitted on affected lands.

Major Transit Station Areas

Major Transit Station Areas (MTSA) are the defined lands within an approximate 500 to 800 metre radius of a higher order transit station, representing about a 10-minute walk. Due to the future Dundas Bus Rapid Transit (BRT) line, most lands within the DCMP will be subject to MTSA policies currently being developed by the Region of Peel.

The Region-led MTSA study will establish policies to support the development of complete communities for higher density, mixed use growth in areas with existing or planned transit. The objectives of MTSA planning align well with the recommendations of the DCMP.

In compliance with the Region of Peel Municipal Comprehensive Review, Provincial Growth Plan, and Planning Act, the City will develop its own MTSA policies. The City MTSA policies will build on the Region's approved MTSA policies, and will be implemented through an OPA to the Mississauga Official Plan. The OPA will formalize the endorsed DCMP recommendations into Official Plan policy, as discussed in more detail below.

Fairview, Cooksville, Hospital Policy Review Study

The recommendations of the DCMP for Downtown Cooksville will be considered through the Downtown Fairview, Cooksville and Hospital Policy Review study. The ongoing policy review aims to achieve mixed-use, walkable communities that offer a variety of built forms and housing choices, integrates existing and planned parkland and natural areas, and supports transit investments along the Hurontario LRT Corridor.

The outcomes of the policy review will be implemented by an Official Plan Amendment within the protected Major Transit Station Area (MTSA) policy framework (explained in more detail below) and will provide direction on building heights, land uses and transportation connections as well as urban design guidelines tailored to these three communities.

DCMP Land Use Conversion and Compatibility Assessment

Specific employment area lands have been identified within the DCMP that may consider the introduction of new sensitive land uses, including residential, in proximity to established industries. This change of use currently requires a land use conversion process in accordance with Provincial requirements and subject to Region of Peel approval. In considering such land use conversions, a land use compatibility assessment is needed. Land use compatibility considers, among other things, the adverse impacts that may restrict future employment expansions and operations on adjacent lands. In order to clearly define what the land use compatibility assessment entails a standard Terms of reference (ToR) has been prepared for the Dundas Street corridor.

The ToR is a guiding document that assists City Staff in reviewing conversion proposals, and developers in scoping and preparing appropriate and relevant studies to address land use compatibility. The range of requirements may include air quality, noise and vibration impact studies for submission to the City, and will entail peer review and approval prior to the consideration of a proposed development looking to introduce sensitive land uses. The use of

the ToR is limited to lands that are recommended for “Employment Mixed Use” development; those lands are shown in Figure 5-3 Land Use Concept Plan of the DCMP, see Appendix 2.

Once the identified lands for possible residential uses are removed from the employment areas through the implementing Official Plan Amendment (detailed below), the current conversion process is no longer required, but the ToR will continue to be used as a guide for land use compatibility assessments of proposed sensitive land uses along the corridor.

Implementing Land Use and Major Transit Station Area (MTSA) Official Plan Amendment (OPA)

Staff is proceeding with an Official Plan Amendment (OPA) that implements the DCMP endorsed recommendations as per Council Recommendation PDC-0043-3018.

The implementing OPA will incorporate the following key recommendations of the Master Plan:

- Implement height range recommendations of the DCMP along the Dundas Street corridor.
- Identify lands within the Dixie and Mavis-Erindale Employment Areas that could be considered for conversion from employment to mixed-use residential subject to land use compatibility assessment to determine appropriateness. If appropriate, this will entail land use changes initiated by development applications.
- Establish where appropriate urban design and built form policies for lands along the Dundas Street corridor.
- The development of open space and public realm networks to support the expected residential development and compliment the anticipated job growth.
- Define the Dixie Community Node boundary, which is currently unspecified in the Official Plan. Policies related to the extent of development within the node will be subject to the ongoing flood studies.
- Enhance access and connections within existing blocks, and to future higher order transit stations, through additional roadways and access corridors.

Most lands within the DCMP fall within the Region of Peel’s proposed Major Transit Station Areas. As a result, the implementing OPA will be developed based on the policy framework currently being established by the Region led study (detailed below). Draft OPA policies will be presented through a public engagement process this fall.

The engagement will provide an opportunity for the public to obtain information and provide direct feedback through an informal process. This will then be followed by a Statutory Public Meeting to obtain formal input, which will be addressed through a Recommendations Report to Council for approval in 2022. The OPA will only be able to be implemented following the adoption of the ROPA MTSA policies.

Next Steps

Staff will prepare a draft OPA and engage the public commencing this fall, to obtain informal feedback and present the proposed policies of the OPA.

Following the approval of the Region of Peel MTSA policy work, staff will organize a Statuary Public Meeting to obtain formal comments and will then proceed to address those comments through a Recommendations Report to Council.

Development applications on lands within the DCMP will continue to be received subject to current Official Plan policies and Zoning By-law regulations. The redevelopment of lands currently encumbered by flooding will require the completion of the above mentioned flood mitigation studies, environmental assessments, construction of mitigation measures and Special Policy Area amendments before the recommendations of the DCMP can be fully realized. Any conversion of employment areas to non-employment uses will continue to be subject to the City of Mississauga Official Plan, the Region of Peel Official Plan and Provincial requirements. The Land Use Compatibility Terms of Reference will be used by staff to help evaluate proposals considering employment land conversions.

Financial Impact

There are no immediate financial impacts resulting from the recommendations in this report.

Conclusion

The Dundas Connects Master Plan (DCMP) envisions the entire Dundas Street corridor as a focus for future growth that is walkable, transit supportive and creates complete communities. Since the approval of the DCMP staff have been progressing on various projects and Official Plan Amendments to implement the recommendations of the DCMP. This report provides an update on these initiatives.

Staff will bring forth a draft Official Plan Amendment through a future report to Council, to implement the planning recommendations of the DCMP within the context of the ongoing Major Transit Station Area work.

Attachments

Appendix 1: Dundas Connects Master Plan Report to Planning and Development Committee on June 11, 2018

Appendix 2: Figure 5-3 Land Use Concept Plan of the DCMP

Appendix 3: Preliminary Program of various key DCMP related projects



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Romas Juknevicus, Project Lead, City Planning Strategies
Bashar Al-Hussaini, Planner, City Planning Strategies

City of Mississauga
Corporate Report



Date: 2018/05/29

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
 CD.04-DUN

Meeting date:
 2018/06/11

Subject

Dundas Connects Master Plan

Recommendation

1. That the Dundas Connects Master Plan, attached as Appendix 1, to the report dated May 18, 2018 from the Commissioner of Planning and Building [i.e., this report], be endorsed as the recommended plan for the Dundas Corridor
2. That Bus Rapid Transit (BRT) be endorsed as the recommended rapid transit solution for the Dundas Corridor
3. That the first two phases of the Municipal Class Environmental Assessment process for the Dundas Corridor be concluded with a Notice of Completion
4. That staff be directed to consider revisions to Mississauga Official Plan and the Zoning By-Law to implement the recommendations contained within the Dundas Connects Master Plan, in particular the land-use and urban-design strategy contained therein
5. That upon completion of the Metrolinx planning study and business case for Dundas BRT already underway, Metrolinx be requested to fund implementation of Dundas BRT, including completion of the remaining steps of Environmental Assessment, in conjunction with Mississauga and other relevant jurisdictions
6. That the City of Toronto be requested to endorse the proposed BRT link between Kipling Station and the Mississauga border
7. That staff be directed to prepare a motion for Council's consideration with respect to the City's compliance with provincial legislation, in particular the provincial Growth Plan, and the implications that the Dundas Connects Master Plan has for growth allocations stemming from that Growth Plan

Report Highlights

- The Dundas Connects makes recommendations for rapid transit, land use, and streetscape changes in the Dundas Corridor; these recommendations were shaped by the team's engagement of approximately 3,000 people who provided feedback over the

course of the engagement process.

- On rapid transit, the plan recommends median bus rapid transit (BRT) from the Toronto border to The Credit Woodlands, i.e., just east of the incline of the Credit River valley; a reversible bus lane from Credit Woodlands to Mississauga Road; and curbside BRT west from Mississauga Road to the Oakville border
- On land use, the plan recommends changing land-use permissions to permit density of up to six stories along the corridor as a whole; up to twelve stories in the Focus Areas (i.e., seven particular areas surrounding key intersections); and up to 25 stories in the Cooksville and Dixie Focus Areas
- On streetscape and urban realm, the plan recommends measures to make the environment along Dundas more conducive to active transportation, including dedicated cycling infrastructure, street trees, and a wider boulevard
- Implementing these recommendations achieves several high-priority City goals:
 - It completes a missing link in the regional rapid-transit network by linking Dixie GO, Cooksville GO, and the forthcoming Hurontario LRT to Kipling TTC (stipulating that the 2.5km segment between Kipling and the Etobicoke Creek will require cooperation from the City of Toronto)
 - It allows the City to meet its long-term growth targets for the City as whole as per the provincial Growth Plan for the Greater Golden Horseshoe, and for major transit station areas, as per the 2017 Growth Plan update
 - It supports previous City commitments to making intensification corridors more dense; building transit-supportive development; extending the cycling network; and more
 - The Master Plan was received by Planning and Development Committee for information on April 30, 2018. In the intervening time, staff have reviewed stakeholder commentary on the plan, and where requested have met with stakeholders to discuss their concerns, and where appropriate, revise the plan. Staff responses to stakeholder comment is appended to this report

Background

Dundas Connects is the City's project to deliver a Master Plan for the Dundas Corridor. That Master Plan is now complete, and is hereby submitted for review and endorsement.

Dundas Connects was funded through a grant provided by the Province of Ontario through the 2007 Fall Economic Statement and confirmed by the 2008 Budget. That grant was made to support the creation of an integrated transportation and land-use vision of the Dundas Corridor. Planning and Development Committee proceeded to approve the project on February 2, 2015. In the summer of 2015, with Metrolinx's assistance, the City conducted a rigorous, multi-stage procurement process for a consulting team to deliver the Master Plan, and in fall 2015 retained

AECOM as its lead consultant, assisted by SvN and Swerhun Consulting, with responsibilities for transportation planning, land-use planning, and public engagement respectively.

The first phase, through to fall 2016, was used to gather information and design a vision for the Dundas Corridor. The second phase, from fall 2016 to summer 2017, used the vision to develop several options, and tested those options against input from internal and external stakeholders. The third phase, now concluded, refined the best options into a draft plan consistent with stakeholder feedback.

Throughout this period, the project undertook extensive consultation with stakeholders, both internal and external. Internally, staff convened the Dundas Council Working Group, consisting of the seven councillors with a segment of Dundas in their wards, with occasional participation from the Mayor. This group met to receive project updates and to provide input on the ongoing development of the Master Plan.

Externally, the Dundas Connects team engaged stakeholders through face-to-face events, digital outreach, and multi-media communications. Between January and May 2017 the team held 10 meetings with stakeholder groups and community organizations; reached approximately 2,000 unique visitors through the www.dundasconnects.ca website; and held a series of open public meetings, culminating in the final public meeting on April 12, 2017, featuring participation from Councillors Tovey, Fonseca, Iannicca, and Mahoney, as well as 110 members of the public. Over the course of the engagement process, approximately 3,000 people provided feedback on the Master Plan.

In the interests of efficiency and best practice, the project as a whole was conducted in a manner consistent with the Municipal Class Environmental Assessment process, such that the Dundas Connects Master Plan constitutes the completion of Phases 1 and 2 of that process. This approach means that the City has met its obligations to consult stakeholders and judiciously consider its goals and options, so that the City, and any funding partners it may obtain, may move expeditiously to finalize planning for Dundas BRT and begin implementation, if it so chooses.

In February 2017, the City enacted an Interim Control By-Law (ICBL) to prohibit, on a temporary basis, for certain industrial land uses adjacent to the Dundas Corridor, to allow staff to assess if these uses are compatible with the Dundas Connects Master Plan vision. As part of the Dundas Connects work, staff undertook an analysis of land uses in the Dixie and Mavis-Erindale Employment Areas and the relation of those uses to possible future transit-supportive development. That work was received by Planning and Development Committee at its meeting of April 30, 2018.

Also on April 30, 2018, the Committee received the Dundas Connects Master Plan for information. Since that time, staff have reviewed stakeholder commentary on the plan; amended the plan, where appropriate; and met with stakeholders to discuss their concerns and the City's

position. The results of that review and those discussions is included in Appendix 2.

Comments

The Master Plan recommends an appropriate rapid-transit mode for Dundas; changes to land use along Dundas to allow for intensification and transit-supportive development; and changes to the streetscape and urban realm to make Dundas a functional and pleasant corridor for all users. The Master Plan also considers related matters including, but not limited to, flood risk near the Little Etobicoke Creek; the appropriate interface with transit infrastructure in the City of Toronto; and other matters.

Transit and Movement

The plan calls for bus rapid transit (BRT) along the whole of the corridor. From the Toronto border to The Credit Woodlands, this will be median BRT, running in a dedicated lane in both directions. From The Credit Woodlands to Mississauga Road, the right-of-way is too narrow to accommodate full BRT, and the ecological sensitivity of the Credit River Valley area precludes widening. Accordingly, the plan calls for a single reversible dedicated lane for buses, one that provides for peak-period travel (eastbound in the mornings, westbound in the evenings). From Mississauga Road west to Ridgeway Drive, the plan calls for curbside BRT, as transit demand in this area is insufficient to justify median BRT, even as far along the planning horizon as 2041. The plan recommends MiWay run two services westbound; one that terminates at Ridgeway, and another that terminates at UTM, as UTM is the principal trip generator in the west. Figure 1 below demonstrates this proposed service plan.

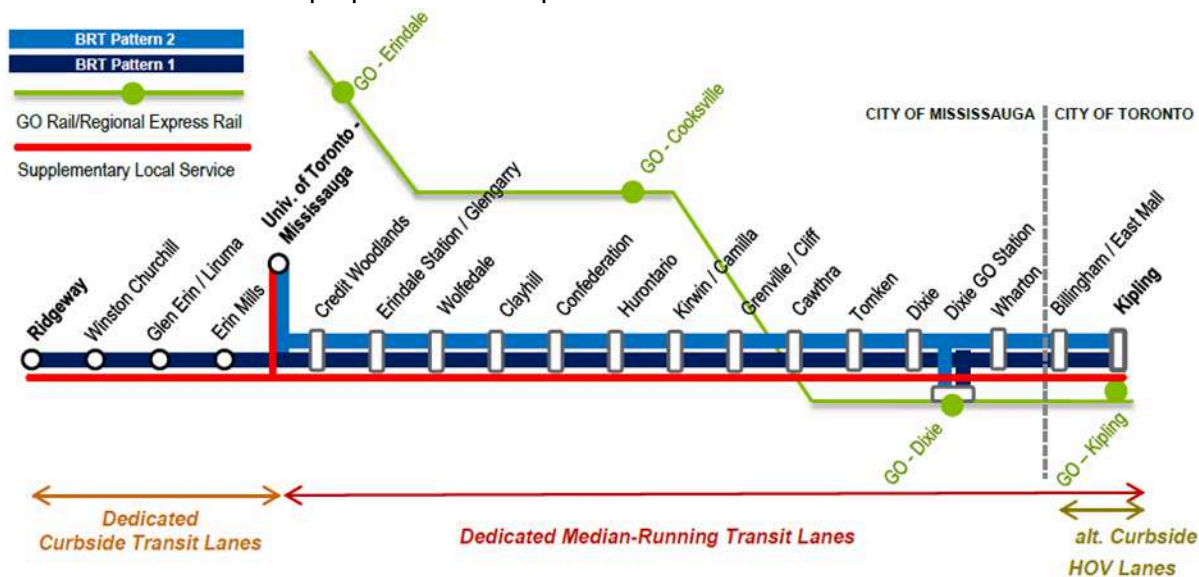


Figure 1 – Proposed BRT service plan

Transit Oriented Residential Development

The plan calls for significant new residential density along the street, and in so doing delivers on the Mississauga Official Plan designation of Dundas as an intensification corridor. As the figure

below illustrates, new densities will permit residential buildings of as high as six storeys along Dundas; of twelve storeys in the Winston Churchill, Erin Mills, Erindale Station, Cawthra, and Etobicoke Creek Focus Areas (i.e., areas around these Dundas intersections that are most likely to support transit-oriented development and growth); and up to 25 storeys in the Cooksville and Dixie Focus Areas, which are nodes where several rapid-transit lines will intersect: GO Transit in both cases, and Hurontario LRT in the former. These heights were determined through input from the public, which offered considerable support for mid-rise infill across the corridor; best practices in urban intensification; and analysis of projected market demand and potential for density over the 25-year horizon. These proposals were also discussed in the Dundas Connects Council Working Group as they were being developed.

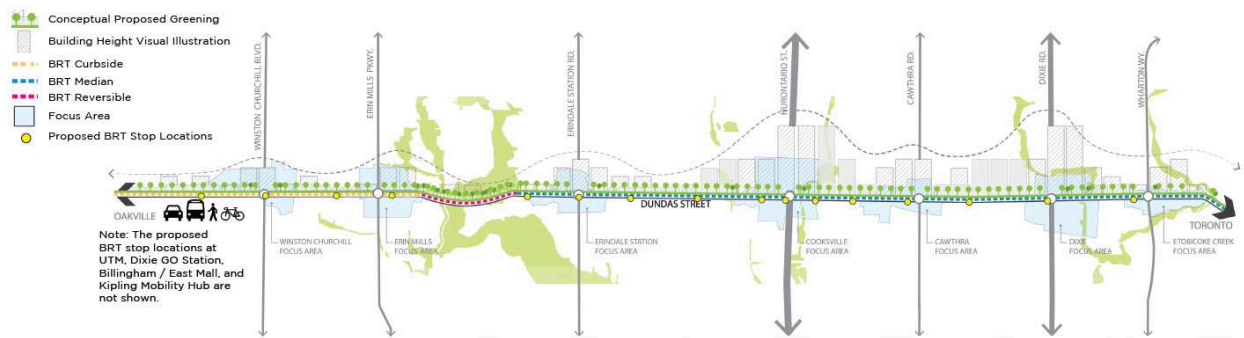


Figure 2 – Proposed heights and greening of corridor

The provincial Growth Plan for the Greater Golden Horseshoe, as updated in 2017, directs that cities accommodate 60% of all new residential growth in built-up areas, with specific density targets for major transit station areas. Implementing Dundas Connects will help the City achieve these goals. Project forecasts show that without Dundas Connects, the corridor would grow by only 13,000 additional residents and 3,300 jobs to 2041, whereas the Dundas Connects plan will increase that growth to 52,000 additional residents and 9,600 additional jobs (for more on this, please see figure 4-2 in the Master Plan). New growth would feature relaxed parking minimums, encouraging residents' use of rapid transit and active transportation.

Employment Lands Conversion

To support these land-use recommendations, the plan calls for conversion of some lands within the Dixie and Mavis-Erindale Employment Areas from industrial use to mixed-use residential. Relying on the concurrent work being done on the Interim Control By-Law, Dundas Connects' analysis concludes that these places are relatively stable older employment areas undergoing a slow but steady shift away from industrial and manufacturing uses to service oriented activities such as retail. Allowing the conversion to residential development will accelerate this process as residential permissions will substantially increase land values. Nevertheless, the transition to new uses will be a gradual process that will take years to realize.

Public Realm

The plan calls for significant changes to the streetscape, which will not only respect the principles of transit-oriented development, but will also make Dundas a safer and more pleasant environment. These changes include implementing dedicated cycling infrastructure along the entire length of the corridor, including a grade-separated cycle track for the bulk of the corridor's length; street trees and furniture; and other public-realm improvements to make the corridor more attractive to cyclists and pedestrians. In order to implement these changes, the right-of-way will generally be expanded from 35m to 42m (except in tightly constrained areas like those near Erindale Park). This expansion will necessitate property acquisition by the City in many places. Some of that acquisition may be achieved through negotiation as part of land development, but others may require direct action on the part of the City.

Flood Mitigation

As part of its mandate, Dundas Connects has been investigating flood risk at Dundas where the corridor intersects the Little Etobicoke and Etobicoke Creeks. This investigation, done in conjunction with the relevant conservation authorities (Toronto and Region, and Credit Valley), has investigated whether the provincially-recognized Special Policy Areas (SPAs) in these locations accurately reflect contemporary flooding patterns, and whether the City might make infrastructure improvements to mitigate the flood risk. These investigations, while funded heretofore through Dundas Connects, are parallel to the project and will continue even though the Master Plan is now finalized.

The initial results of the investigations show that the SPA borders could be updated to reflect an increased risk of flooding west of Dixie at Dundas and a reduced risk east of Dixie, a finding that – if the Province and the conservation authorities accept it – would ultimately permit intensification at the northeast and southeast corners of Dixie and Dundas. Intensification of those areas is in the City's interest, given the close proximity of the Dixie GO Station. Such a change to the SPA borders will require both the Province and the conservation authorities to agree. Further, the consulting team has found that widening and deepening the channel of the Little Etobicoke Creek at Dixie could reduce the flood risk at Dundas significantly.

Relying on the work done to date, the Planning and Building Department of the City will continue to work with the conservation authorities and the Province to amend the SPA boundaries, even after Dundas Connects terminates. Transportation and Works, in conjunction with the conservation authorities, will be initiating a further investigation of flood mitigation measures for Little Etobicoke Creek at Dundas, including the measures identified by Dundas Connects, later this year.

Metrolinx and the City of Toronto

At Metrolinx's Board of Directors meeting on 2017-09-14, the agency noted it was preparing to launch a planning study and business case for the Dundas Corridor between Halton Region and Toronto. That work acknowledges the conclusions of Dundas Connects as sound and, taking the analysis for Dundas within Mississauga as given, builds upon it to investigate the feasibility

of BRT along Dundas in Halton Region. Since that meeting, Metrolinx's planning work has begun and is currently underway. It is expected to complete later in 2018.

As part of Dundas Connects, the project team undertook a transportation analysis of Dundas BRT from the City of Mississauga's border to Kipling Station in the City of Toronto. This work has been shared with staff at the City of Toronto. Metrolinx's study will advance this analysis further.

Next Steps

Assuming that PDC and Council endorse the Dundas Connects Master Plan, future work will proceed along two paths.

The transit recommendations will proceed along one path. As part of the regular biennial planning exercise, staff will consider where Dundas BRT falls within the overall transportation priorities of the City and make recommendations to Council on adjusting the priority list appropriately.

Planning recommendations will proceed along another path. Staff will begin the work of updating Mississauga Official Plan and the relevant zoning by-laws to implement the Dundas Connects vision. Staff will also update growth and density forecasts relevant to the City's compliance with the provincial Growth Plan.

Planning will also work with T&W to continue the SPA update work; matters relating to the flooding-mitigation measures will be taken up as part of T&W's larger Little Etobicoke Creek project.

Strategic Plan

The Dundas Connects study advances the Move: Developing a Transit-Oriented City pillar. Relevant actions include:

- Action 5 – Provide alternatives to the automobile along major corridors
- Action 18 – Require development standards for mixed-use development to support transit
- Action 19 – Accelerate the creation of higher-order transit infrastructure

The study also aligns with the Connect: Completing our Neighbourhoods pillar.

Financial Impact

Endorsing the Dundas Connects Master Plan has no immediate or direct financial impact.

Implementing the Master Plan will pose financial impacts. The Master Plan estimates the capital cost for transit infrastructure and corridor design components for Dundas BRT as ranging between \$422 million to \$502 million (please see section 6.1 of the Master Plan for more detail). These costs are inclusive of infrastructure required for the City of Toronto segment between Etobicoke Creek and Kipling Station, but exclusive of land acquisition and flood-mitigation measures. They are also exclusive of ongoing operating and maintenance costs.

In this regard, it is important to note that the business case for Dundas BRT, which was developed in consultation with Metrolinx, finds that the benefits-cost ratio of the project is 2.5, which is to say that every \$1.00 invested in the project generates a return of that sum plus an additional \$1.50 in benefits. These benefits come in several varieties, including travel-time savings for transit patrons, improved safety and reduced accidents for travellers, and fewer environmentally-harmful emissions.

Accordingly, staff recommended that Council request that Metrolinx, upon completion of its update of the business case for BRT along the Dundas Corridor as a whole, i.e., from Toronto to Halton Region, undertake a review of options by which delivery of Dundas BRT might be funded and implemented.

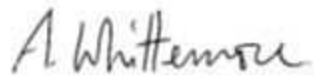
Conclusion

The Dundas Connects project aimed to create a master plan for the corridor that would support sustainable transit-supportive development and intensification along the Dundas Street corridor. That plan is now complete. It recommends BRT along the length of Dundas, linked with changes to land-use regulations to permit increased densification throughout, but especially in Cooksville and near the Dixie GO station. Other recommended changes include improving the public realm to allow for a dedicated cycle path, a wider boulevard, and ample street trees and furniture, as is best practice for transit-oriented development.

Attachments

Appendix 1: Dundas Connects Master Plan

Appendix 2: Stakeholder Comments and Staff Responses



Andrew Whittamore, M.U.R.P., Commissioner of Planning and Building

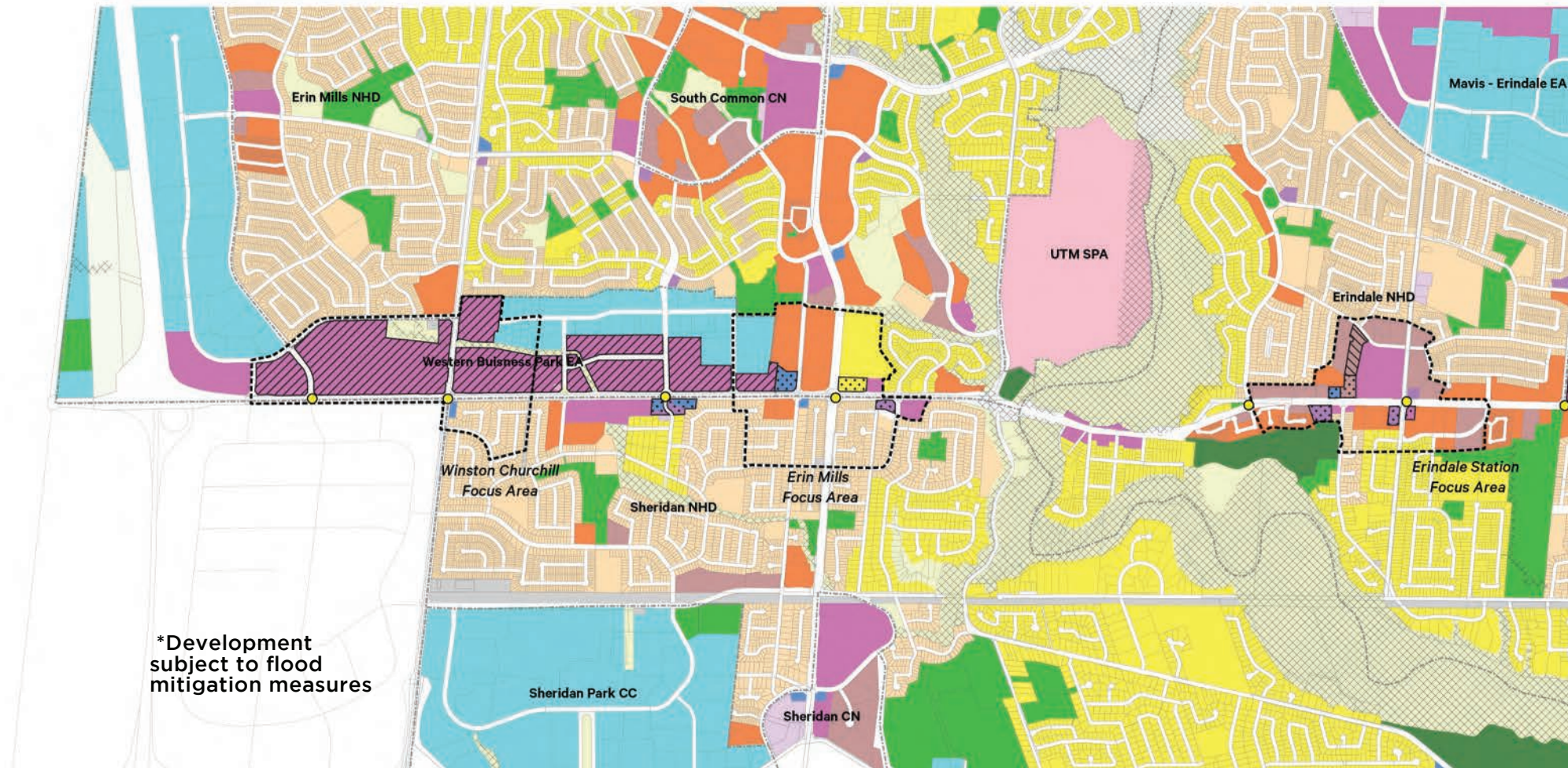
Prepared by: Andrew Miller

V. DUNDAS CONNECTS RECOMMENDATIONS

6,000 jobs. These projected net increases in employment opportunities are anticipated to feature a mix of population-related employment (e.g., retail and services) integrated into mixed use buildings / sites, and office employment. These types of employment uses are generally consistent with those that exist today (albeit in a different form) within those lands proposed for conversion in all three Employment Areas. The combination of the intensification of the existing uses, an overall projected net increase in employment opportunities, and the specific types and locations of these employment opportunities demonstrates that alternative locations for displaced employment uses are not necessary and that there is a viable land use option that results in the same or greater amount of employment opportunities. The conversion to non-employment lands would allow those employment lands that are currently designated Mixed Use and generally located along the Dundas Corridor to permit residential uses. The majority of lands designated Business Employment are not proposed for conversion and will remain available for industrial jobs and protected for employment uses.

In all three of the employment areas, Dixie EA, Mavis-Erindale EA, and Western Business Park EA, the existing uses on lands proposed for conversion are predominantly retail focused with some office and light industrial uses. In the Dixie EA and Mavis-Erindale EA, lands adjacent to those proposed for conversion tend to be predominated by light industrial use with some heavy industrial uses. In the Western Business Park EA, lands adjacent to those proposed for conversion tend to be predominated by light industrial use. Given that the proposed conversion to non-employment uses could entail the introduction of residential uses, a sensitive land use with regard to air quality, noise, odour, and vibration, there is the potential for incompatibility between these sensitive uses and existing employment uses.

Within the Dixie EA and Mavis-Erindale EA, the compatibility of non-employment uses with surrounding land uses was assessed through the Dixie and Mavis-



Erindale Employment Land Use Study. This study examined certain lands within these Employment Areas that are subject to an Interim Control By-Law that temporarily restricts development or expansion of specific types of industrial uses. The Dixie and Mavis-Erindale Employment Land Use Study recommended a number of approaches to address compatibility, including:

- Implementing requirements for land use compatibility assessments for proposed residential uses and other sensitive land uses within lands proposed for conversion to identify mitigation measures to ensure proposed uses will be compatible with existing employment uses
- Implementing requirements for land use compatibility assessments for the expansion of existing low and medium impact employment uses within the lands proposed for conversion to identify mitigation measures to ensure proposed expansions will be compatible with existing residential uses
- Prohibiting the development of new or expansion of existing high impact employment uses within the entirety of the lands examined through the Dixie and Mavis-Erindale Employment Land Use Study

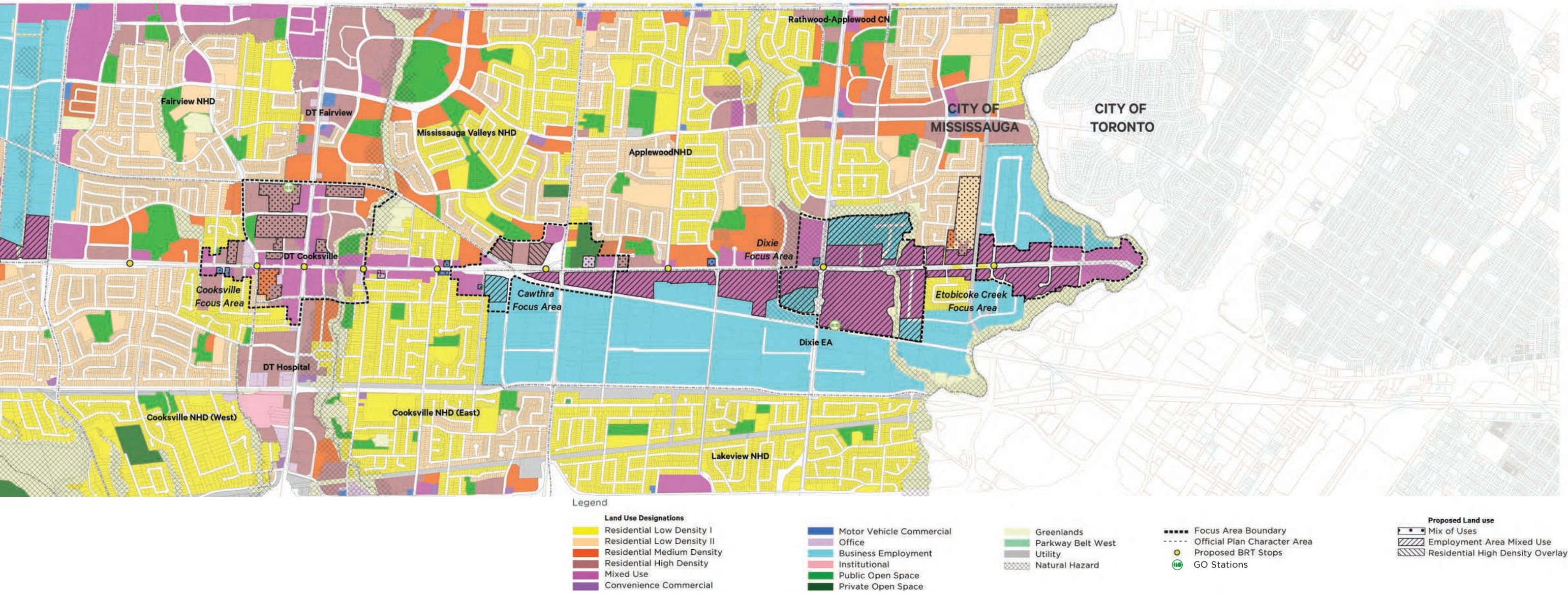


Figure 5-3. Land Use Concept Plan


		2021												2022												2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep			
MTSAs <small>(Excludes Dundas St. MTSAs)</small>	REGION OF PEEL - ROP Amendment (*Subject to Provincial input/approval)																																				
	Regional Interim Report to Council																																				
	Provincial Engagement																																				
	ROPA Refinement																																				
	Additional Engagement (Maybe extended based on Provincial feedback)																																				
	ROPA to Council/Approval (Assuming expedited MTSA policies separate from MCR)																																				
	City of Mississauga - Official Plan Amendment (*Subject to Region and Provincial Input/Approval)																																				
	MTSA Draft OPA to PDC																																				
	MTSA OPA Statutory Public Meeting																																				
MTSA OPA Recommendations Report																																					
Dundas Connects/ Dundas MTSAs	City of Mississauga - Official Plan Amendment																																				
	Draft OPA to PDC Info Report																																				
	OPA Statutory Public Meeting																																				
	OPA Recommendations Report																																				
Dundas Connects TPAP	Transit Project Assessment Process																																				
	Assessment and Pre-Consultation Phase																																				
	TPAP Statutory Consultation																																				
Flood Mitigation Studies	Flood Mitigation Studies																																				
	Little Etobicoke Creek Study EA Process																																				
	Preliminary Design																																				
	Public Information Centre																																				
SPA Review	Special Policy Area Update (*Subject to Flood Mitigation Studies and Construction of Mitigation Measures)																																				
	Prepare ToR for SPA Review																																				
	Etobicoke Creek Preliminary Flood Mitigation (pre-EA)																																				
	Phase 1 Baseline Conditions Report																																				
	Phase 2a Planning Justification Report (proposed changes to SPA/policies, rationale)																																				
	Phase 2b Full Flood Risk Assessment (risks based on various scenarios)																																				
	Phase 3 Implementation - (prepare MOPA, ZBA, SPA Policies)																																				
		Timeline may vary depending on construction of Mitigation Measures																																			



FIGURE 1 SITE CONTEXT PLAN

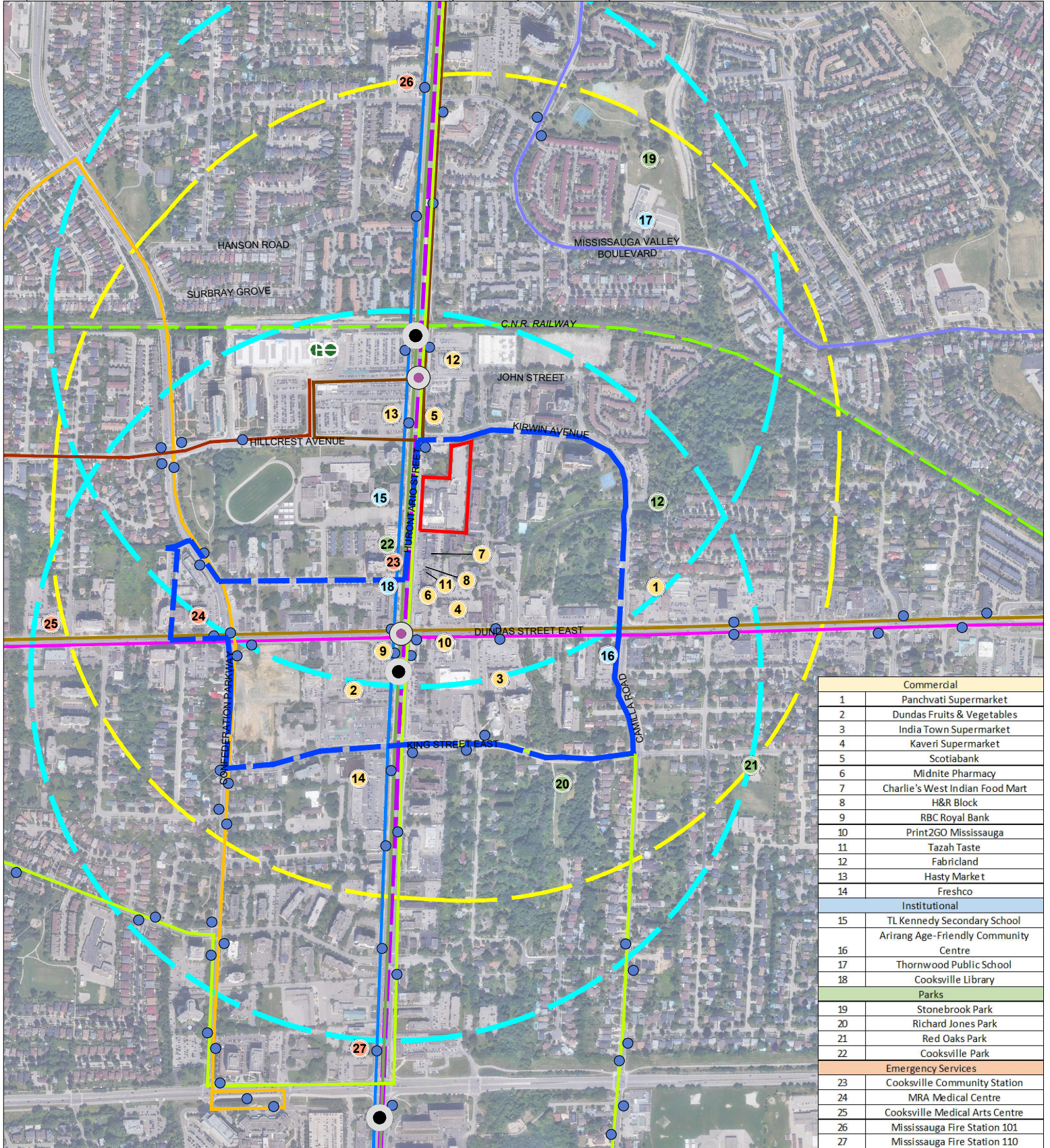
3085 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
July 23, 2021



Commercial	
1	Panchvati Supermarket
2	Dundas Fruits & Vegetables
3	India Town Supermarket
4	Kaveri Supermarket
5	Scotiabank
6	Midnite Pharmacy
7	Charlie's West Indian Food Mart
8	H&R Block
9	RBC Royal Bank
10	Print2GO Mississauga
11	Tazah Taste
12	Fabricland
13	Hasty Market
14	Freshco
Institutional	
15	TL Kennedy Secondary School
16	Arirang Age-Friendly Community Centre
17	Thornwood Public School
18	Cooksville Library
Parks	
19	Stonebrook Park
20	Richard Jones Park
21	Red Oaks Park
22	Cooksville Park
Emergency Services	
23	Cooksville Community Station
24	MRA Medical Centre
25	Cooksville Medical Arts Centre
26	Mississauga Fire Station 101
27	Mississauga Fire Station 110

FIGURE 2 AREA CONTEXT MAP

3085 HURONTARIO STREET,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- 800m Site Radius
- 800m MTSA Buffer
- (Draft Delineated) Dundas Major Transit Station Area
- Miway Route 1/1c
- Miway Route 2
- Miway Route 3
- Miway Route 4
- Miway Route 28
- Miway Route 53
- Miway Route 91
- Miway Route 103
- Miway Route 101/101a
- Metrolinx Future Station
- Bus Stops
- Proposed LRT Station Stop
- Railway Line
- Cooksville GO Station



Scale NTS
July 23, 2021

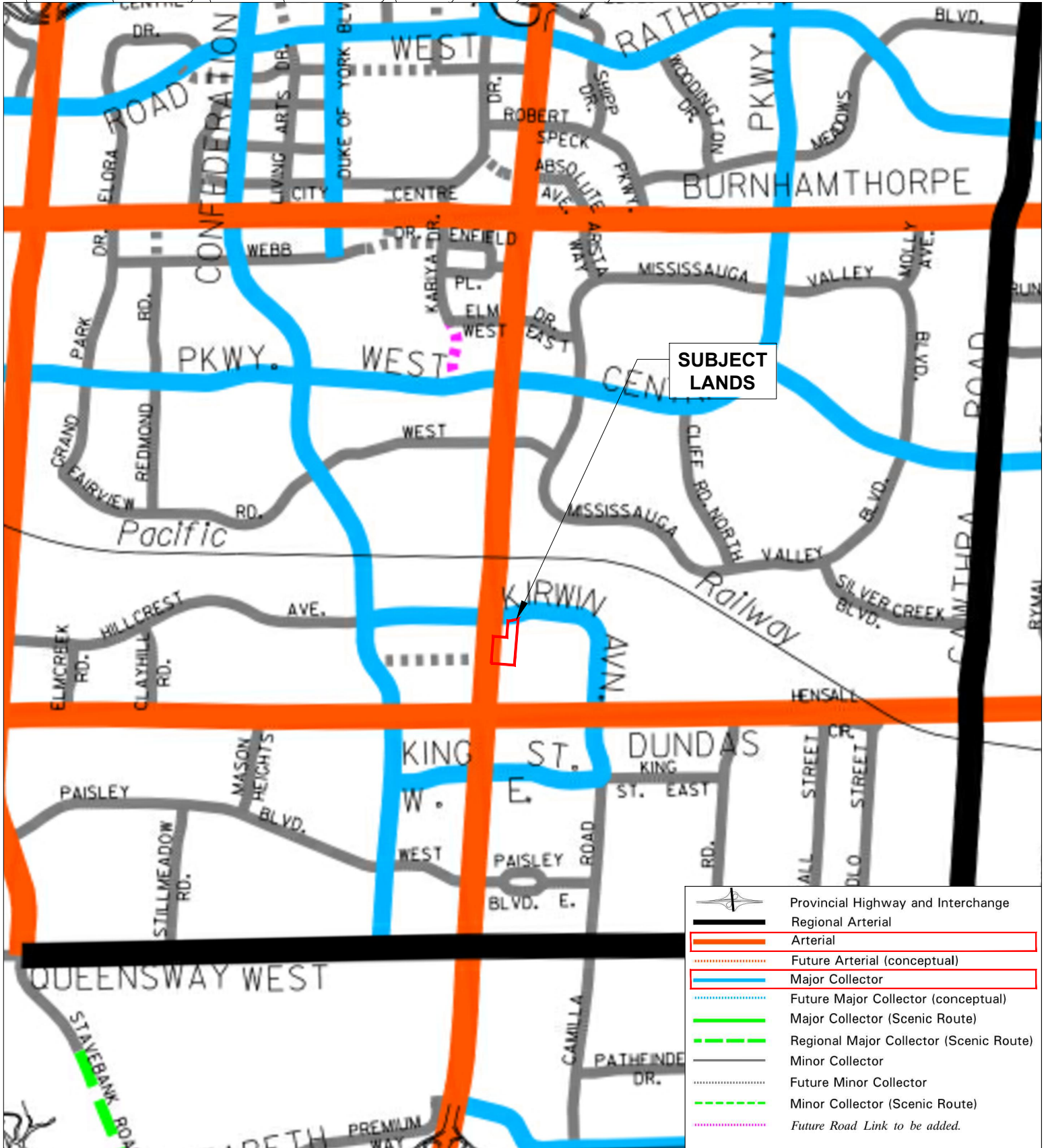


FIGURE 3
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '5' LONG TERM
ROAD NETWORK

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale NTS
 July 23, 2021

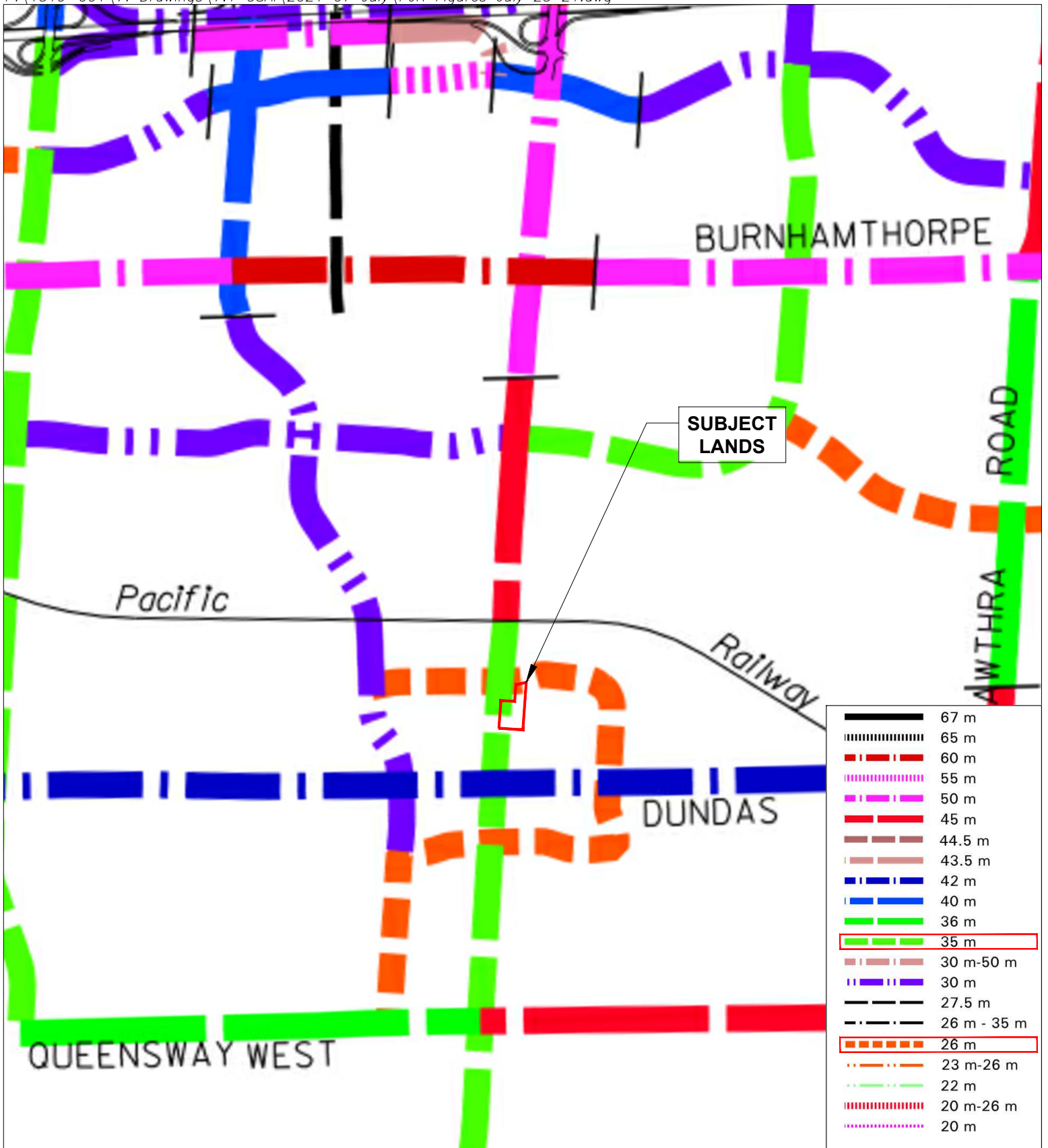



FIGURE 4
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '8' DESIGNATED
RIGHT-OF-WAY WIDTHS

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
 July 23, 2021

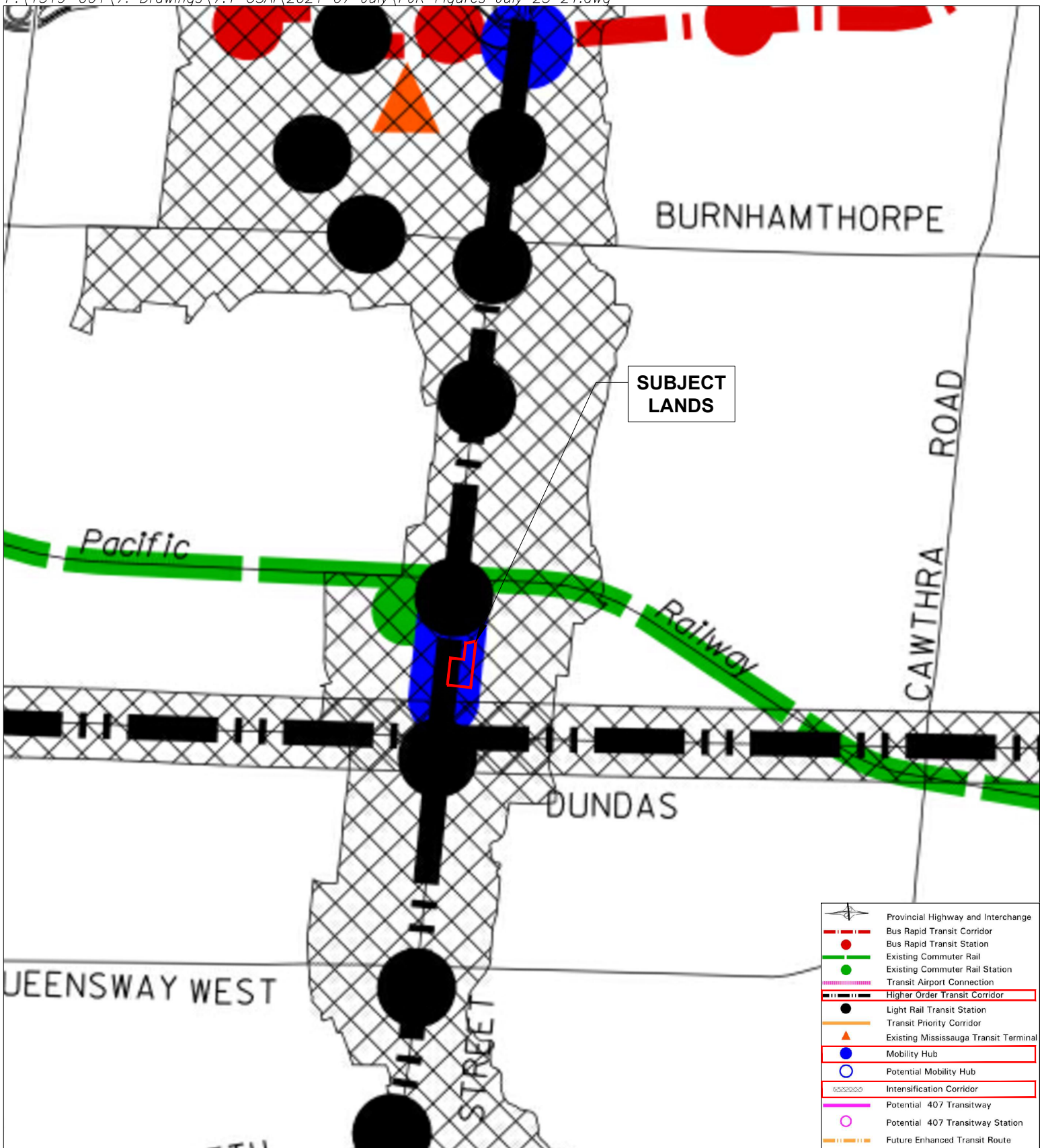



FIGURE 5
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '6' LONG TERM
TRANSIT NETWORK

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
 July 23, 2021

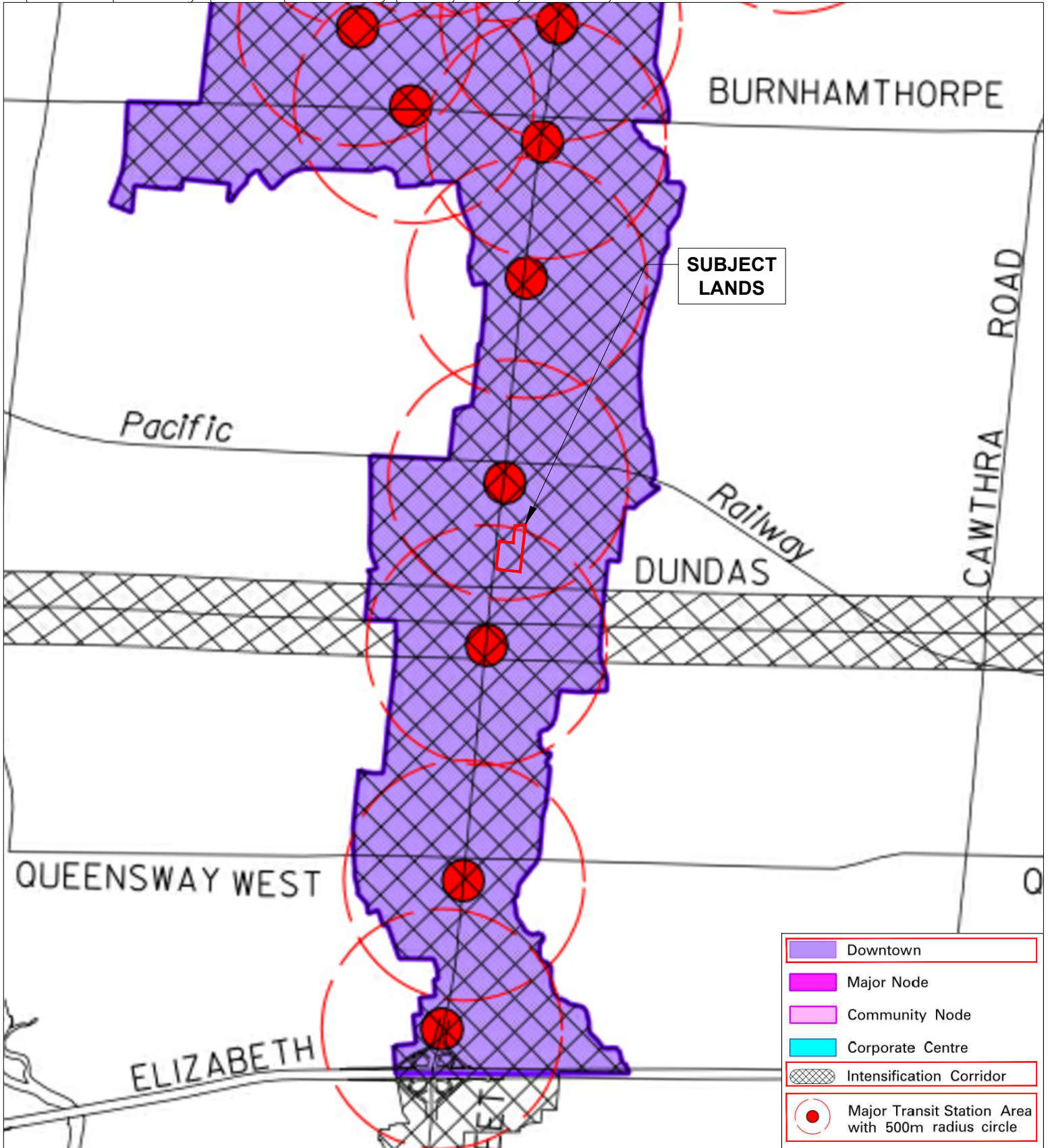



FIGURE 6
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '2' INTENSIFICATION
AREAS

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands





Scale NTS
 July 23, 2021



**FIGURE 7
REGION OF PEEL PRELIMINARY
DRAFT DELINEATED MAJOR
TRANSIT STATION AREAS
(AS OF MAY 2021)**

3085 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  (Draft Delineated) Dundas Major Transit Station Area



Scale NTS
July 23, 2021

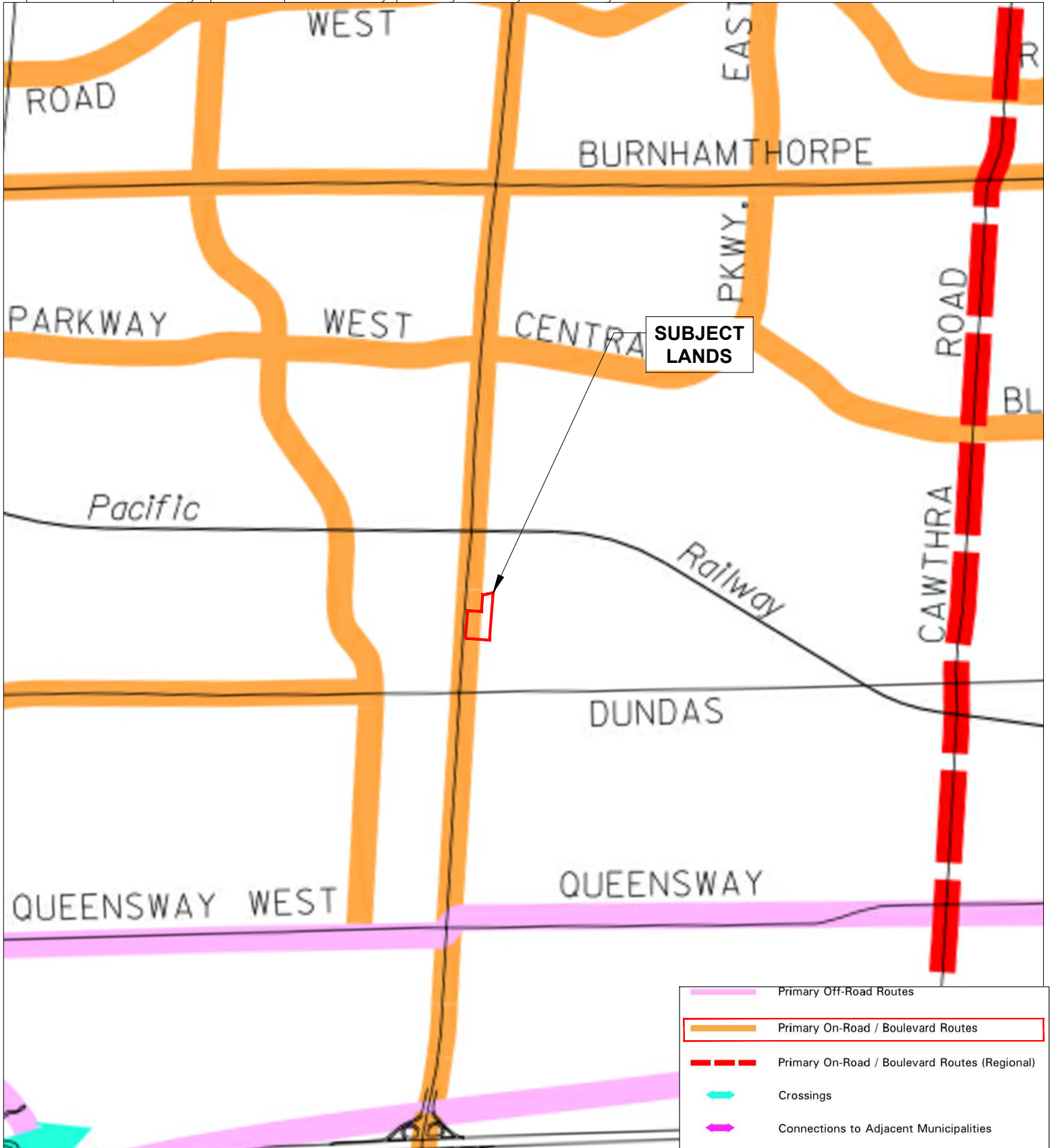



FIGURE 8
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '7' LONG TERM
CYCLING ROUTES

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
 July 23, 2021

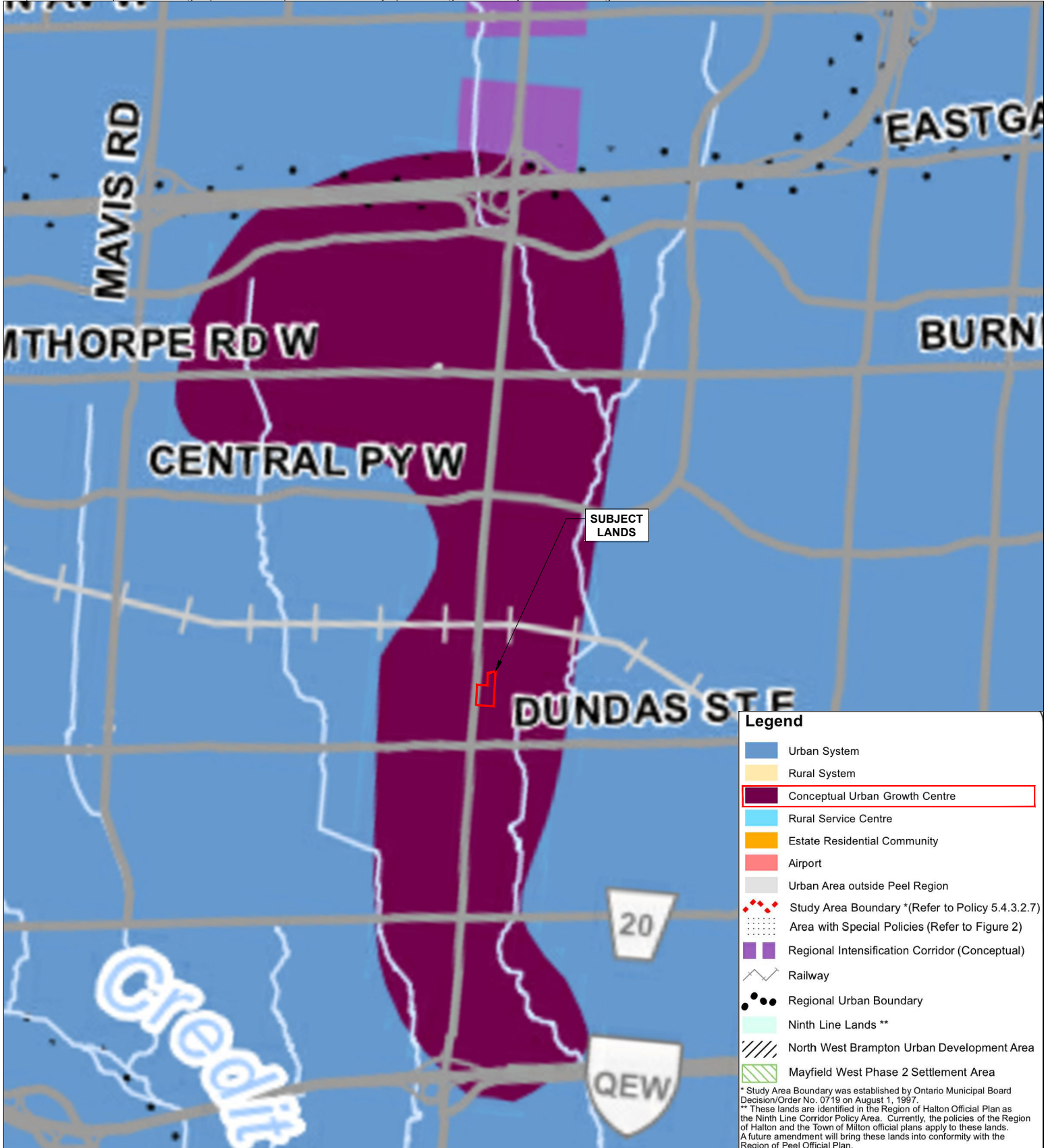



FIGURE 9 REGION OF PEEL OFFICIAL PLAN SCHEDULE 'D' REGIONAL STRUCTURE

3085 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
July 23, 2021

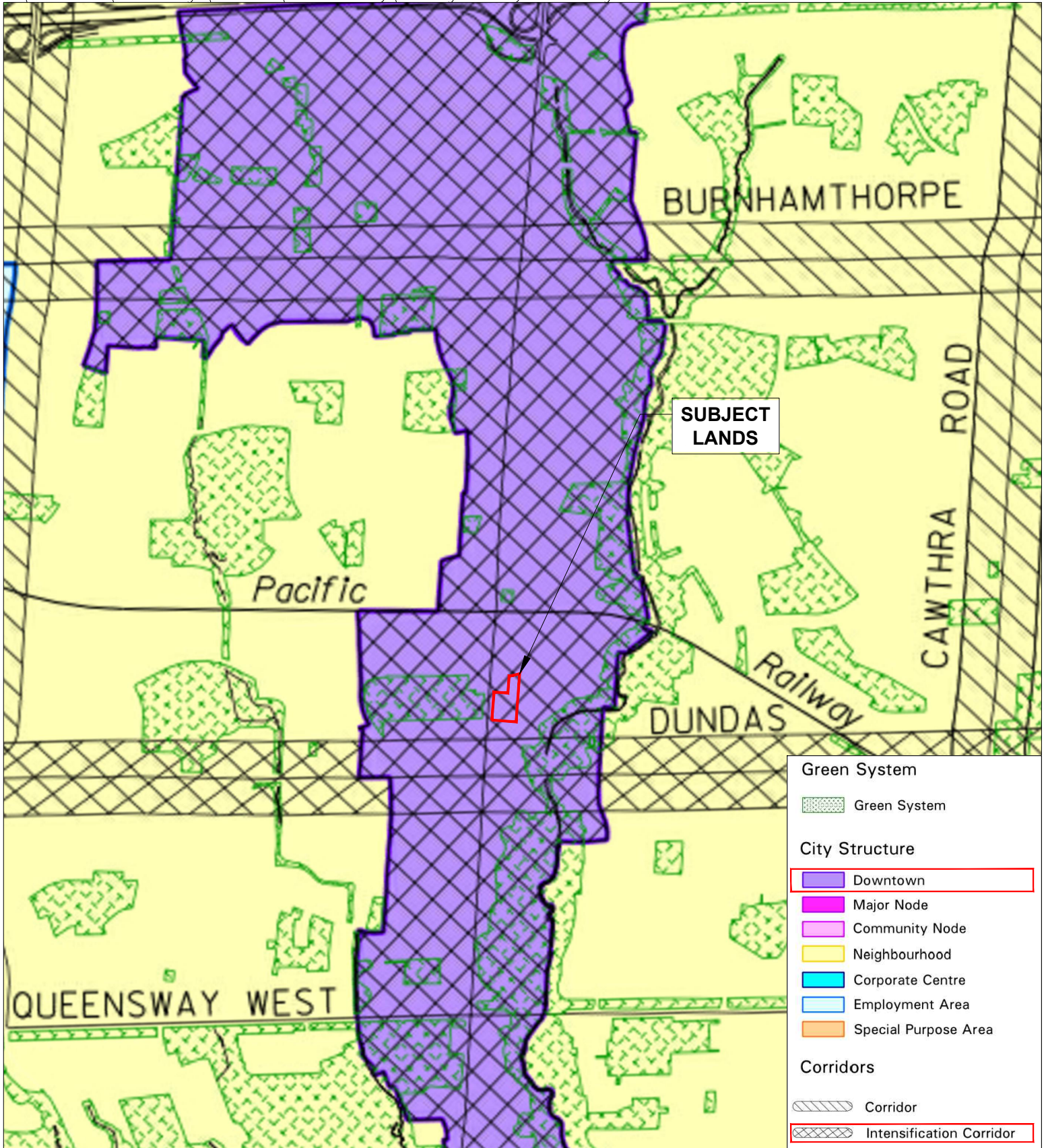



FIGURE 10
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '1' URBAN SYSTEM

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
 July 23, 2021

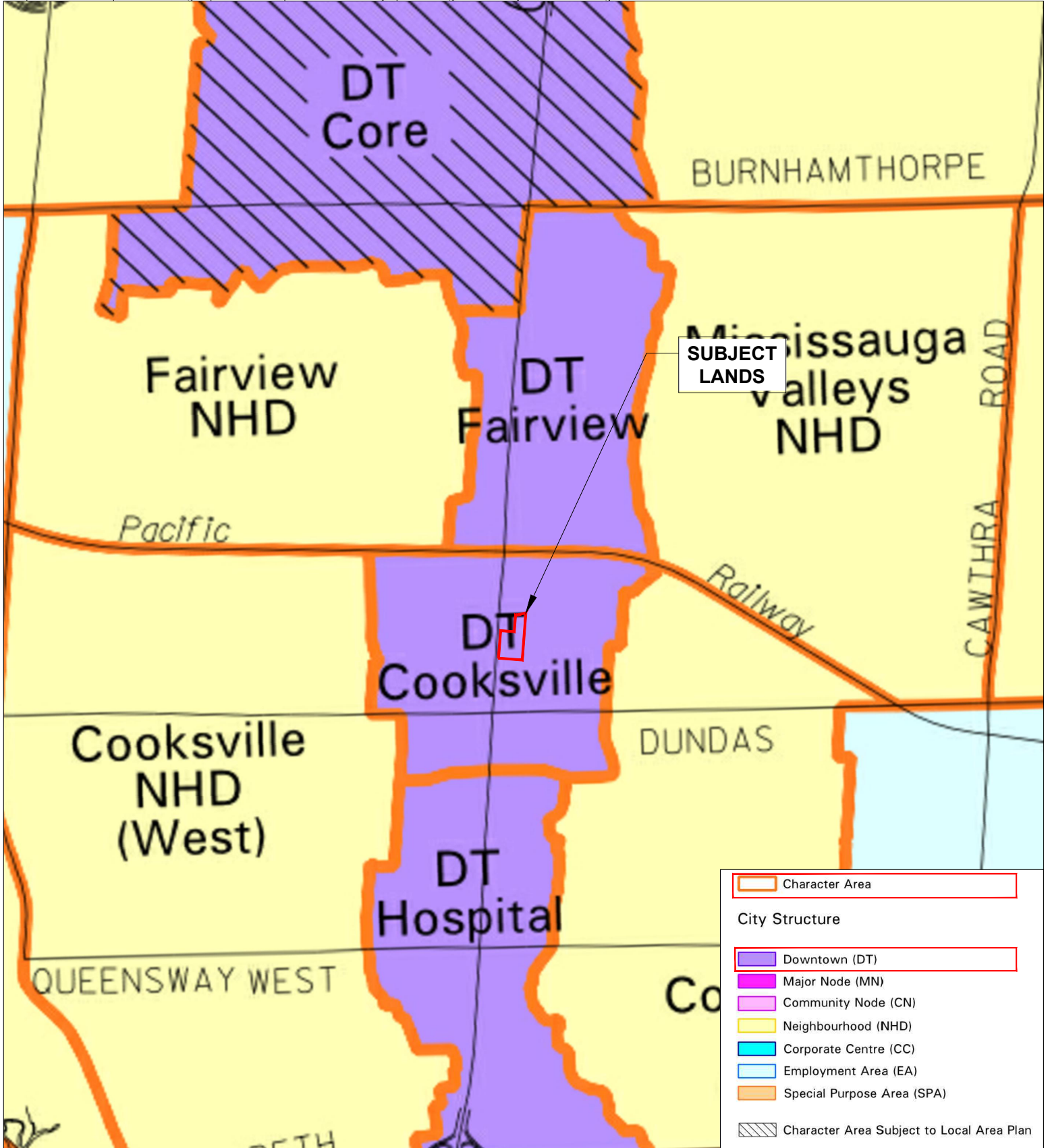



FIGURE 11
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '9' CHARACTER AREAS

3085 HURONTARIO STREET,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale NTS
 July 23, 2021

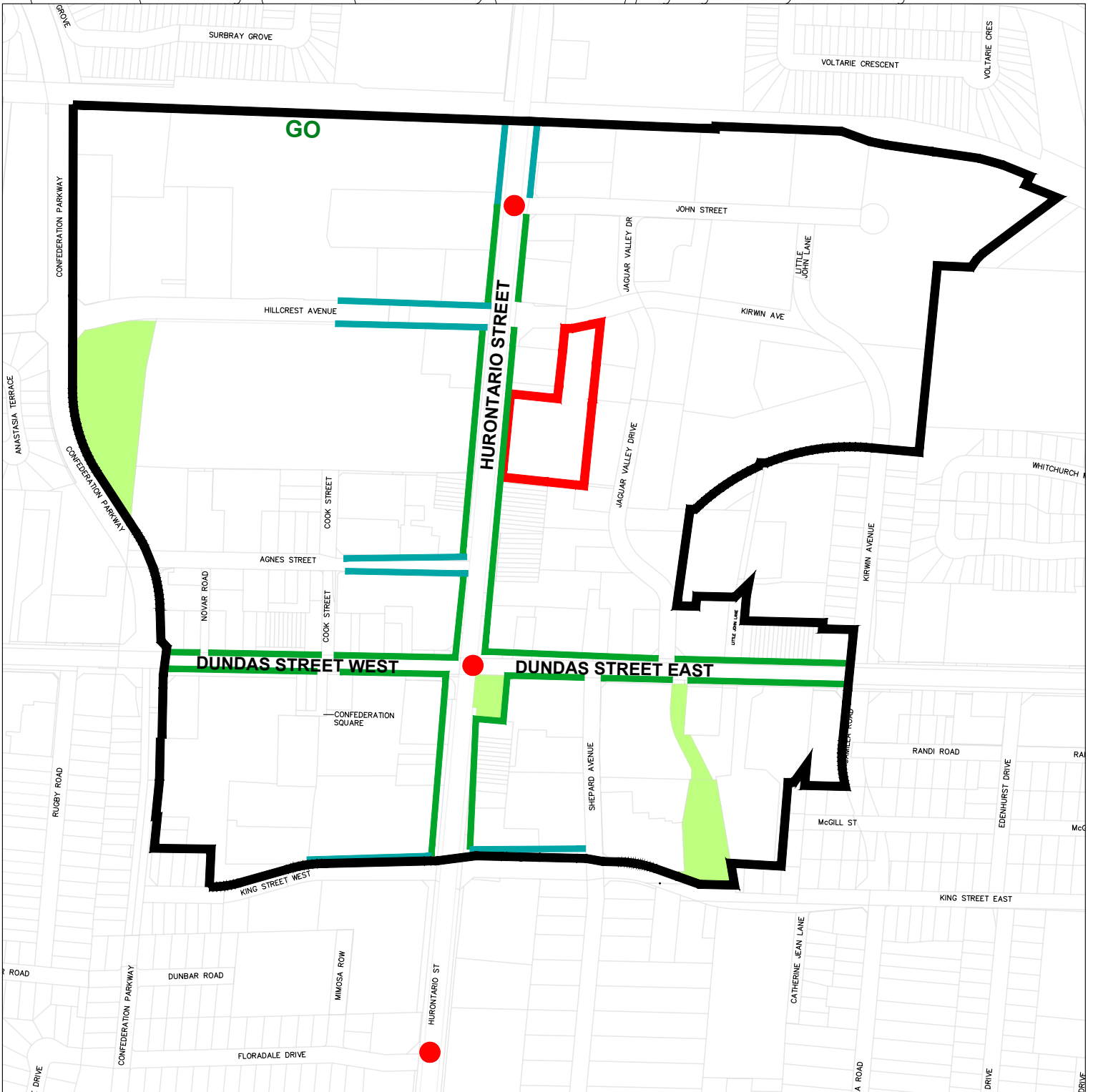








FIGURE 12

HURONTARIO MASTERPLAN DOWNTOWN COOKSVILLE PERMITTED USE MAP

3085 HURONTARIO STREET, CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Downtown Cooksville Area
-  Retail Frontage
-  Commercial or Institutional Frontage
-  Proposed Transit Stop
-  Parks and Open space



Scale NTS
July 23, 2021

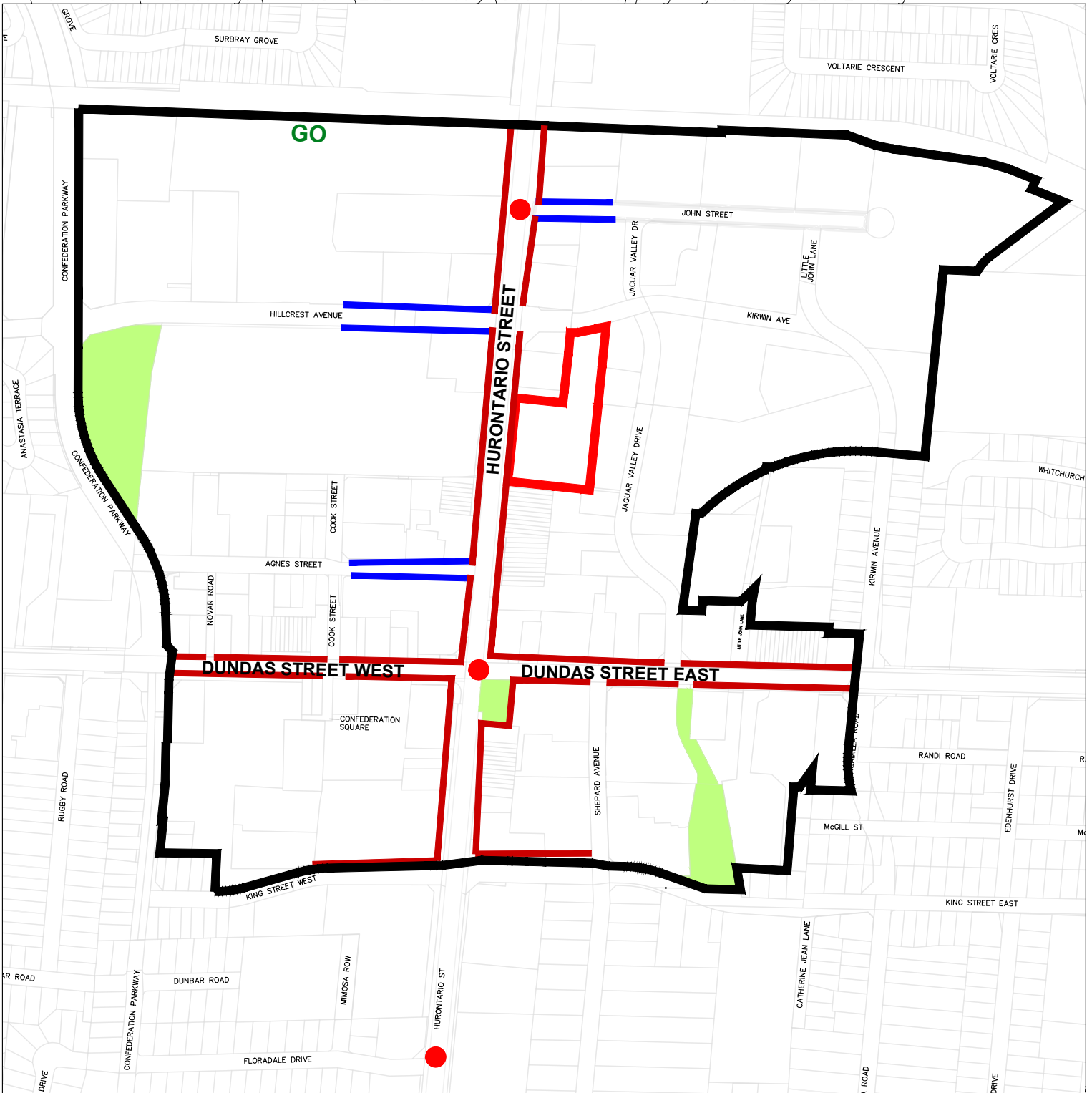


FIGURE 13

HURONTARIO MASTERPLAN DOWNTOWN COOKSVILLE STREET FRONTAGE MAP

3085 HURONTARIO STREET, CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Downtown Cooksville Area
-  Continuous Streetwall
-  Intermittent Streetwall
-  Proposed Transit Stop
-  Parks and Open space



Scale NTS
July 23, 2021

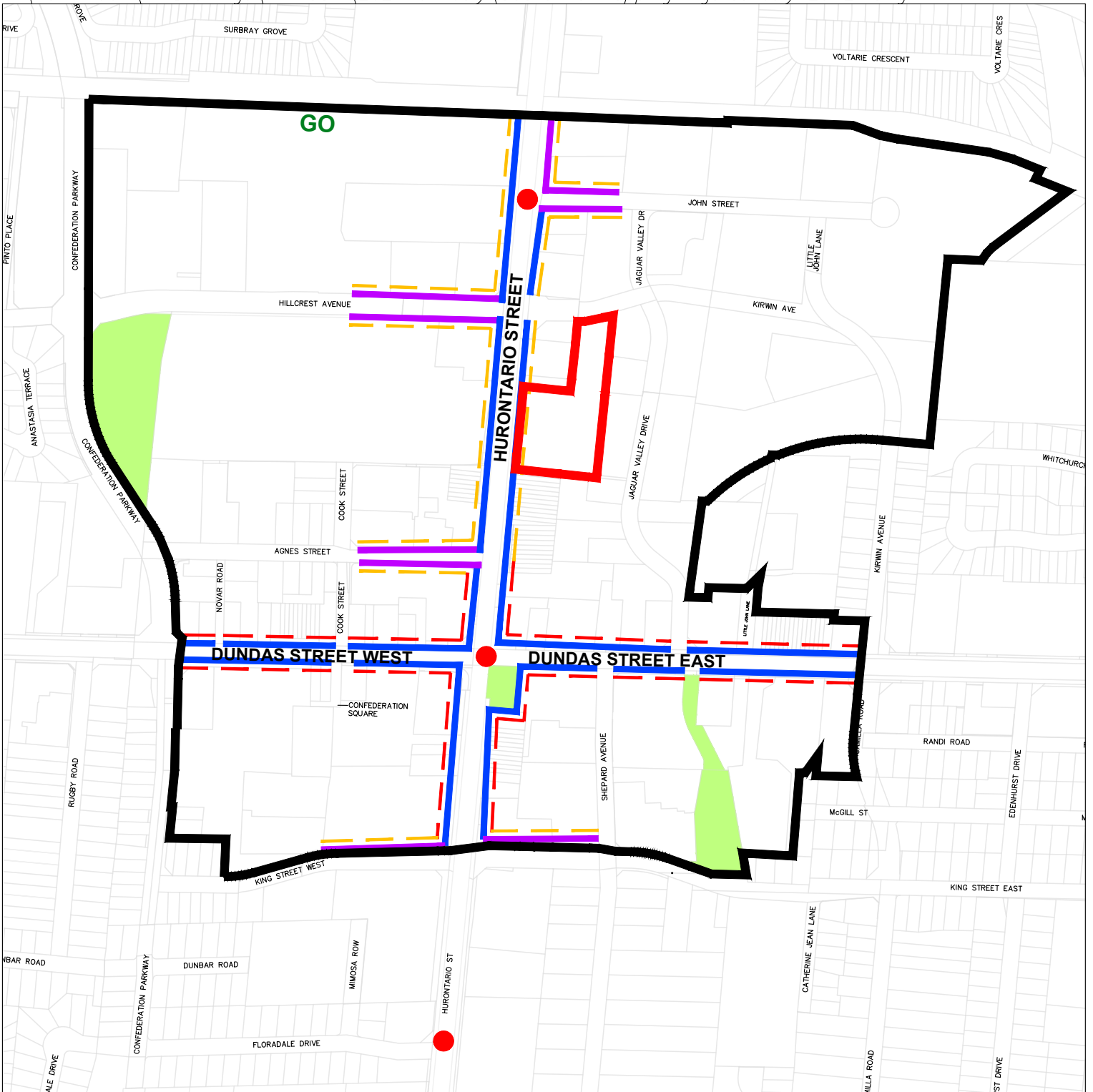










FIGURE 14

HURONTARIO MASTERPLAN DOWNTOWN COOKSVILLE SETBACK MAP

3085 HURONTARIO STREET, CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Downtown Cooksville Area
-  Building must be built at street line (0.0m setback)
-  Building must be built within 2.5m of street line
-  Additional Setback of at least 2.5m required above podium
-  Additional Setback measured at 45° angle required above podium
-  Proposed Transit Stop
-  Parks and Open space



Scale NTS
July 23, 2021

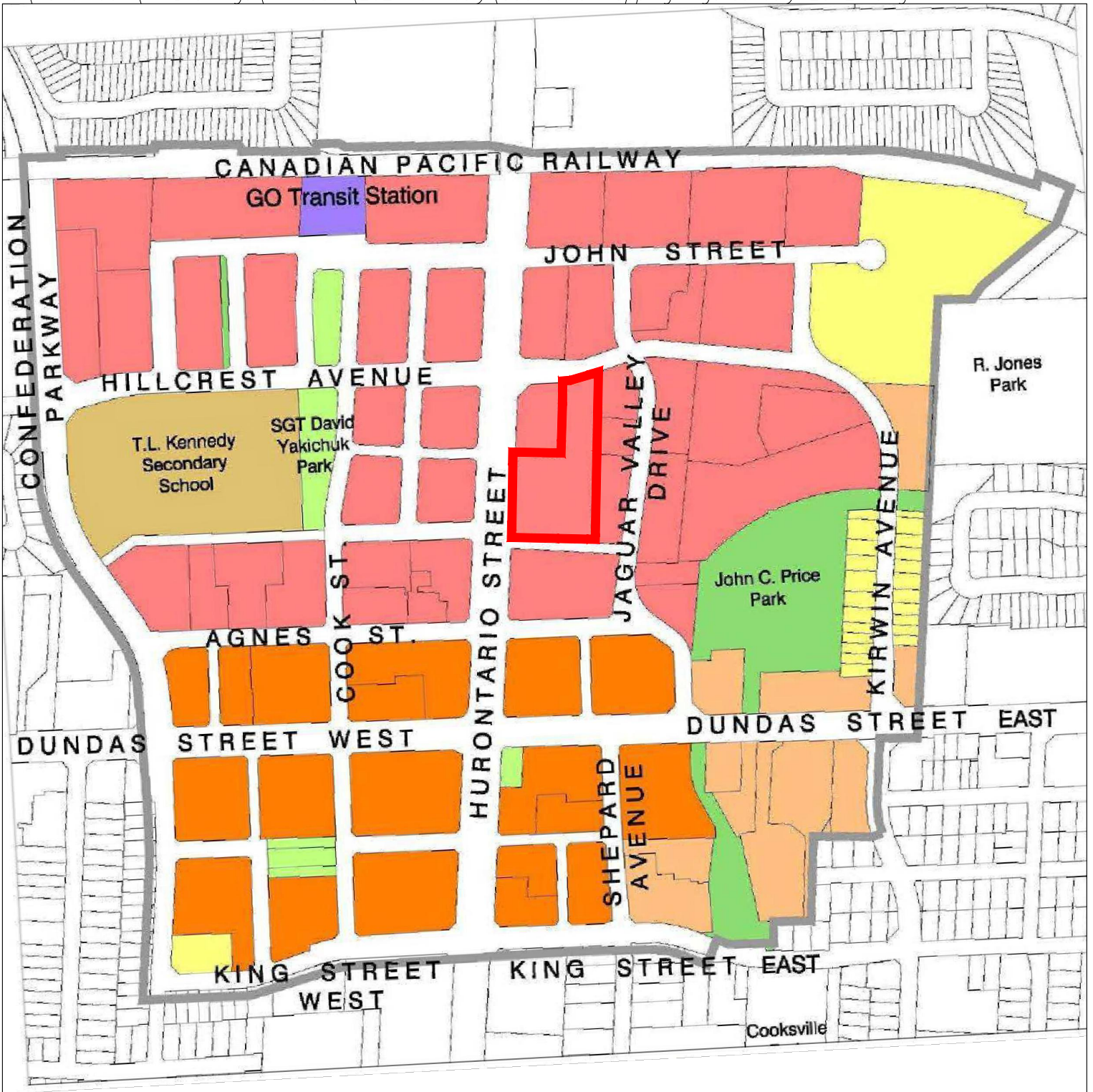








FIGURE 15

COOKSVILLE MOBILITY STUDY - PROPOSED HEIGHT AND DENSITY PLAN

3085 HURONTARIO STREET, CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Cooksville Focus Area
-  4.0X FSI - 25 storey (max.)
-  3.0X FSI - 20 storey (max.)
-  3.0X FSI - 8 storey (max.)
-  2.0X FSI - 4 storey (max.)



Scale NTS
July 23, 2021

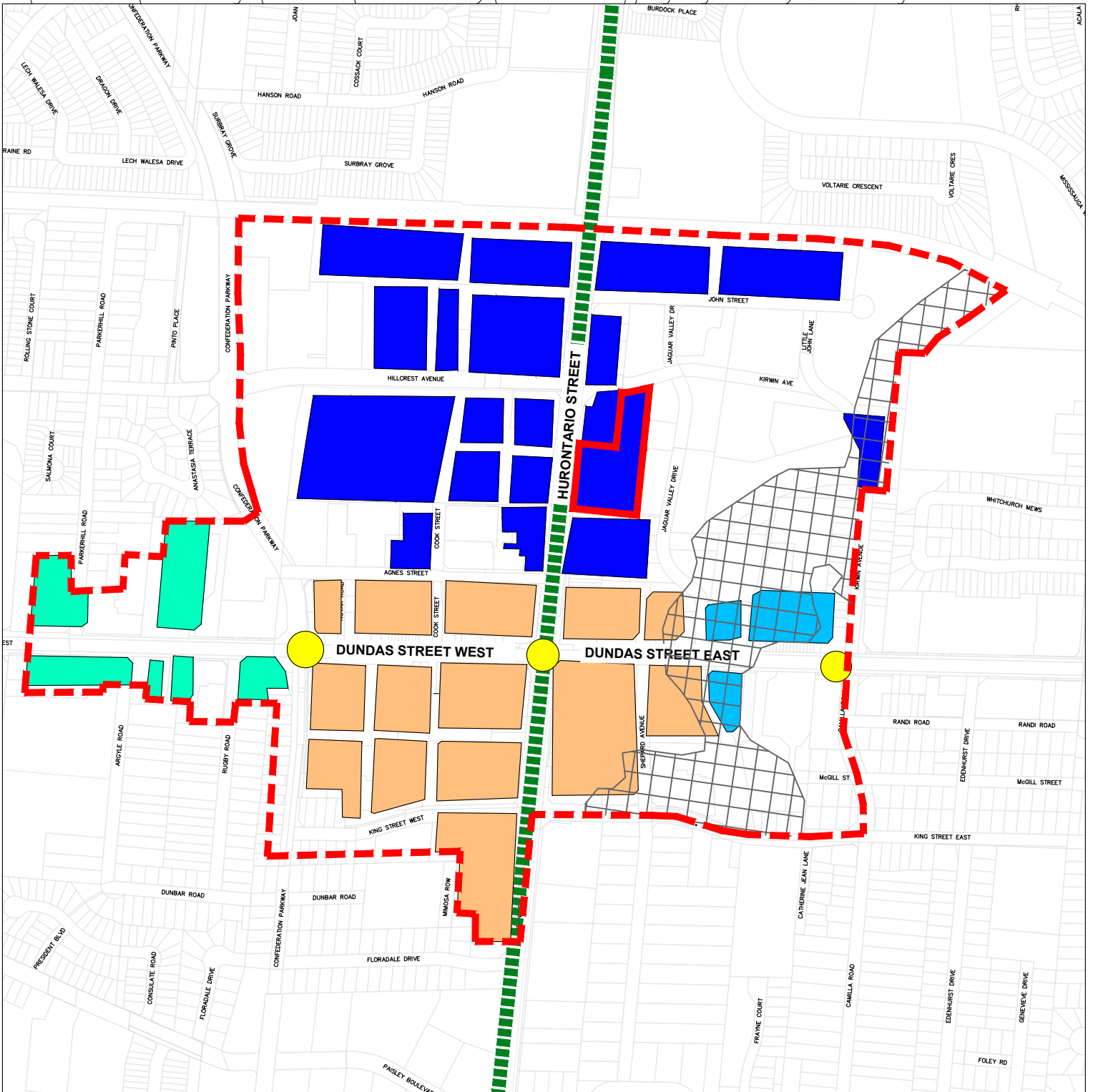










FIGURE 16

DUNDAS CONNECTS BUILT FORM CONCEPT PLAN

3085 HURONTARIO STREET, CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Cooksville Focus Area
-  Minimum 3 Storeys, Maximum 25 Storeys
-  Minimum 3 Storeys, Maximum 20 Storeys
-  Minimum 3 Storeys, Maximum 12 Storeys
-  Minimum 3 Storeys, Maximum 8 Storeys
-  Natural Hazard Lands
-  Proposed Transit Stop



Scale NTS
July 23, 2021

