

## Recommendation Report Detailed Planning Analysis

**Owner: Mississauga I GP Inc. (Emblem Developments)**

**86-90 Dundas Street East**

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## 1. Community Comments

Although community and public meetings were held, there were not any comments from the public on these applications

## 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 February 5, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Transportation and Works

Comments updated June 10, 2020, 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.

The evaluation of the noise sources that may have an impact on this development included 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.

The Functional Servicing Report (FSR) indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving watercourse, on-site stormwater management controls for the post development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept, including a commitment to manage the groundwater onsite generated from the proposed underground parking, and that there will be no impact on the receiving watercourse. Water reuse for landscaped areas on site is being pursued.

Additional information is required to satisfy the groundwater management strategy, slope stability requirements, construction of the outlet, as well as overall refinement of the stormwater management report, all of which can be addressed prior to the lifting of the 'H' holding symbol.

A total of four (4) traffic impact study (TIS) submissions were provided by GHD in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the fourth submission, dated September 24, 2019 the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 76 (19 in, 58 out) and 124 (70 in, 54 out) two-way site trips for the weekday AM and PM peak hours in 2021

respectively given the site's close proximity to higher order transit (Future Hurontario LRT and Dundas BRT).

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

The results of the Environmental Site Assessments prepared by Soil-Mat Engineers & Consultants Ltd. indicate that remediation of the site is required; Environmental Consideration and Preliminary Remedial Action Plan, dated September 20, 2018, prepared by Soil-Mat Engineers & Consultants Ltd. has been received. The report outlines the proposed remediation plan for the property.

Upon completion of the remediation, a Final Clean-up Report must be submitted to the City confirming the suitability of the site, including any lands to be conveyed to the City, for the intended use. In addition, a Record of Site Condition must be filed in accordance with Ministry of Environment, Conservation and Parks regulations, and all supporting documents must be submitted to the City.

All of the above-mentioned environmental matters will be addressed prior to the lifting of the 'H' holding symbol.

Municipal infrastructure, including but not limited to storm sewer outlet works, road works along Dundas Street East, land dedication/easement and watercourse works (including gabions/armour stone replacement, slope stability and toe protection works) are required as a result of this development.

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.

### **Community Services**

Comments updated May 14, 2020, state that in the event that the application is approved, the Community Services Department Park Planning Section notes that the proposed development is adjacent to City owned lands, Cooksville Park (P-071), zoned G1 and identified as a Significant Natural Area in the Natural Heritage System. In support of this development, through the lifting of the "H" condition in the implementing zoning by-law, all hazard lands and associated buffers identified within the Natural Heritage System shall be gratuitously dedicated to the City for long term conservation and protection. All restoration works proposed within the hazard lands, buffer block and engineered slope within the future Greenlands will be reviewed and approved through the Holding Provision removal application.

Proposed development is approximately 120 m (393 ft.) from John C Price Park (P-202) which includes a play structure and 500 m (.3 miles) from Red Oaks Park (P-103) that includes a multi-use pad and a play structure. Furthermore, it is noted that prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning

Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.

### **Credit Valley Conservation (CVC)**

Comments updated May 12, 2020, state that CVC provides planning and technical clearance services to the City of Mississauga and Region of Peel as it relates to natural heritage protection and natural hazard management. The development limits have been finalized through the most recent submission. Through the detailed design process, any outstanding items such as site grading and restoration, erosion and sediment control, stormwater management, and permitting will be finalized.

### **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 May 18, 2020 from the Peel District School Board and dated May 12, 2020 from the Dufferin-Peel Catholic District School Board staff 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***

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 5.3.1.9 of Mississauga Official Plan (MOP) (Downtown) 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 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 a 16 storey apartment building having 336 dwellings and 320.7 m<sup>2</sup> (3,451 ft<sup>2</sup>) of ground floor commercial space. The development is located along a future Bus Rapid Transit line and within 260 metres (853 ft.) of a future Light Rail Transit line Hurontario Street. The proposal is contributing to the vibrancy of Downtown Cooksville through the intensification of an underutilized parcel of land.

#### *Natural Heritage / Flood Free Access*

Section 2.1.1 of the PPS states that “natural features and areas shall be protected for the long term” and Section 2.1.8 of the PPS states that “development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological function.

Section 3.1 b) of the PPS states that “development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.”

Section 3.1.2 c) of the PPS states that “development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it can be demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.”

A portion of the subject property is currently designated **Greenlands** on Schedule 10 of MOP, and contains significant natural areas and natural green spaces, and natural hazards (floodplain) as identified on Schedule 3 of MOP. Section 6.3.32 of MOP indicates that development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified.

The applicant submitted an Environmental Impact Study (EIS) by Beacon Environmental demonstrating that there will be no negative impacts on the natural features or their ecological function and the proposed development would be located outside the floodplain. The EIS is recommending the placement of vegetation between the creek and top of bank to assist with bank stabilization. The applicants will be re-grading portions of the property to ensure development occurs outside of the regional flood line. The Transportation and Works Department, Community Services Department and the Credit Valley Conservation have indicated no concerns with the applications from a flood free access perspective, and no objection to the findings of the EIS and development proceeding subject to the dedication of lands adjacent to the creek and the mitigation measures provided in the EIS; all of which of which will be secured in a development agreement.

The relevant MOP policies in this report are consistent with the PPS.

## 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 strategic growth 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 the Downtown. 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.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

The subject property is located within the Urban System and more specifically within a Core Area within the Greenlands System within the Region of Peel. 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. The policies address the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. The policies envision that growth will be directed to Intensification Areas comprised of 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 Cooksville Downtown Character Area, to permit a residential apartment building. Section 19.5.1 of 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 one storey commercial building that is vacant, a one storey motor vehicle sales facility building 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**, which permits commercial and residential uses. The applications propose to redesignate the site to **Residential High Density** to permit a 16 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.

#### *Natural Heritage*

The applicant submitted a revised Environmental Impact Statement (EIS) by Beacon Environmental demonstrating that there will be no negative impacts on the natural features or their ecological function and the proposed development would be located outside the floodplain. In addition, a proposed grading plan has been submitted indicating how grading will occur on the property and in proximity to Cooksville Creek. Credit Valley Conservation Authority, the Community Services Department and the Transportation and Works Department have reviewed the information in support of the proposal and have indicated no objection from a natural heritage perspective, subject to mitigation measures provided in the EIS, which will be secured in a development agreement and implemented through site plan approval.

#### *Compatibility with the Neighbourhood*

Intensification within the Downtown 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 to the east, commercial uses to the north and the Cooksville Creek to the west. The proposed amendment 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 adequate 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 East within 44 m (144 ft.) of the site for east bound service. There is a transit stop on Dundas Street East within 79 m (259 ft.) for westbound service.

The site is also within 850 m (.53 miles.) of the Cooksville GO Station.

The proposal is served well by facilities in Downtown Cooksville. This includes retail, financial institutions,



restaurant, service commercial, and offices. This area is well served by community facilities such as the Cooksville Library, John C. Price Park, and Mississauga Hanson Road YMCA Child Care Centre, all within a 1 km (0.62 mile) radius of the site.

The site has access to a multi-use trail that follows the Cooksville Creek northward to the Mississauga Valley Community Centre located approximately 2 km (1.24 miles) away.

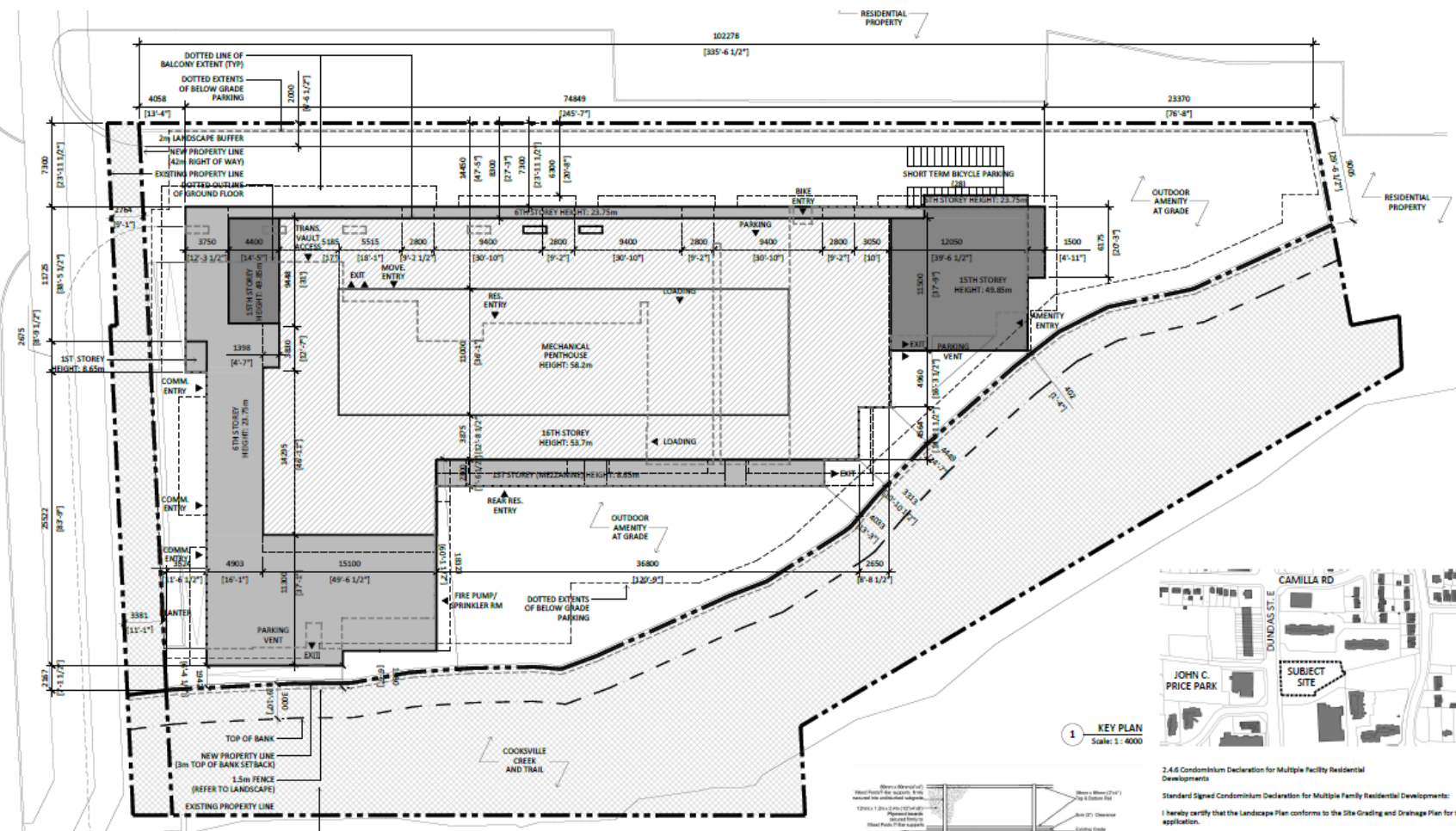
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Revised Site Plan and Elevations

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



**Elevations**



Site Plan

## 9. Zoning

The proposed **H-RA4-Exception** (Apartments) is appropriate to accommodate the proposal.

The site is currently zoned **C4** (Mainstreet Commercial) however the proposal is characteristic of a **RA4** (Apartments) zone. Below is an updated summary of the proposed exception zone regulations in comparison to the base RA4 zone regulations.

### Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b> – Apartment Zone	1.8	6.6
Minimum <b>Front Yard</b>	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum <b>Interior Side Yard</b>	4.5 m (24.6 ft.) to 9.0 m (29.5 ft.)	6.0 m (19.7 ft.)
Minimum <b>Interior Side Yard</b> abutting a Greenlands zone	The greater of 5.0 m (16.4 ft.) or the required yards/setback	0.08 m (0.2 ft.)
Maximum encroachment of a balcony above the first storey into a	1.0 m (3.28 ft.)	2.1 m (6.9 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
required yard		
Minimum setback from underground <b>parking structure</b> to any lot line	3.0 m (9.8 ft.)	0.7 m (2.3 ft.)
Minimum setback from underground <b>parking structure</b> to a greenlands zone	3.0 m (9.8 ft.)	1.9 m (6.23 ft.)
Minimum <b>Amenity Area</b> per dwelling unit	5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> )	4.9 m <sup>2</sup> (52.7 ft <sup>2</sup> )
Minimum <b>landscaped area</b>	40% of lot area	29% of lot area
Minimum depth of a landscape buffer abutting a Residential (not apartments) or Greenlands Zone	4.5 m (14.8 ft.)	2.0 m (6.5 ft.)
Minimum number of parking spaces	1.25 resident spaces per one-bedroom unit  1.40 resident space per two-bedroom unit  1.75 resident spaces per three-bedroom unit	0.9 resident spaces per one-bedroom unit  1.0 resident spaces per two-bedroom unit  1.3 resident spaces per three-bedroom unit

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
	0.20 visitor spaces per 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 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;
- Upgraded streetscape commitments;
- Channel works along the Cooksville Creek to the satisfaction of the Credit Conservation Authority;
- Execution of a Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City

of Mississauga, the Region, Credit Valley Conservation and any other appropriate authority

- Receipt of any additional technical reports, studies, drawings, to the satisfaction of the City, in support of the municipal infrastructure detailed design, including but not limited to:
  - A revised and updated Phase II ESA to include the description and discussion of lands to be dedicated to the City, including any required figures and reliance letter
  - A Final Clean-up Report confirming the suitability of the lands, including land dedications, upon completion of remediation
  - An updated Functional Servicing Report and Stormwater Management Report
  - An updated Geotechnical Report/Assessment
  - Receipt of confirmation that the Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation
  - Satisfactory arrangements for Waste Collection with the Region of Peel
  - Satisfactory water and waste water arrangements with the Region of Peel

## 11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as landscaping, restorative vegetation in hazard lands, stormwater management and grading.

## 12. Conclusions

In conclusion, City staff has evaluated the applications to permit a 16 storey apartment building having 336 dwellings and 320.7 m<sup>2</sup> (3452 ft<sup>2</sup>) 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.

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.