

Recommendation Report Detailed Planning Analysis

Owner: Mississauga II GP Inc. (Emblem Developments)

85-95 Dundas Street West and 98 Agnes Street

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed towards traffic and construction timing and disruption. Below is a summary and response to the specific comments heard.

Comment

Novar Road has too much traffic and the road needs to be widened.

Response

In support of the proposed development, a traffic impact study (TIS) was submitted which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network and specifically on Novar Road can be managed and accommodated within the original planned capacity. Further, a road widening is being dedicated to the City as part of the approval of these applications.

Comment

The proposal will cause disruption when construction occurs on the project.

Response

It is anticipated that there will be some level of disruption to the area resulting from construction activity occurring on the subject property. A Construction Management Plan may be required prior to building activities onsite. Mud tracking will be

managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control By-law which regulates the period of time when construction equipment can operate in residential areas.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 9, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated April 7, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept, including confirmation that groundwater generated from the proposed underground parking will be managed onsite, and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site

are being pursued, and low impact design features are also being proposed within landscaped areas and amenity spaces.

Additional information is required to satisfy the construction of the Novar Road storm sewer extension and water balance criteria, but these requirements and overall refinement of the stormwater management report can be addressed prior to the lifting of the 'H' holding symbol.

Traffic

Three traffic impact study (TIS) submissions were provided by GHD Limited in support of the proposed development. The third submission, dated October 2020, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 103 (26 in, 77 out) and 148 (85 in, 63 out) two way site trips for the weekday AM and PM peak hours in 2023 given the site's close proximity to higher order transit (future Hurontario LRT and Dundas BRT).

The additional traffic generated by the proposed development, the study area intersections and the proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Road improvements will also be made to Novar Road which will be widened and constructed to municipal standards, all of which will be addressed prior to the lifting of the 'H' holding symbol.

Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA) (20-012), dated March 17, 2020, and prepared by Grounded Engineers Inc. and the Record of Site Condition, the site meets the applicable standards.

Noise

The evaluation of the noise sources that may have an impact on this development include road traffic. Noise mitigation will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the site plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

Other Engineering Matters

Municipal Infrastructure, including but not limited to road and storm sewer outlet works, intersection works, pavement marking and signage, land dedication/easements (along Novar Road and Dundas St. W) and boulevard works are required to support this proposed development. Novar Road is currently a two-way paved/ditched municipal road and will have to be reconstructed to an ultimate 20 metre right of way as identified on the Mississauga Official Plan. These requirements will be further evaluated as part of the municipal infrastructure detailed design prior to the lifting of the 'H' holding symbol.

Other site specific details related to internal site grading and servicing connections will be dealt with through the site plan process.

School Accommodation

On May 27, 1998, Council adopted Resolution 152-98 which, among other things, requires that a Bill 20 development application include the following as a condition of approval:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.

In comments dated December 19, 2019, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

Section 1.1.3.3 of the PPS states that "planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment,

and compact form, while avoiding or mitigating risks to public health and safety”.

The PPS is implemented through the City's official plan policies. Specifically as it relates to this proposal, Section 5.3.1.3 of Mississauga Official Plan (MOP) (Downtown) states that Downtown is an Intensification Area. Section 5.3.1.9 of MOP states that the Downtown will develop as a major regional centre and is the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.

Section 9.2.1 of MOP (Intensification Areas) indicates that intensification areas such as the Downtown are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

The applications seek to permit an 18 storey apartment building containing 428 dwellings and 272.9 m² (2,937.5 ft²) of ground floor commercial space. The development is located along a future Bus Rapid Transit line on Dundas Street and within 270 metres (886 ft.) of a future Light Rail Transit line on Hurontario Street. The proposal will contribute to the vibrancy of Downtown Cooksville through the intensification of an

underutilized parcel of land with an active façade on Dundas Street West and an attractive public realm.

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Community Nodes. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

6. Region of Peel Official Plan

The subject property is located within the Region of Peel's Urban System. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented, transit supportive and context appropriate.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences the processes that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas including the Downtown (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

Comments were provided by the Region of Peel indicating that the official plan amendment has been exempted from Regional Approval.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Downtown Cooksville Character Area, to permit a residential apartment building. Section 19.5.1 of the Mississauga Official Plan provides the following criteria for evaluating site specific official plan amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Downtown Cooksville Character Area, which is currently occupied by a three storey commercial building that is vacant, and associated surface parking lot. The anticipated population is well within the forecasted growth for the character area.

The subject site is designated **Mixed Use** (south half) and **Residential High Density** (north half). The **Mixed Use** designation permits commercial and residential uses. The **Residential High Density** designation permits residential uses, including apartments. The applications propose to

redesignate the entire site to **Residential High Density** to permit an 18 storey apartment building with ground floor commercial floor space. The proposal is meeting the objectives of intensification in the Downtown Cooksville Character Area of the City.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Downtown Cooksville Character Area, which is an Intensification Area. A range of uses are permitted in the Downtown including residential and commercial uses. The surrounding lands include high density residential uses to the north, commercial uses to the east and west and future medium density uses to the south. The proposed amendment and resultant development is compatible with the surrounding area.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

Routes 1, 1c, 101, 101A on Dundas Street, which have direct access to the Dixie GO Station, and the Kipling and Islington subway stations (TTC).

There is a transit stop on Dundas Street West within 75 m (246 ft.) of the site for eastbound service. There is a transit stop on Dundas Street East within 210 m (689 ft.) for westbound service.

The site is also within 1.0 km (0.62 miles) of the Cooksville GO station, which provides two-way peak GO Train service.

The proposal is well served by facilities in Downtown Cooksville. This includes retail, financial institutions, restaurants, service commercial, and offices. This area is well served by community facilities such as the Cooksville Library and Sgt. David Yakichuk Park, both of which are located within a 350 m (1,148.29 ft.) radius of the site.

The site is in proximity to a cycling lane on Confederation Parkway, which connects with other east-west cycling facilities.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Rendering

The applicant has provided a revised rendering and site plan as follows:



Rendering



Site Plan

9. Zoning

The site is currently zoned **C4** (Mainstreet Commercial) (south half) and **D-1** (Development) (north half). A zoning by-law amendment is required to rezone the lands from **C4** (Mainstreet Commercial) and **D-1** (Development) to **H-RA4-Exception** (Apartments) to accommodate the 18 storey apartment building. In addition, a number of commercial uses are proposed within the podium.

The proposal is characteristic of a **RA4** (Apartments) zone. The proposed **H-RA4-Exception** (Apartments) is appropriate to accommodate the proposed redevelopment of the site.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Maximum Floor Space Index (FSI) – Apartment Zone	1.8	7.9
Minimum Front Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Interior	4.5 m (24.6 ft.) to 9.0 m (29.5 ft.)	0.9 m (2.9 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Side Yard		
Minimum Rear Yard (Agnes Street)	7.5 m (24.6 ft.) to 15.0 m (49.2 ft.)	5.3 m (17.4 ft.)
Maximum encroachment of a balcony above the first storey into a required yard	1.0 m (3.28 ft.)	1.5 m (4.9 ft.)
Minimum setback from underground parking structure to any lot line	3.0 m (9.8 ft.)	0.5 m (1.64 ft.)
Minimum depth of a landscape buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 metres (0.0 ft.) – 3.0 metres (9.8 ft.)
Minimum Amenity Area per dwelling unit	5.6 m ² (60.3 ft ²)	4.9 m ² (52.7 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	21.9%
Minimum number	1.25 resident spaces	0.9 resident spaces per

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
of parking spaces	per one-bedroom unit 1.40 resident space per two-bedroom unit 1.75 resident space per three-bedroom unit 0.20 visitor spaces per unit	one-bedroom unit 1.0 resident spaces per two-bedroom unit 1.3 resident spaces per three-bedroom unit 0.15 visitor spaces per unit
Minimum number of bicycle parking	N/A	0.7 space per dwelling unit (long term) 0.08 spaces per dwelling unit (short term)
Shared Parking between non-residential uses and visitor parking spaces	Not permitted to be shared	Required parking for non-residential uses shall be shared with residential visitor parking spaces. The greater required parking between non-residential uses and visitor parking spaces shall apply.

10. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- Land dedications (road widenings);
- Upgraded streetscape works;
- Execution of a Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority; and,

11. Site Plan

Staff have worked with the applicant throughout the rezoning process to come up with a built form that creates an appropriate design response to Dundas Street West, Novar Road, Agnes Street and the surrounding context. Along Dundas Street West, the building incorporates a generous step back between the podium face and the building above that establishes a human scale streetwall height.

The upper storeys of the building along Dundas Street West are stepped back following an angular plane to help reduce the physical impact of the structure along the street. Active frontage with retail uses is created fronting onto Dundas Street to contribute to the planned main street character of the street.

Along Novar Road and Agnes Street, a setback is provided to give the building room for streetscaping and private amenity areas for the residential units. Townhouse format units each with their individual private entrance have been incorporated into the frontage on Novar Road and Agnes Street to articulate the ground floor of the building and create residential character. Also along Agnes Street the building massing

above the podium is stepped back generously to reduce the visual impacts of the building and transition to the residential area to the north.

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application was submitted concurrently with the official plan amendment and rezoning applications under File SP 19-130 and the applicant is working to address all comments.

12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Re-use of rainwater for irrigation purposes;
- Secure bicycle storage;
- Soil cell / Silva cells, supporting the proposed planting of at-grade vegetation on upgraded boulevards.

13. Section 37 Community Benefits (Bonus Zoning)

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as the proposal is within the maximum height permission in the Residential High Density designation in MOP and, therefore, does not meet the eligibility requirements contained in Corporate Policy 07-03-01 – Bonus Zoning.

14. Conclusions

In conclusion, City staff have evaluated the applications to permit an 18 storey apartment building containing 428 dwellings and 272.91 m² (2,937.5 ft²) of ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to intensify an underutilized parcel within the Downtown Cooksville Character Area. The proposal is compatible with adjacent uses and provides for a built form that is transit supportive and supports a mix of housing choice in the City. The proposed building will include an active façade on Dundas Street West and upgraded boulevards that will contribute to the walkability in the Downtown area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of this application, subject to the recommendations provided in the staff report.