
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR

33HC TAS LP, 33HC Corp., 3168HS LP, 3168HS Corp.

25 Hillcrest Avenue & 3154 Hurontario Street
City of Mississauga
Regional Municipality of Peel

June 2022
GSAI File #1278-001

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Planning Justification Report
33HC TAS LP, 33HC Corp., 3168HS LP & 3168HS Corp.
Official Plan Amendment & Zoning By-law Amendment
0, 25 Hillcrest Avenue & 3154, 3168 Hurontario Street
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by 33HC TAS LP, 33HC Corp., 3168HS LP and 3168HS Corp. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally addressed as 0, 25 Hillcrest Avenue and 3154, 3168 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or the 'Site'). The Subject Lands are a collection of four (4) lots located on the west side of Hurontario Street, north of Hillcrest Avenue and south of John Street. Collectively, the Site is legally described as:

PT BLK 4, PL 43M501; City of Mississauga

PCL BLOCK 4-1 SEC 43M501; City of Mississauga

PT LT 16; CON 1 NDS TORONTO; City of Mississauga

PT LT 16; CON 1 NDS TORONTO TWP; City of Mississauga

The Site is currently occupied by a local retail plaza comprised of three (3) low-rise structures and surface parking areas as well as a component of the Cooksville GO Station surface parking area. Access is provided via a driveway off of Hurontario Street, a driveway off of

John Street, two (2) driveways off of Hillcrest Avenue, two (2) driveways off of GO Access Road 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 high density, compact, mixed-use development that integrates with the surrounding Cooksville community. The proposed Amendments have been prepared to implement higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact, mixed-use development in proximity to transit services. This Report also 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.

1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

Various Reports and Studies have been undertaken to identify policy changes for the Downtown Cooksville community over the past ten (10) years including the Hurontario / Main Street Master Plan (2010), the Cooksville Mobility Hub Master Plan Study (2011), Vision Cooksville Report (2016), the Dundas Connects Master Plan (2018), the ongoing City of Mississauga Major Transit Station Area Study, the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review, the ongoing City of Mississauga Major Transit Station Area Study 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, mixed-use, transit-supportive and pedestrian-oriented development in Downtown Cooksville and envision the Subject Lands as an appropriate and desirable location for high density, compact, mixed-use development.

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 By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

The Subject Lands are split designated 'Residential High Density' and 'Mixed Use' by the in-effect MOP. These designations reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to redesignate a portion of the Subject Lands so that the Site in its entirety is designated 'Mixed Use' and to introduce a new Special Site Policy in the Downtown Cooksville Character Area 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 (2021) and the Mississauga Official Plan (2021).

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 the Site as 'Residential Apartment, Exception 33 (RA5 – 33)', 'Development (D)' and 'Mainstreet Commercial (C4)'. The current zoning largely represents existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site in its entirety to a 'Residential Apartment (RA5)' zone category and implement modified site-specific exceptions. More specifically, the ZBA seeks to implement the following site-specific permissions:

- To rezone the Site from 'RA5 – 33', 'D' and 'C4' to 'RA5 – XX';
- To permit a selection of complimentary, accessory uses;
- To permit site-specific building envelope standards;
- To permit site-specific parking standards;
- To permit site-specific loading standards;
- To permit a site-specific landscape standard; and,
- To permit a site-specific amenity space standard.

A summary of the in-effect and the requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy 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 (2021) and the Mississauga Official Plan (2021).

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 processes. It is anticipated that the Owner, in collaboration with City Staff, will host 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 July 14, 2021 to present a preliminary concept for the Subject Lands and to determine submission requirements.

It is noted that prior to formal submission of the Application, the Owner undertook extensive consultation with community members and stakeholders to gather feedback and insights. The feedback received from community engagement sessions, combined with the feedback gathered from a virtual survey, have informed the proposed development and its components. This feedback is outlined in the accompanying Public Consultation Summary, prepared by Present.

3 / 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** on the next page, the Subject Lands are located on the west side of Hurontario Street, south of the Cooksville GO Station and John Street. Collectively, the Subject Lands have a total area of approximately 2.14 hectares (5.28 acres), with a frontage of 99.7 metres on Hurontario Street, a frontage of 188.0 metres on Hillcrest Avenue, a frontage of approximately 109.5 metres on GO Access Road, and a frontage of 192.3 metres on John Street.

The Site has a grade difference in a north-south direction. More specifically, there is a difference in grade between the Site's John Street frontage and the Site's Hillcrest Avenue frontage. Overall, the Site is currently improved with a surplus surface parking area for the Cooksville GO Station, three (3), 1-storey commercial structures and surface parking areas. Access is provided via a driveway off of Hurontario Street, a driveway off of John Street, two (2) driveways off of Hillcrest Avenue, two (2) driveways off of GO Access Road and drive aisles internal to the Site. There are existing public sidewalks along John Street, Hurontario Street, Hillcrest Avenue and GO Access Road.

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FIGURE 1 AERIAL CONTEXT PLAN

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
May 3, 2022

3.2 / AREA CONTEXT

The Subject Lands are located within the Downtown Cooksville community of the City. As demonstrated in **Figure 2** on the next page, surrounding uses are as follows:

NORTH	John Street is immediately north. Further north is the Cooksville GO Station and surface parking area as well as the Metrolinx Rail Corridor.
SOUTH	Hillcrest Avenue is immediately south. Further south is a mixture of uses including a range of mid-rise apartment structures (10 – 13 storeys), the current T.L. Kennedy Secondary School site, Sgt. David Yakichuk Park, low-rise residential dwellings, a 3-storey commercial structure, a retail plaza comprised of a low-rise, multi-tenant structure fronting on Hurontario Street and Agnes Street. The diverse, mixed-use Downtown Cooksville community continues south of Agnes Street.
EAST	Hurontario Street is immediately east. Further east is a continuation of the Downtown Cooksville community. This includes local retail plazas with multi-tenant commercial structures and surface parking areas, mid-rise (4 – 6 storey) apartment structures with surface parking areas, low-rise townhouse dwellings and Jaguar Valley Drive.
WEST	GO Access Road is immediately west. Further west is a surface parking area and parkade structure associated with the Cooksville GO Station, four (4) high-rise apartment structures (20 – 22 storeys) and Confederation Parkway.

3.3 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 3** on the page 8, 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 Sgt. David Yakichuk Park, Fairview Park, Stonebrook Park, Richard Jones Park and the Cooksville Creek. The Subject Lands are also located within a 500 metre radius of extensive retail areas along the Hurontario Street corridor. This retail area includes a diversity of uses which support the day-to-day needs of residents.

3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 4**, the Subject Lands are well-served by transit services. A summary of these 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 directly in front of the Subject Lands, at the intersection of Hillcrest Avenue and Hurontario Street. Route 2 has a service frequency of approximately 10 minutes and operates between the City Centre Transit Terminal and the Port Credit GO Station.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, 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.

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FIGURE 2 SURROUNDING CONTEXT PLAN

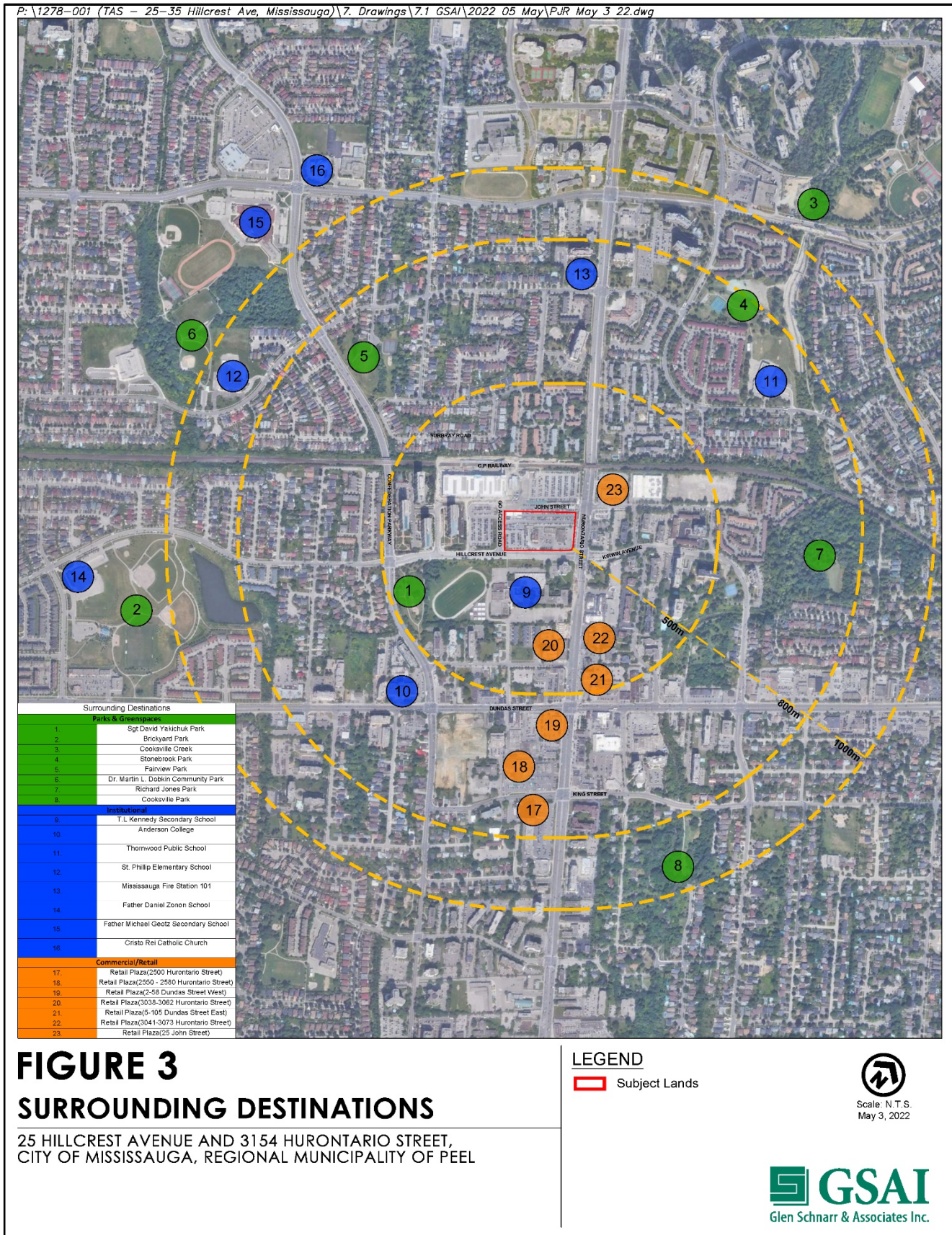
25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
May 3, 2022



P:\1278-001 (TAS - 25-35 Hillcrest Ave, Mississauga)\7. Drawings\7.1 GSAI\2022 05 May\PLR May 3 22.dwg

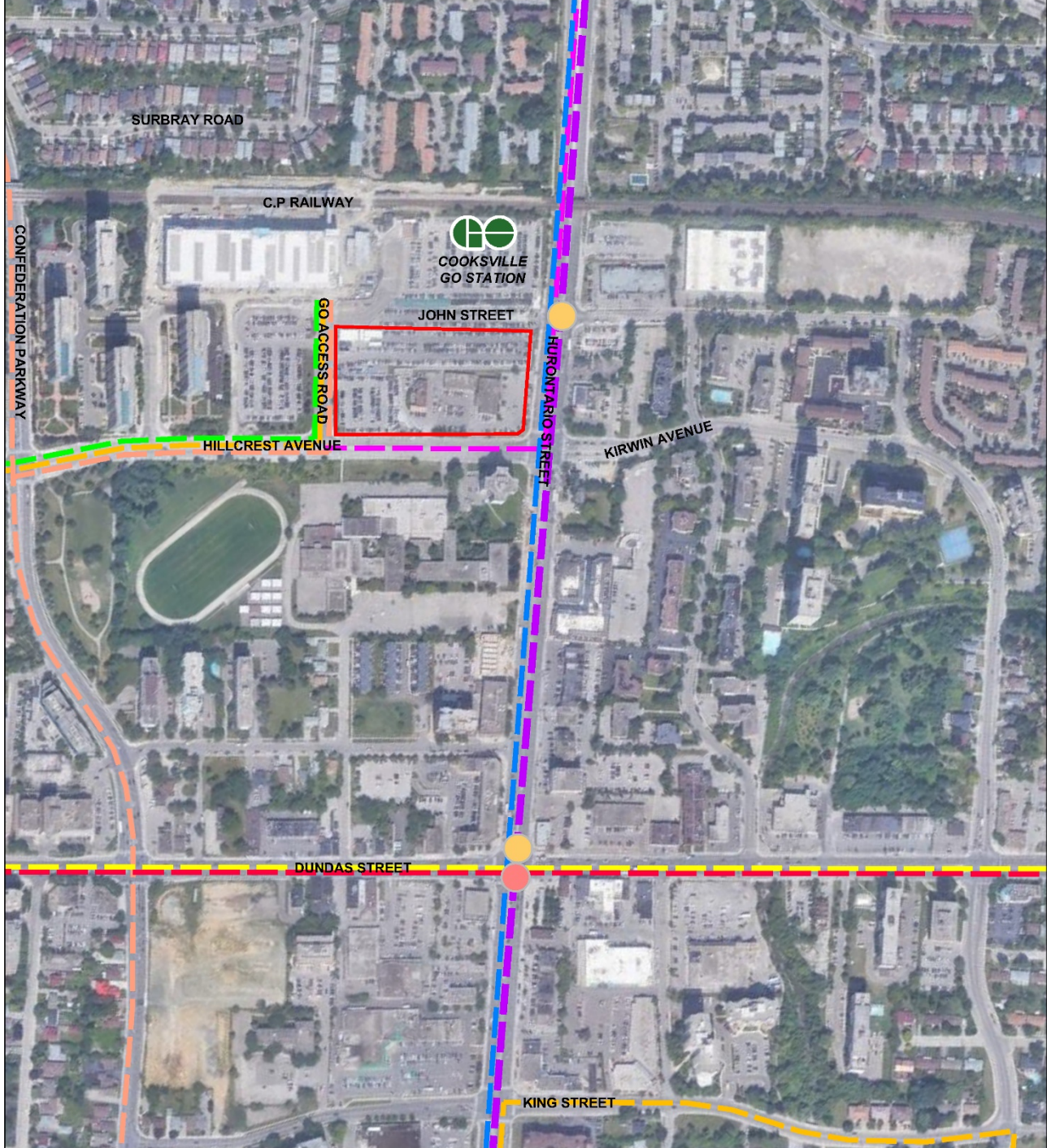


FIGURE 4 TRANSIT PLAN

25 HILLCREST AVENUE AND
3154 HURONTARIO STREET,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- MiWay - Route 1 (Dundas)
- MiWay - Route 2 (Hurontario)
- MiWay - Route 4 (Sherway Gardens)
- MiWay - Route 28 (Confederation)
- MiWay - Route 38 (Creditview)
- MiWay - Route 53 (Kennedy)
- MiWay - Route 103 (Hurontario Express)
- MiWay - Route 101 (Dundas Express)
- Planned HuLRT Station
- Planned BRT Station


Scale: N.T.S.
May 3, 2022

In addition to the above-noted existing transit services, the Subject Lands will be within a comfortable walking distance (422 metres) of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the 19.5 kilometre Dundas BRT network will provide connectivity across Mississauga and beyond.

REGIONAL TRANSIT

The Cooksville GO Station, located immediately north of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, 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 currently 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 ('HuLRT') network. This network, which is directly adjacent to the Subject Lands, will provide frequent service and provide connectivity between Port Credit GO Station and Downtown Brampton, including connections at the City Centre Hub. Overall, the HuLRT network will provide a multitude of inter-regional connections. The network is presently under construction, with completion expected in Fall 2024. A future HuLRT Station is to be provided in front of the Subject Lands, at the intersection of John Street and Hurontario 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 facilitate an 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') of 35 metres by the in-effect Mississauga Official Plan, while Hillcrest Avenue is classified as a 'Major Collector' with an ultimate ROW of 26 metres. The Subject Lands are surrounded by and have frontage on both Hurontario Street and Hillcrest Avenue. We note that, John Street and GO Access Road are not classified by the in-effect MOP. The current approximate widths of Hurontario Street and Hillcrest Avenue are 33.0 metres and 24.6 metres, respectively.

Additionally, Hurontario Street is identified as an 'Intensification Corridor' and a 'High Order Transit Corridor' by the in-effect MOP. Similarly, the Peel Regional Official Plan ('ROP') identifies Hurontario Street as a 'Regional Intensification Corridor'. Collectively, these classifications recognize that Hurontario Street is to incorporate upcoming transit connections, including the HuLRT network.

CYCLING

Hurontario Street is identified as being a 'Primary On-Road / Boulevard Cycling Route (Schedule 7, Long Term Cycling Routes) by the MOP, connecting the Subject Lands to the active transportation network.

3.5 / SURROUNDING DEVELOPMENTS

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

Table 1 / Summary of Surrounding Developments

ADDRESS	APPLICANT OR OWNER	CITY FILE NO.	NO. OF UNITS	DENSITY	BUILDING HEIGHT(S)	NOTES
3085 Hurontario Street	Glen Schnarr & Associates Inc.	OZ/OPA 21-11	1,081	6.21 FSI	9, 30, 33, 35 storeys	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development contemplates a variety of grade-related non-residential uses to be provided along the Hurontario Street streetscape
45 Agnes Street	Weston Consulting Group Inc.	SP 21-102	312		28 storeys	Site Plan Approval ('SPA') application under review. The proposed development, referred to as 'MW Condos', contemplates 342 square metres of grade-related non-residential uses
189 Dundas Street West	Glen Schnarr & Associates Inc.	OZ/OPA 21-9	966	4.19 FSI	18, 20, 32 storeys	OPA and ZBA application under review. The proposed development is to provide grade-related non-residential uses along Dundas Street
3420, 3442 Hurontario Street	3420 Hurontario St Inc., BET Realty Ltd.	OZ 20-022	680	7.4 FSI	30, 36 storeys	ZBA under review. The proposed development is to provide for grade-related non-residential uses

4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE 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 Downtown Cooksville context. It has also been influenced by the extensive community feedback received from community members and stakeholders.

The proposed development contemplates a high density, compact, mixed-use development comprised of five (5) structures (Buildings 'A', 'B', 'C', 'D' and 'E') of varying heights, organized around a central, landscaped Privately Owned, Publicly Accessible Space ('POPS') and public realm enhancements. Overall, the proposed development is to have a total gross floor area ('GFA') of 161,270.8 square metres (1,735,918.9 square feet), resulting in a density of 7.5 Floor Space Index ('FSI'). Of this, approximately 140,093 square metres (1,507,961 square feet) is residential GFA, while 21,177.8 square metres (227,958 square feet) is non-residential GFA.

Building 'A' is proposed in the northwest quadrant of the Site and is a 43-storey structure rising above a 6-storey podium. The proposed podium, which steps back above the 1st, 2nd, 3rd, 4th, 5th and 6th levels, is to open onto and address the Site's John Street and GO Access Road streetscapes as well as the POPS. This is achieved by positioning a range of grade-related non-residential uses along the street edges. A residential lobby, indoor amenity area, shared servicing area 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. A rooftop outdoor amenity area is also to be provided above the 1st level.

Building 'B' is proposed in the central quadrant of the Site and is a 43-storey structure rising above a 5-storey podium. The proposed podium, which steps back above the 1st, 2nd, 3rd, 4th and 5th levels, is to open onto and address the Site's John Street streetscape and the POPS. A grand outdoor staircase with integrated seating forms is to be provided. This staircase has been integrated with the proposed podium and will act as a social gathering space that can be programmed for events or other functions. A range of grade-related non-residential uses are also to be provided within the podium, each with direct pedestrian connections to the public sidewalk. A residential lobby, indoor amenity area and residential units are to be provided within the podium. A rooftop outdoor amenity area is also to be provided above the 1st level.

Building 'C' is proposed in the northeast quadrant of the Site and is a 46-storey structure rising above a 6-storey podium. The proposed podium, which steps back above the 1st, 2nd, 3rd, 4th, 5th and 6th levels, is to open onto and address the Site's Hurontario Street and John Street streetscapes as well as the POPS. This is achieved by positioning a range of grade-related non-residential uses along the street edges. A residential lobby, a non-residential lobby, indoor amenity area, shared servicing area and non-residential units are to be provided within the podium. Direct pedestrian connections are to be provided to grade-related non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk.

Building 'D' is proposed in the southeast quadrant of the Site, south of Building 'C'. It is a 39-storey structure rising above a 5-storey podium. The proposed podium, which steps back above the 1st, 2nd, 3rd, 4th and 5th levels, is to open onto and address the Site's Hurontario Street and Hillcrest Avenue streetscapes as well as the POPS. This is achieved by positioning a range of grade-related non-residential uses along the perimeter, each of which will have direct pedestrian connections to the public sidewalk. A residential lobby, indoor amenity area, shared servicing area and residential units are to be provided within the podium.

Building 'E' is proposed in the southwest quadrant of the Site, south of Building 'A'. It is a 34-storey structure rising above a 6-storey podium. The proposed podium, which cantilevers over a proposed driveway and pedestrian drop-off area, is to open onto and address the Site's Hillcrest Avenue and Go Access Road streetscapes as well as the POPS. This is achieved by positioning a range of grade-related non-residential uses along the GO Access Road frontage as well as providing a principal entrance to the proposed community centre off of Hillcrest Avenue. Overall, the proposed podium is to contain an integrated, community hub-style community centre that can be programmed to provide a community public library branch, an aquatics centre, a gymnasium and multi-use community spaces. The community centre has been positioned to be adjacent to the proposed POPS, to facilitate direct visibility and connection between interior and exterior areas. A residential lobby, indoor amenity area, and residential units are also to be provided within the podium. A rooftop outdoor amenity area is to be provided above the 3rd level.

Rising above the podiums, the point tower components of the structures have incorporated stepbacks. These stepbacks have enabled the positioning of the towers in a manner that provides for appropriate transition to the surrounding area, adequate tower separation between buildings on the same site and maximum direct sunlight on the central landscaped POPS and outdoor amenity areas.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central, landscaped POPS, landscaped open spaces and outdoor rooftop amenity areas. Overall, the proposed development includes 12,540.4 square metres (134,985 square feet) of amenity areas. Of this, 5,135.2 square metres (55,275 square feet) is dedicated to outdoor amenity areas, while approximately 7,405.2 square metres (79,710 square feet) is to be dedicated to indoor amenity areas. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. 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 2,224 residential dwelling units of varying size and configurations are to be provided. A mixture of one-bedroom, two-bedroom and three-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences. Opportunities to provide a mixture of tenures will be further explored.

1,994 shared parking spaces are to be provided via a 4-level below-grade parking structure. Secure bicycle parking spaces are also to be provided within the below-grade parking structure and at-grade. Integrated, shared loading spaces are to be provided within the podiums of the structures. These loading spaces are accessible from the proposed private road or from the proposed driveway extending off of GO Access Road. Access is to be provided by a new private road and a new driveway.

The private road is to be connected to Hillcrest Avenue and to John Street. A pedestrian drop-off area, access to the shared loading spaces and access to the below-grade parking structure are to extend from both the private road and the proposed driveway.

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, the Cooksville Mobility Hub Master Plan, Vision Cooksville, the Dundas Connects Master Plan and the ongoing Downtown Fairview, Cooksville and Hospital Policy Review. The proposal 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** on the right on the next page.

Table 2/ Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	2.14 hectares (5.28 acres)
Proposed Gross Floor Area (GFA)	161,270.8 square metres (1,735,918.9 square feet)
<i>Building 'A'</i>	32,089.2 square metres (345,408 square feet)
<i>Building 'B'</i>	32,577.6 square metres (350,665 square feet)
<i>Building 'C'</i>	37,354.2 square metres (402,081 square feet)
<i>Building 'D'</i>	29,228.2 square metres (314,612 square feet)
<i>Building 'E'</i>	30,021.6 square metres (323,153 square feet)
<i>Overall Residential GFA</i>	140,093 square metres (1,507,961 square feet)
<i>Overall Non-Residential GFA</i>	21,177.8 square metres (227,958 square feet)
Proposed Density	7.5 FSI
Proposed Building Height	
<i>Building 'A'</i>	43 storeys
<i>Building 'B'</i>	43 storeys
<i>Building 'C'</i>	46 storeys
<i>Building 'D'</i>	39 storeys
<i>Building 'E'</i>	34 storeys

4.2 / SUPPORTING STUDIES

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 below.

4.2.1 / Functional Servicing & Stormwater Management Report

A Functional Servicing and Stormwater Management ('FS – SWM') Report has been prepared by Urbantech Consulting and is provided under separate cover in support of this proposal. The FS – SWM Report, dated May 2022, was undertaken to analyze and assess the existing servicing infrastructure and capacities in order to identify a proposed servicing scheme for the proposed development.

Overall, the FS – SWM Report found that municipal services (water and wastewater) are available and capable of accommodating the proposed development, subject to upgrading.

Section 5 of the Report identifies that an underground storage tanks are recommended to accommodate on-site storage. The FS – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Proposed Residential Dwelling Units	2,224
<i>No. of One-Bedroom Units</i>	1,592
<i>No. of Two-Bedroom Units</i>	524
<i>No. of Three-Bedroom Units</i>	108
Proposed Parking Spaces	1,994 spaces
Proposed Bicycle Parking Spaces	2,188 spaces
Proposed Loading Spaces	11 spaces
Proposed Amenity Area	12,540.4 square metres (134,985 square feet)
<i>Indoor Amenity Area</i>	7,405.2 square metres (79,710 square feet)
<i>Outdoor Amenity Area</i>	5,135.2 square metres (55,275 square feet)

4.2.2 / Environmental Noise & Vibration Assessment

An Environmental Noise & Vibration Assessment ('Assessment') has been prepared by SLR and is provided under separate cover in support of this proposal. The Assessment, dated May 2022, was undertaken to analyze and assess potential noise and vibration sources that may impact the proposed development and recommend mitigation measures.

Overall, the Assessment found that the proposed development is feasible with the integration of noise control measures. The unattenuated sound levels at the worse-case Points of Reception within the future residential structures were found to exceed the recommended objective sound level, therefore noise controls are required. In accordance with the Ministry of the Environment, Conservation and Parks ('MECP') procedures, the recommended noise control measures are as follows:

- Equip dwelling units with a central air conditioning system; and,
- Upgraded glazing is required; and,
- Install glazed exterior doors between dwelling units and outdoor terraces.

In addition to the recommended noise controls, noise warning clauses required. These requested warning clauses are to inform future residents of the noise traffic on Hillcrest Avenue, John Street and GO Access Road, rail traffic along the HuLRT corridor and proximity to commercial buildings as well as exhaust equipment.

The Assessment also found that based on the proposed development being situated more than 15 metres from the centerline of the nearest HuLRT track, vibration criteria will be met and as such, no vibration controls are required.

4.2.3 / Housing Report

A Housing Report ('Report') has been prepared by GSAI and is provided under separate cover in support of this proposal. The Report, dated June 2022, was undertaken to analyze and assess how the proposed development complies with Provincial, Regional and local housing policy frameworks. 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 in-effect Provincial, Regional and local housing-related policy framework.

4.2.4 / Hydrogeological Investigation

A Hydrogeological Investigation ('Investigation') has been prepared by Terrapex Environmental Ltd. and is provided under separate cover in support of this proposal. The Investigation, dated May 5, 2022, was undertaken to analyze and assess the subsurface groundwater conditions on the Subject Lands in order to determine the need for dewatering, assess groundwater quality, provide recommendations with respect to the design and construction of the proposed development as well as determine the need for a 'Permit to Take Water'.

A total of nineteen (19) boreholes and fourteen (14) monitoring wells were sampled at various locations. Based on an analysis of the Site's subsurface conditions, the following conclusions were made:

- Subsurface conditions on the Site were found to be varied, generally consisting of asphaltic pavement, granular materials, fill, clayey silt and shale bedrock;
- Groundwater levels fluctuated;

- Dewatering during construction will be required;
- A Permit to Take Water will be required; and,
- Water-tight construction methods are recommended.

4.2.5 / Pedestrian Wind Assessment

A Pedestrian Wind Assessment ('Assessment') has been prepared by RWDI and is provided under separate cover in support of this proposal. The Assessment, dated May 27, 2022, was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Assessment found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses both seasonally and annually. Given predicted uncomfortable wind conditions along the John Street sidewalk areas, wind mitigation measures are required.

Section 4 identifies recommended wind mitigation measures.

4.2.6 / Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment ('ESA') has been prepared by Terrapex Environmental Ltd. and is provided under separate cover in support of this proposal. The ESA, dated May 5, 2022, was undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Site as well as determine whether there are any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Based on aerial photographs, historical records, interviews and existing conditions, a total of twenty-one (21) PCAs were identified as a result of the area's development history. The Subject Lands were found to have been used for agricultural, residential and commercial purposes. Specifically, in the late 1860s, the Site was found to have been developed as an orchard. In the intervening years, arsenic - and lead-based pesticides were found to have been used. The existing commercial structures were found to have been introduced between 1967 and 1995.

Given the combination of uses on the Subject Lands and in the immediate surrounding area, a total of sixteen (16) APECs were identified.

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

4.2.7 / Sun / Shadow Study

A Sun / Shadow Study ('Study') has been prepared by SvN and is provided under separate cover in support of this proposal. The Study, dated May 2022, 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 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 proposing terraced built forms and by orienting the proposed structures to frame the street edges in order to maximize direct sun exposure.

4.2.8 / Transportation Impact Study

A Transportation Impact Study ('TIS' or 'Study') has been prepared by BA Group and is provided under separate cover in support of this proposal. The TIS, dated May 2022, was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed loading standard, assess the proposed on-site circulation and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development.

Overall, the Study found that under existing conditions, all intersections within the study area would have suitable capacity and would operate at an acceptable level of service. As a result of both the proposed development and future growth in background traffic, the Study found that no improvements, aside from signal timing optimization, are required.

The Study also provided a parking supply analysis in support of the proposed shared parking standard. As outlined in Section 5 of the Study, it was determined that the proposed parking supply of 1,994 shared spaces to support the mixture of uses proposed is appropriate and sufficient to accommodate anticipated parking demand.

Similarly, the proposed loading supply of 11 spaces was assessed and found to be sufficient to accommodate anticipated loading demands.

With regards to Transportation Demand Management ('TDM') measures, the following recommendations were made:

- Unbundle parking costs from purchase price.
- Provide rough-in conduit for electric vehicles in a selection of all provided parking spaces;
- Provide a centrally located pedestrian pick-up / drop-off area to encourage carpooling or ridesharing;
- Consider on-site carshare vehicles and promotion of carshare use (subject to carshare provider agreement / willingness);
- Consider promotion of ride hailing services;
- Provide an information package, including GO Transit schedules, MiWay Bus Route schedules as well as community and cycling maps, to new residents;
- Offer a pre-loaded PRESTO card on the initial residence purchase to eligible unit purchasers;
- Provide secure bicycle parking spaces;
- Provide on-site bikeshare station (subject to bikeshare provider agreement / willingness);
- Provide on-site bike repair stations; and,
- Provide direct pedestrian connections, where appropriate.

4.2.9 / Tree Inventory & Preservation Plan Report

A Tree Inventory & Preservation Plan Report ('Report') has been prepared by Kuntz Forestry Consulting Inc. and is provided under separate cover in support of this proposal. The Report, dated May 18, 2022, was undertaken to inventory each tree situated on the Subject Lands and assess the potential impact to trees as a result of the proposal.

5 / POLICY CONTEXT

Overall, the Report inventoried the location, condition and species of each tree located both on and within six (6) metres of the Subject Lands. A total of thirty-two (32) trees of varying species and conditions were inventoried. Based on an assessment of the proposed development, it is recommended that thirteen (13) trees should be protected through minimum Tree Protection Zone ('TPZ') measures and a total of twenty (20) trees are recommended for removal. Finally, the Report recommends that eight (8) replacement plantings be provided.

4.2.10 / Urban Design Study

An Urban Design Study ('UDS' or 'Study') has been prepared by SvN and is provided under separate cover in support of this proposal. The Study, dated May 2022, was undertaken to assess how the proposed development complies with the City of Mississauga's urban design principals and policies. More specifically, the Study examined the proposed development in relation to landscaped areas, built form, massing, transition, building façade and articulation, access and site circulation.

Overall, the Study found that the proposed development represents a high-quality, transit-supportive form with an appropriate height and density, a refined architectural design and provides for a safe, comfortable and accessible pedestrian environment. Additionally, the Study found that the proposal contributes toward achieving the City's urban design goals and objectives.

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 and proposed Amendments align with and serve to better implement the in-effect 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 corresponding 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, livable, 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. The following policies apply to redevelopment of the Subject Lands.

'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 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 Subject Lands are located within a Settlement Area, as defined by the PPS, and are 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 commercial plaza and surface parking areas;
- by locating a mixture of residential, community and employment uses, including but not limited to a broad range of retail and service-oriented non-residential 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 a new community facility that will provide a range of recreational amenities for current and future residents;
- by introducing 2,224 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by local policies for Downtown Cooksville as a vibrant, compact, 15-minute, complete community;
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to lessen the amount of hardscape surfaces in response to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'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.*

:Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'

'1.1.3.4. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'

'1.1.3.6. New development taking place in designated growth areas should occur adjacent to the existing built-up areas 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 a Settlement Area and a designated growth area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report') prepared by Urbantech, the proposal can be accommodated by municipal infrastructure networks, subject to upgrades.

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, the POPS, landscaped open spaces along the property lines and a sidewalk zone along the Site's frontages.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated in the accompanying Urban Design Study, the landscaped areas including the POPS, have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's frontages. This will enable direct pedestrian connections to non-residential units from the public

sidewalk, direct access to the new community centre facility, street furniture and other public realm enhancements to be provided. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors and community members.

1.6. Infrastructure & Public Service Facilities

The proposed development contemplates the introduction of a new, 3-level, integrated community centre facility. In accordance with the PPS, this community centre facility is defined as a new public service facility. As such, the following policies apply.

'1.6.1. Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.'

'1.6.5. Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation..'

The proposed development will facilitate a new, integrated public service facility on the Subject Lands. The proposed facility is to be provided in an appropriate and cost-effective manner, given it's positioning within the lower level of a podium. The proposed facility is to be multi-level and will facilitate a multitude of community amenities, including co-located facilities to serve the needs of Cooksville community residents and beyond. Furthermore, the proposed facility is to be located within walking distance of transit and active transportation networks.

1.6.6. Sewage, Water & 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 protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems, subject to upgrades.

'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 in the accompanying FS-SWM Report and the accompanying Low Impact Development ('LID') Features Letter, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings, minimizing the extent of previous surfaces and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

1.6.7. Transportation Systems

'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'

'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 immediately north of the Site, the planned HuLRT network is directly in front of the Subject Lands, and MiWay operates a number of existing bus routes in the surrounding area. There is an existing bus stop for MiWay Route 2 (Hurontario) directly in front of the Site. Furthermore, the Subject Lands are within a comfortable walking distance (422 metres or approximately 8 minutes) of the planned Dundas BRT network. There is also an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Hurontario corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, the provision of various services, community space, local employment opportunities, the 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 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 proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Downtown Cooksville as a complete, 15-minute community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will also facilitate housing choice and a high-quality built form that is compatible with the surrounding Cooksville community. Furthermore, as demonstrated in the accompanying Urban Design Study, the proposed landscape and streetscape improvements will provide ecological benefits.

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 it exists or is to be development, 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 are well-served by existing transit services, planned transit services and active transportation networks. Furthermore, the proposal will facilitate a compact, mixed-use development, at an appropriate location along the Hurontario corridor, at a transit-supportive density. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and energy conservation objectives. As demonstrated in the accompanying LID Features Letter and Urban Design Study, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts. As further described in the accompanying Transportation Impact Study ('TIS'), the proposed development will support reduced congestion.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

'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 interest 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-quality, high-

density, compact, mixed-use, transit-supportive development that is permitted by Provincial policy and the Peel Regional Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 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 location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. 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 on 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 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 which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. 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:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. 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 within the Downtown Mississauga Urban Growth Centre ('UGC'). 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 will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Downtown Cooksville as a complete, 15-minute community.

'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;*
 - 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 mix of residential, community, retail / service and employment uses, located in proximity to local transit services. It will also further support the provision of a broad range of local employment opportunities, the provision of integrated community facilities as well as local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for 2,224 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units, including the potential provision of purpose-built rental dwelling units and ownership units, will further support the range and mix of housing options available in the Downtown Cooksville community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Hurontario Street, Hillcrest Avenue, John Street and GO Access Road. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

2.2.3. Urban Growth Centres

As stated above, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre ('UGC'). As a Site within an UGC, the following policies apply.

'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, recreational, 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 ... the ...Downtown Mississauga...'*

In accordance with Schedule 2 and Schedule 4 of A Place to Grow, the Subject Lands are located within the Downtown Mississauga UGC. Redevelopment of the Subject Lands as contemplated serves to implement the above-noted Provincial objectives for Urban Growth Centre lands as the proposal will facilitate a mixture and range of residential, employment and community uses, at an appropriate location, in proximity to transit networks. The proposal will also facilitate development at a transit-supportive density and will contribute to the City of Mississauga's achievement of the Downtown Mississauga UGC minimum density target.

2.2.4. Transit Corridors & Station Areas

A Place to Grow identifies a series of strategic growth areas, including Urban Growth Centres and Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, 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.'

As demonstrated in **Figure 5** on the next page, the Subject Lands are identified as being located within the Cooksville GO MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

'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.'*

'2.2.4.3. *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; or*
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.'*

'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;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- 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.'*

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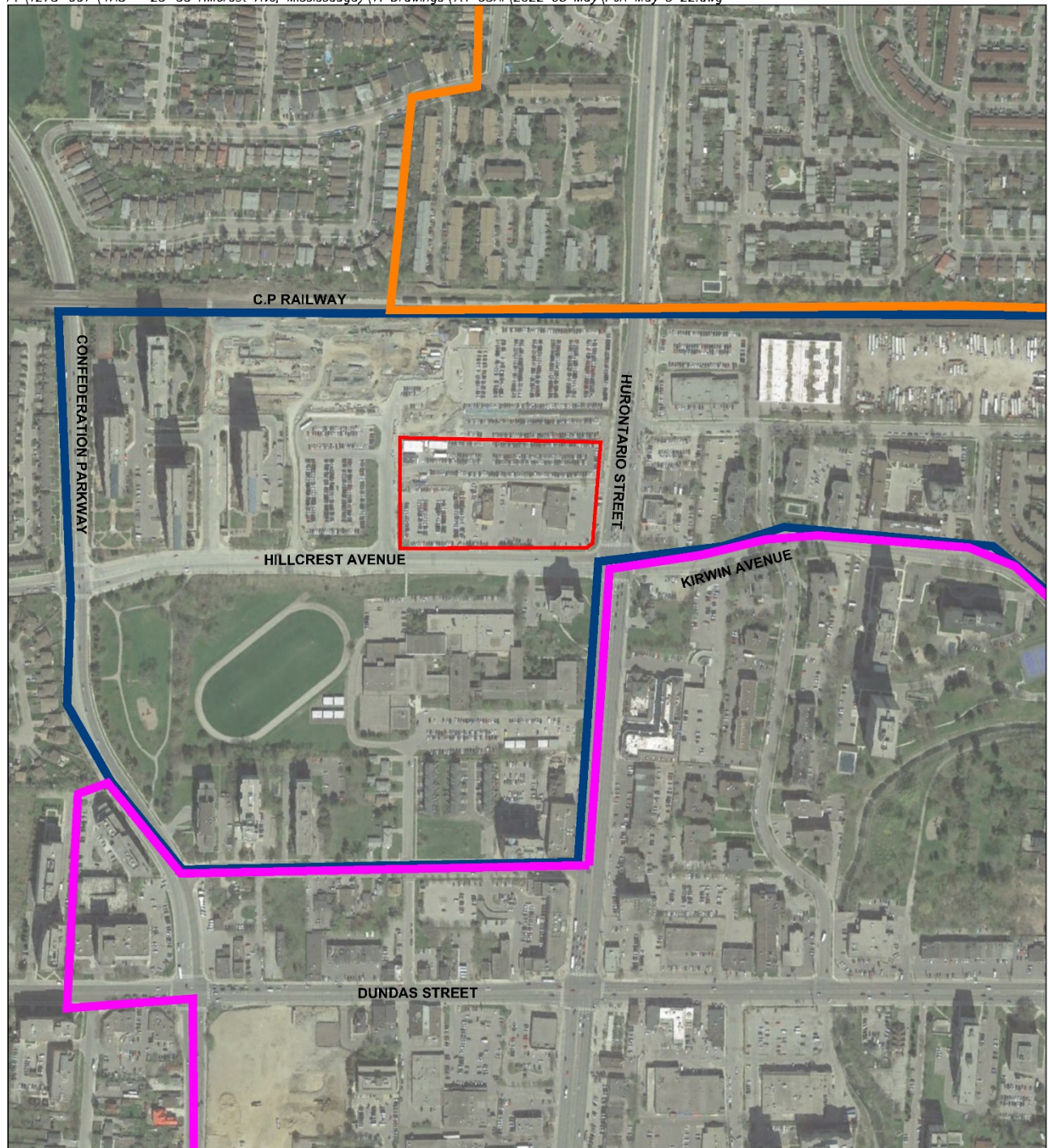


FIGURE 5

PROPOSED MAJOR TRANSIT STATION AREAS

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Dundas MTSA Boundaries
- Cooksville GO MTSA Boundaries
- Fairview MTSA Boundaries



Scale: N.T.S.
May 3, 2022

'2.2.4.10. Lands adjacent to or near to 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 HuLRT and the surrounding bus routes operated by MiWay are considered to be frequent transit services as defined by A Place to Grow. Given this, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density. Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Cooksville GO MTSA minimum density target of 150 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence immediately adjacent to the Cooksville GO Station and HuLRT network, its location within walking distance of the Dundas BRT network and its location within an MTSA.

Overall, the proposed development supports the Provincial policy objectives for development in MTSA's by providing for a compact, high-density, transit-supportive development that includes a mixing of residential, employment and community uses, all of which are to be located in close proximity to transit services, active transportation networks, 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 and will introduce a range of non-residential uses, including but not limited to local retail, commercial and office uses. The proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Downtown Cooksville as a complete community.

3.2.8. Public Service Facilities

'3.2.8.2 Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.'

'3.2.8.6 New public service facilities ... should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.'

The proposed development, as contemplated, will facilitate the introduction of an integrated community centre that will provide opportunities for new community amenities and services. Furthermore, the proposed community centre is to be provided in a

5.3 / PEEL REGIONAL OFFICIAL PLAN, 2021

highly visible location to enable residents and visitors easy, safe and comfortable access. As a component of the proposed development, the proposed community centre is to be provided in an appropriate and desirable location that is in close proximity to transit services and active transportation networks.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential, employment and community uses 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.

The Peel Regional Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) 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 6**) and identifies it as being located within the Conceptual Urban Growth Centre as well as being along a Regional Intensification Corridor.

'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 its location within the Urban Growth Centre, along the Regional Intensification Corridor and within a 'Mobility Hub – Gateway' area (Schedule G, Long Term Transit Corridor; see **Figure 7**).

We note that the Region of Peel is presently completing a Municipal Comprehensive Review ('MCR', referred to as the 'Peel 2051+ initiative') process that will culminate in a Regional Official Plan Amendment ('ROPA') to ensure the ROP conforms to the 2051 planning horizon of Provincial Plans and implements key policy recommendations. We note that the Peel 2051+ initiative currently contemplates the Subject Lands as being located within the Cooksville GO MTSA to facilitate contextually appropriate growth and development to occur. For the purpose of this Report, the September 2021 Office Consolidation of the ROP was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment serves to better realize the Subject Lands' development potential and works to implement the ROP.

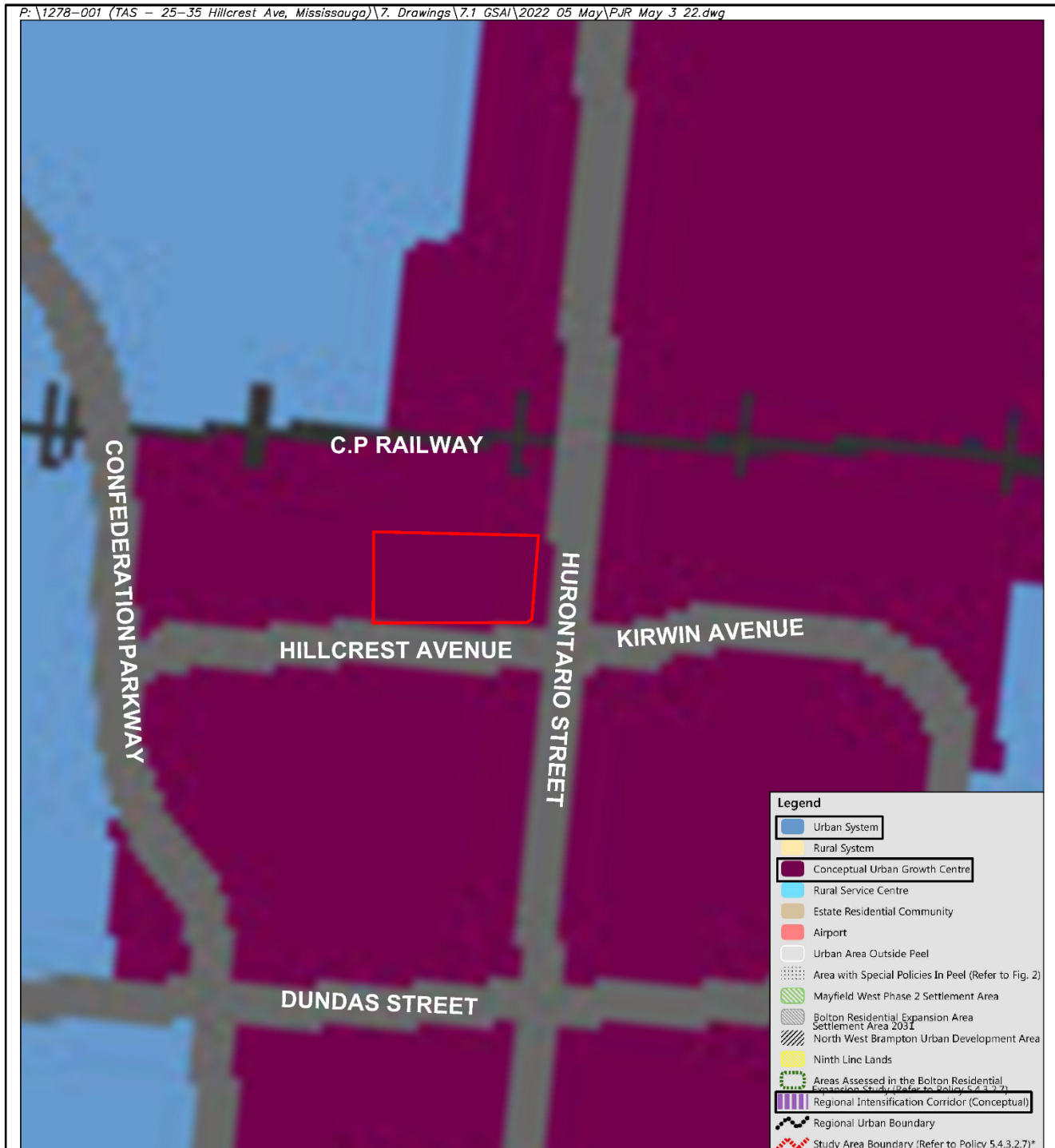


FIGURE 6

PEEL REGIONAL OFFICIAL PLAN

SCHEDULE D

REGIONAL STRUCTURE

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
May 3, 2022

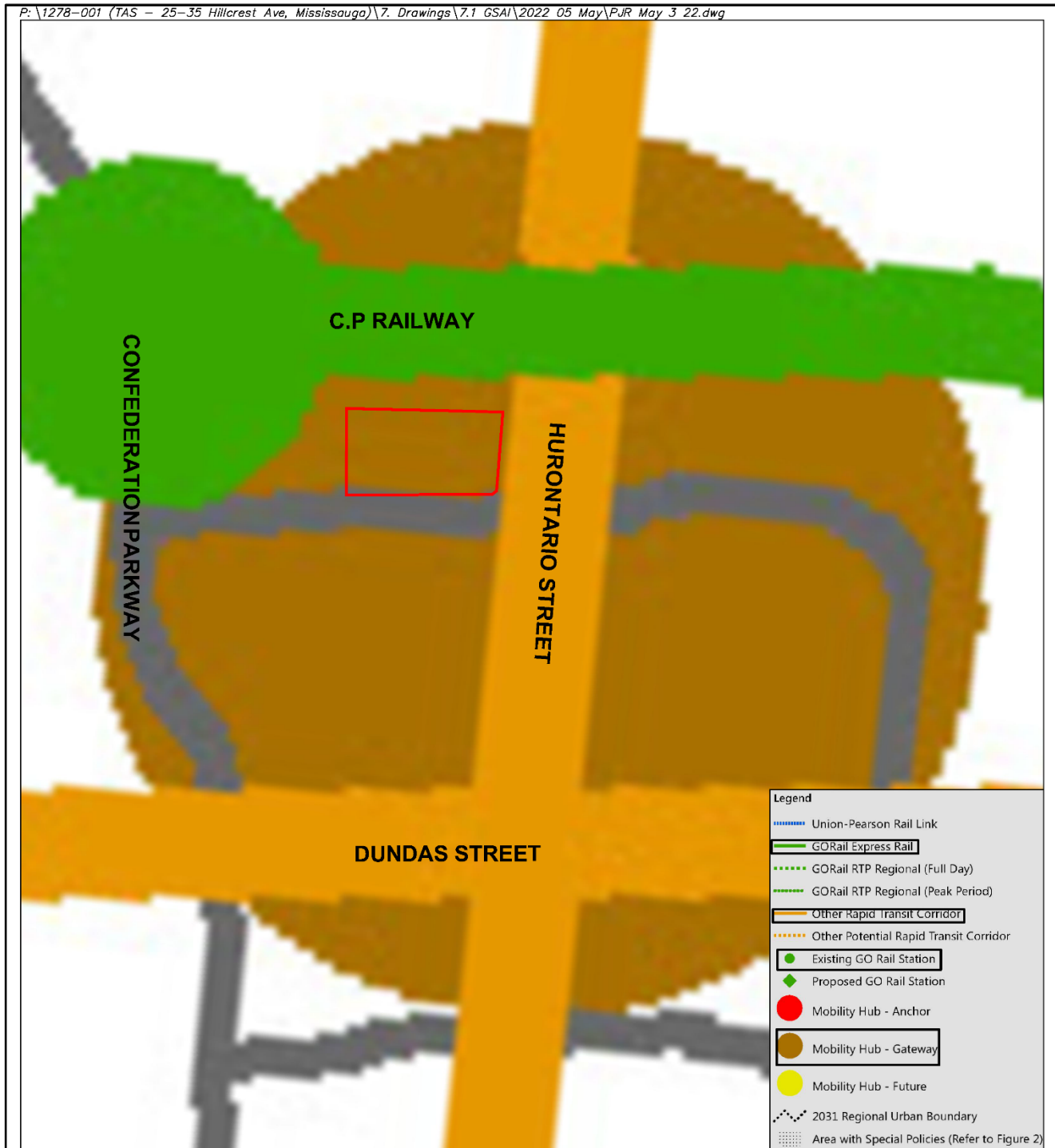


FIGURE 7

PEEL REGIONAL OFFICIAL PLAN

SCHEDULE G RAPID TRANSIT CORRIDORS

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
May 3, 2022

5.3 The Urban System

As demonstrated in **Figure 6**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

'5.3.1.3. To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the 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.'

It is the policy of Regional Council to:

'5.3.2.1. Define the Urban System, as shown on Schedule D, to include: all lands within the 2031 Regional Urban Boundary including lands identified and protected as ...urban growth centres and the Hurontario Regional Intensification Corridor.'

'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 in 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 the above-noted Urban System objectives and policies 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. Furthermore, the proposal will provide for a mixture of residential, non-residential and community uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mix of 1-, 2- and 3-bedroom dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

5.3.3 Urban Growth Centres & Regional Intensification Corridor

As stated above and as demonstrated in **Figure 6**, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre and abut Hurontario Street, which is a Regional Intensification Corridor. Overall, 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. The following apply.

It is Regional objectives to:

'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.'

It is the policy of Regional Council to:

'5.3.3.2.1 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of the urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact urban forms of urban development and redevelopment with ...employment uses such as: commercial..., residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto and Hamilton Area (GTHA).'

'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; opportunities for residents to live and work within the Regional Intensification Corridor;*
- b) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and / or defined in area municipal official plans;*

- c) *transit-supportive and pedestrian-oriented urban forms;*
- d) *opportunities for higher order transit;*

The proposed development will contribute to achieving the above-noted Urban Growth Centre and Regional Intensification Corridor objectives and policies by facilitating intensification at an appropriate and desirable location, at an appropriate density. The proposal further supports the above-noted objectives and policies by facilitating a high-density, compact, mixed-use, transit-supportive and pedestrian-oriented development in proximity to transit services and active transportation networks. Furthermore, the proposal will facilitate the introduction of a mix of residential, employment-related and community uses to meet the needs of community members and the Region overall, so that daily needs are met within the Downtown Cooksville community or even within the same building.

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 the Regional Intensification Corridor and within the Region's Built-Up Area, the following apply.

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 urban forms.'*

- '5.5.3.1.2. *To optimize the use of existing infrastructure and services.'*

- '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 dependency 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 the policy of Regional Council to:

- '5.5.2.1. Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'*
- '5.5.2.2. 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 the Urban Growth Centre, along the Regional Intensification Corridor and within a contemplated Major Transit Station Area. Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management and Intensification objectives and policies by contemplating a compact, mixed-use, transit-supportive development in close proximity to transit services. This will contribute to the creation of Cooksville as a complete, 15-minute community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

5.9 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 within a 'Mobility Hub – Gateway' (see **Figure 7**).

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.'

The following objectives and policies apply to redevelopment of the Subject Lands.

- '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.'*

'5.9.5.2.10. 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.'

As demonstrated in Figure 4, the Subject Lands are located immediately adjacent to the Cooksville GO Station, within an identified 'Mobility Hub – Gateway' area and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. 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 appropriately situated. Additionally, the proposed mixture of residential, non-residential and community uses on the same lot will compliment and enhance the existing range of services and destinations present in the Cooksville community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendment affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Peel Regional Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Downtown Cooksville community as outlined by the Urban Growth Centre, Regional Intensification Corridor, Growth Management and Transportation System 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, 2021

The Mississauga Official Plan ('MOP'), as amended, 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 (October 2021) 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, including the Downtown. The Subject Lands are located within the Downtown component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Downtown Cooksville Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Hurontario Street – an identified Intensification Corridor.

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, 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 Peel 2051+ initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives such as the Downtown Fairview, Cooksville and Hospital Policy Review, Dundas Corridor Policy Implementation and more.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Official Plan Amendment serve 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. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are 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 an Intensification Corridor (see **Figure 8**). As such, the following apply.

- '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.'*

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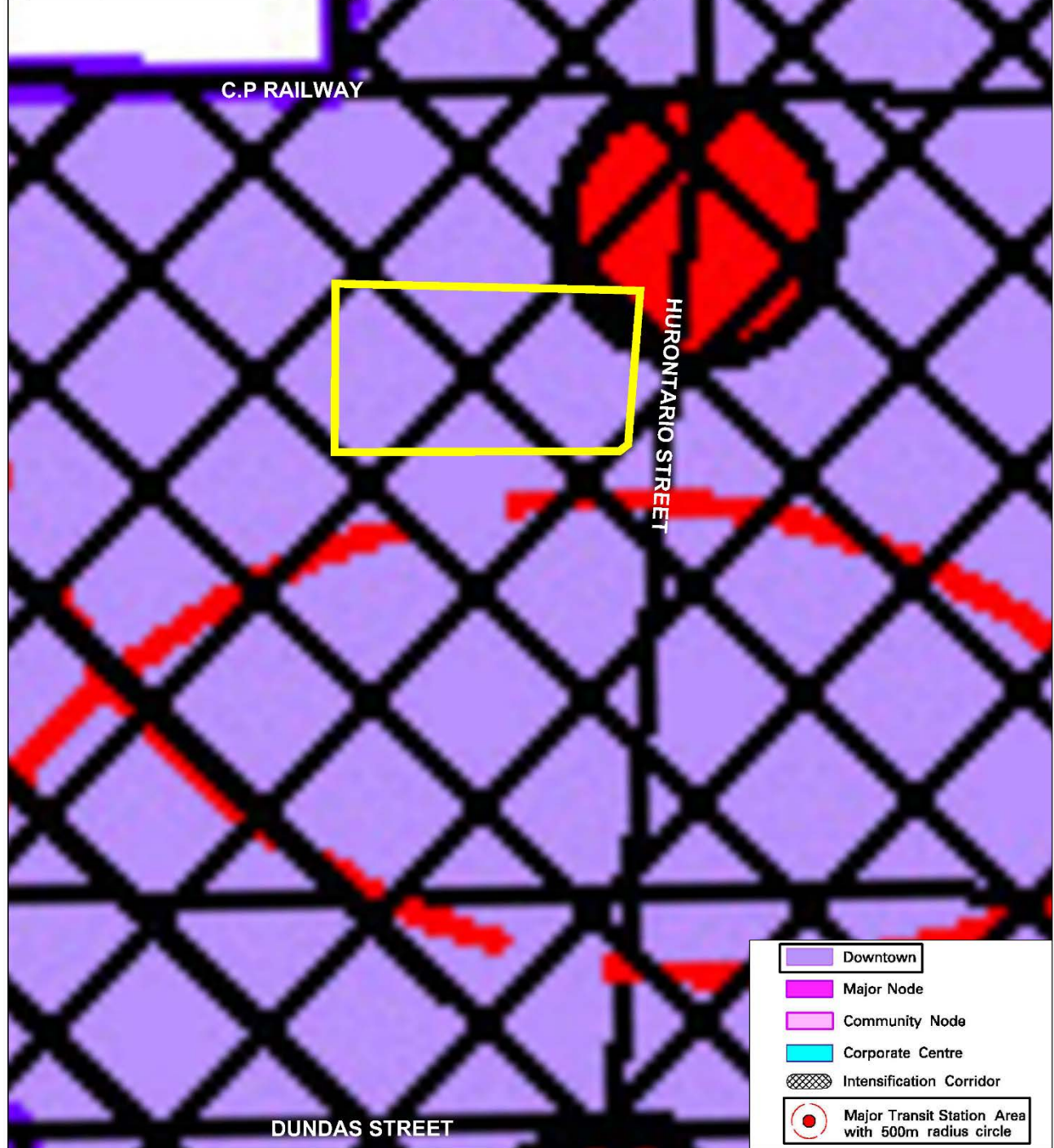


FIGURE 8


MISSISSAUGA OFFICIAL PLAN

SCHEDULE 2

INTENSIFICATION AREAS

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



Scale: N.T.S.
May 3, 2022

As a Site located within an Intensification Area, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential, non-residential and community uses to meet the needs of residents. This will contribute to the creation of Downtown Cooksville as a complete, 15-minute community where residents are able to live, work, play and shop within the community or even the same building.

5.3.1 Downtown

The City's Downtown is comprised of various areas, each with a unique character. Given this, the City's Downtown is comprised of four (4) Character Areas – the Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital. As a Site within the Downtown Cooksville community, the following apply.

'5.3.1.3 The Downtown is an Intensification Area.'

'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.'

'5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment 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 a Site within the Downtown Cooksville Character Area and located in proximity to various transit networks, the Subject Lands are an appropriate location for high density, compact, mixed-use development to occur. The proposal supports the above-noted Downtown policy objectives by facilitating a development that has been planned and designed to facilitate a high density, compact, mixed-use form that makes efficient use of land, infrastructure and facilities. It will also provide for a range and mix of residential, non-residential and community uses on the same lot to support the ability for residents to live, work, play and shop within the Cooksville community or even the same building. It will also provide for high quality, contextually appropriate built forms that supports the City's Downtown policy objectives and will support the creation of Hurontario Street as a safe, comfortable, vibrant, pedestrian-oriented streetscape. This is further demonstrated in the accompanying Urban Design Study.

5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Hurontario Street is identified as an Intensification Corridor. The following policies apply.

'5.4.3 Corridors that run through or abut the Downtown ...are encouraged to develop with mixed uses oriented toward 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'

'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.'

In accordance with Schedule 2, Intensification Areas (see Figure 8), the Subject Lands are located along the Hurontario Street Intensification Corridor and in proximity to a planned HuLRT Station. As such, the Site is identified as being located within a Major Transit Station Area by the in-effect MOP.

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along the Hurontario Intensification Corridor and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that buildings open onto and address the public realm. The proposal also contemplates a pedestrian-oriented built form through the provision of terraced built forms and podiums along the Site's frontages, which conforms to the 2-storey minimum building height requirement.

The Site's appropriate location for high density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Hurontario / Main Street Master Plan, the Cooksville Mobility Hub Master Plan, Vision Cooksville and the Dundas Connects Master Plan. These Plans are further discussed in Sections 5.5, 5.6, 5.7 and 5.8, respectively, of this Report. For the reasons outlined

above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

5.5 Intensification Areas

As stated above, the MOP direct growth to be focused in Intensification Areas. The following apply.

'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.'

'5.5.4. 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 building heights are determined through planning studies.'

'5.5.14. Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.'

'5.5.16. 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.'

As demonstrated on Figure 8, the MOP identifies the Subject Lands as being located within an Intensification Areas and within a Major Transit Station Area. As further described in Sections 5.4 through 5.8 of this Report, the Subject Lands are consistently identified as an appropriate and desirable location for high density, compact, mixed use, transit-supportive development to occur. The proposal supports the above-noted policy objectives by introducing a range of residential, non-residential and community uses in order to meet the daily needs of residents. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

The proposed development and corresponding Official Plan Amendment will support the above-noted policy objectives and will support the creation of Cooksville as a complete, walkable, 15-minute community. As described throughout this Report, there is inconsistent policy direction in relation to the Site. More specifically,

the Site is recognized as having development potential given its locational attributes, yet the form of development is 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 and to facilitate compact, mixed-use development in close proximity to the Cooksville GO Station where development can and should be concentrated. The proposed development and corresponding Amendments will facilitate development with heights (up to 46 storeys) that are appropriate for the location, while still respecting the City Structure hierarchy.

7/ Complete Communities

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

'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'

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

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice as well as a new community centre. Opportunities to refine the anticipated design and programming of the community centre space will be completed during the future detailed design stage.

7.3. Community Infrastructure

The MOP defines 'community infrastructure' as follows:

'means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, community facilities, daycare / day program and places of religious assembly.'

Based on the above, the proposed development contemplates the provision of new community infrastructure given the inclusion of an integrated community centre. As such, the following apply.

'7.3.1. Community infrastructure will support the creation of complete communities.'

'7.3.2. The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors ...'

'7.3.5. Community infrastructure will generally be:

- a) in proximity to transit facilities;*
- b) on Corridors, major and minor collector roads, preferably at intersections;*
- c) connected to trails, cycling facilities, where possible*
- d) in proximity to other community infrastructure and places of gathering, where possible; and*
- e) accessible to persons with disabilities.'*

'7.3.7. The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development.'

'7.3.8. Where possible, community infrastructure will be encouraged to develop shared parking facilities.'

As demonstrated on the accompanying Conceptual Site Plan, the proposed development will provide for a multi-level, integrated community centre facility within the podium of a mixed-use structure. Furthermore, the community centre, as contemplated, has been situated to frame the street, provide access to shared below-grade parking facilities, and be easily accessible for community residents. The proposed community centre, which can be programmed to include a community public library branch, an aquatics centre, a gymnasium and multi-use community spaces, has direct pedestrian connections to the public sidewalks and is located in proximity to transit services, active transportation networks, services and facilities.

7.6. Distinct Identities

In terms of community character, the following apply.

'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.'

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, refined built form that integrates with and is complimentary to the established and evolving character of the Downtown Cooksville community. As further discussed in the accompanying Urban Design Study, the proposal provides a development that is appropriate, desirable and maintains compatibility with the surrounding community.

9/ Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. 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.'

'9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'

'9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'

'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, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the Cooksville community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

9.2.1. Intensification Areas

In terms of 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.'

'9.2.1.5 Small land parcels should be assembled to create efficient development parcels.'

'9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.'

The Subject Lands are an assembly of four (4) parcels to facilitate an appropriate and well-designed proposal. The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates consolidated access points and shared parking and servicing areas in efforts to provide an optimal site design.

- '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.'*
- '9.2.1.12. *Tall buildings will be sited to preserve, reinforce and define view corridors.'*
- '9.2.1.13. *Tall buildings will be appropriately spaces 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 building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*
- '9.2.1.19. *The public realm and the development interface with the public realm will be held to the highest design standards.'*
- '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....'*
- '9.2.1.26. *For non-residential uses, at grade windows will be required facing major streets and must be transparent.'*
- '9.2.1.27. *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.'*
- '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.'

'9.2.1.30. Development will provide open space... appropriate to the size, location and type of the development.'

'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.'

'9.2.1.33. Open spaces will be designed to promote social interaction.'

The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of five (5) tall buildings of varying heights. Each tall building is appropriately situated within the Cooksville GO Major Transit Station Area ('MTSA'). Furthermore, each tall building is to rise above a podium, thereby facilitating development forms that frame the street and are pedestrian-scaled. The podiums are to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm. The tower components of the proposal have been oriented

in such a manner to provide for sufficient tower separation, maximum direct sunlight and contribute to a high-quality skyline.

A series of landscape and public realm enhancements are to be provided. This includes a large, central POPs, landscaped open spaces along the property lines, rooftop outdoor amenity areas as well as a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social interaction and enjoyment of the outdoors. The proposal's compliance with the City's urban form policy objectives is further demonstrated in the accompanying Urban Design Brief.

9.3. Public Realm

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

'9.3.1.4. Development will be designed to:

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and 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.'

'9.3.3.2. Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture.'

'9.3.3.4. Buildings that serve the community ...should be designed to be the focus of the community, highly visible, universally accessible and attractive and serve as landmarks for future generations.'

'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'

'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.'

'9.4.1.2. 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 above-noted City's public realm policy objectives by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built forms. As further discussed in the accompanying Urban Design Brief, the proposal complies the City's public realm policy objectives. This is achieved through the provision of built forms that frame the street edge, provides direct pedestrian connections to the public realm, provides cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development. Furthermore, the development has been planned and organized around a central landscaped POPs, landscaped open spaces along the property lines and rooftop outdoor amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related 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 high-quality, refined development that is compatible and integrates with the surrounding area.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated on **Figure 9**, the Subject Lands are currently split designated 'Mixed Use' and 'Residential High Density'. In order to facilitate the proposal, the corresponding Official Plan Amendment seeks to redesignate a portion of the Site so that the Subject Lands in their entirety are designated 'Mixed Use'. In our opinion, the 'Mixed Use' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

'11.2.1.1. The following uses will be permitted in all land use designations, except Greenlands and Parkway Best West unless specifically allowed:

a) community infrastructure'

'11.2.6.1. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- a) commercial parking facility;*
- b) financial institution;*
- c) funeral establishment;*
- d) makerspaces;*
- e) motor vehicle rental;*
- f) motor vehicle sales;*
- g) overnight accommodation;*
- h) personal service establishment;*
- i) post-secondary educational facility;*
- j) residential, in conjunction with other permitted uses;*
- k) restaurant;*
- l) retail store; and*
- m) secondary office.'*

'11.2.6.2. The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development of Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.'

'11.2.6.4. Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.'

The proposed development will provide for a mixture of high-quality grade-related non-residential, residential and community infrastructure uses that will meet the needs of current and future residents. This will support the achievement of Cooksville as a complete, 15-minute community where residents are able to live, work, play and shop within the community or even within the same building. We note that no ground-related residential uses are contemplated. Overall, the proposal represents an appropriate and desirable compact, mixed-use, transit-supportive and pedestrian-oriented development that advances the City's development and Mixed Use policy objectives. The proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the above-noted Mixed Use policy objectives.

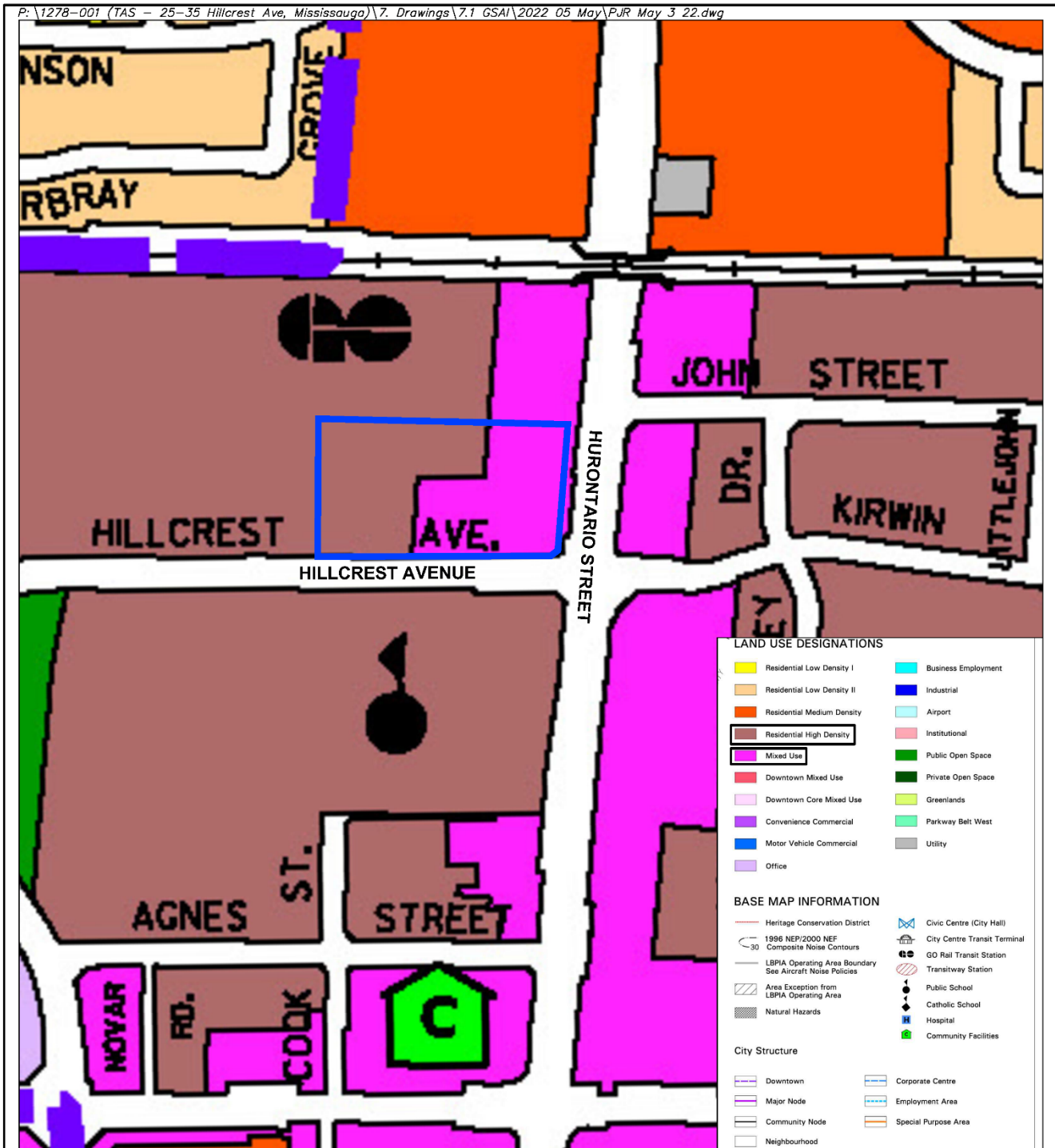


FIGURE 9

MISSISSAUGA OFFICIAL PLAN

SCHEDULE 10

LAND USE DESIGNATIONS

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
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12 / Downtown

Chapter 12 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Downtown components of the City Structure. As stated, the Subject Lands are located within the Downtown component of the City Structure and are located within the Downtown Cooksville Character Area. The following policies apply.

'12.1.1.2. A minimum building height of three storeys is required on lands within the Downtown'

'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.'

'12.1.1.6. Within the Downtown, on lands designated Mixed Use ...ground floor retail or office uses will be permitted.'

The proposed development and corresponding Official Plan Amendment seek to implement revised development standards for the Site. Notwithstanding, the proposal conforms with the above-noted policy objectives through the provision of grade-related non-residential uses that will include retail and podiums that respect a minimum building height of five (5) storeys. Furthermore, the provision of podiums, architectural details and terraced built forms via setbacks and stepbacks, will facilitate an appropriate transition to be provided. Further detail is provided in the accompanying Urban Design Brief.

12.4. Downtown Cooksville

Section 12.4 of the MOP contains the policy framework for the Downtown Cooksville Character Area. The Subject Lands are also partially subject to Downtown Cooksville Special Site 2 (Map 12-4, Downtown Cooksville Special Site Areas; see **Figure 10**). The following apply to redevelopment of the Site.

'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.'

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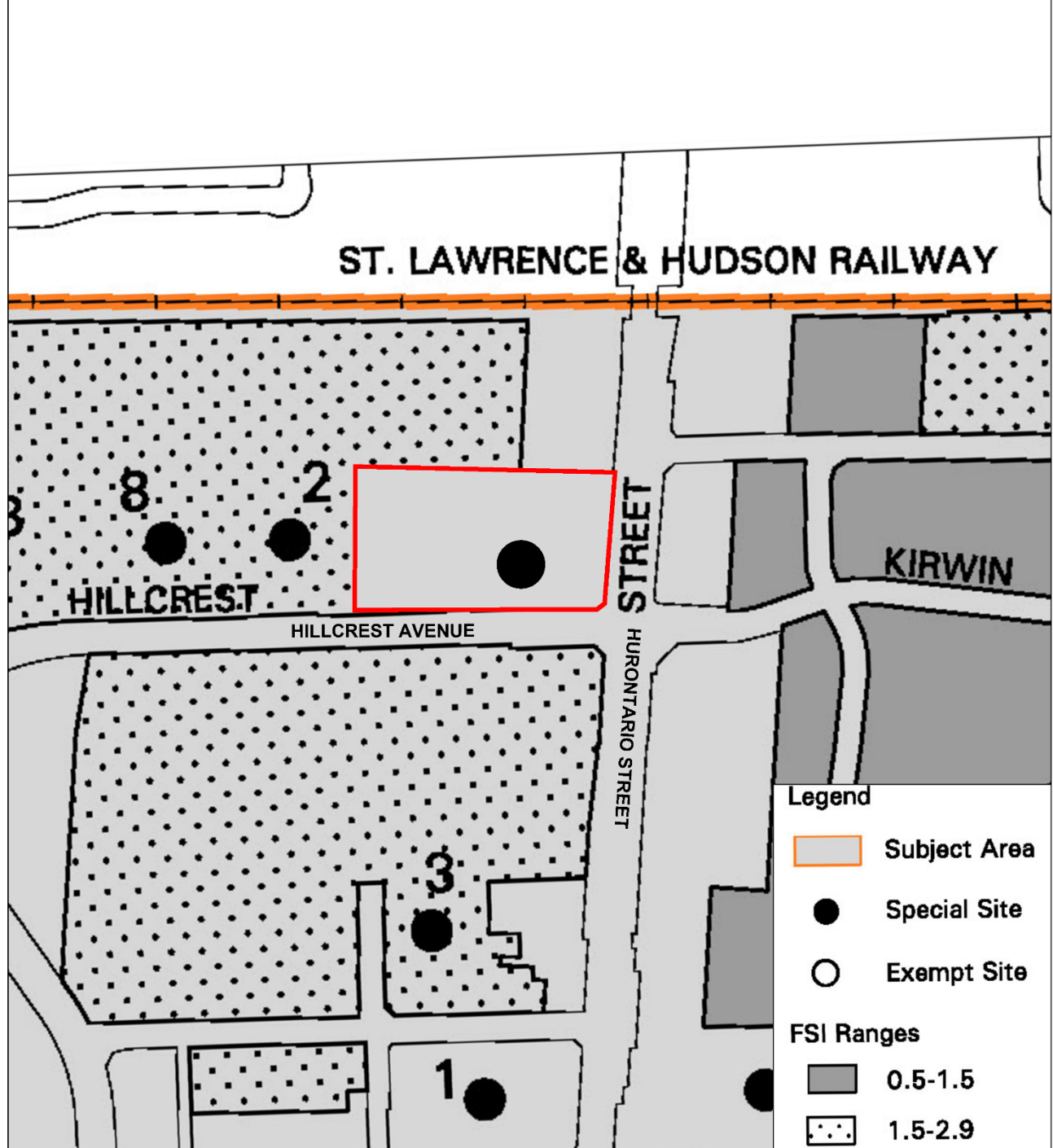


FIGURE 10

MISSISSAUGA OFFICIAL PLAN

MAP 12-4

DOWNTOWN COOKSVILLE SPECIAL SITE AREAS

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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'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 with high transit or pedestrian use;*
- b) minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*
- c) maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage;*

'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 retail 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'*

'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 ...'

The proposed development conforms to the above-noted policy objectives by providing for high-quality, refined built forms that frame the street edge. Streetscaping enhancements are to be provided in order to facilitate wide sidewalk zones and high pedestrian activity, particularly along the Hurontario Street corridor. Furthermore, a broad range and mix of grade-related non-residential uses are to be provided along the Site's Hurontario Street, Hillcrest Avenue, John Street and GO Access Road frontages. Additionally, direct pedestrian connections from these grade-related units to the public sidewalk will be provided. Overall, the proposal contemplates a built form that will support the creation of Hurontario Street as an urban corridor with a mix of uses and high pedestrian activity. The proposed 5-storey podiums are within the permitted height ranges and will facilitate pedestrian-oriented development that has a sense of spatial enclosure. The ways in which the proposal conforms with the Downtown Cooksville policy directions is further described in the accompanying Urban Design Study

Section 12.4.3.2 of the MOP identifies the policy provisions as it relates to Special Site 2. The in-effect Special Site 2 provisions permit a mixed-use development but not the proposal. As such, the corresponding Official Plan Amendment seeks permission to remove the Subject Lands from Special Site 2.

5.5 / HURONTARIO / MAIN STREET MASTER PLAN, 2010

It is our opinion that 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, facilitate development at an appropriate transit-supportive density, and better recognize the development potential of the Subject Lands as outlined in the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Master Plan, Vision Cooksville and Dundas Connects Master Plan.

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential, non-residential and community uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Downtown Cooksville as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Downtown Cooksville community. Therefore, the proposed development and corresponding Official Plan Amendment serve to better implement the applicable policies and objectives for 'Mixed Use' lands within the Downtown Cooksville Character Area of the Mississauga Official 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 the Hurontario Light Rail Transit ('HuLRT') network. 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 demonstrated in **Figure 11**, the Subject Lands are identified as being located within the Downtown Cooksville Focus Area and as a candidate location for the tallest, highest density development within the 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;
- An LRT Station is planned to be provided directly in front of the Site, at the intersection of John Street and Hurontario Street;
- Development is to be focused around the Cooksville GO Station;

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FIGURE 11

**HURONTARIO/MAIN STREET MASTER PLAN
DOWNTOWN COOKSVILLE CHARACTER AREA**

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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- The Subject Lands are identified as an appropriate and desirable location for the highest density, ‘tall’ development (4.0 FSI, 25 storeys) to occur;
- A minimum building height of three (3) storeys is to be provided;
- Podiums with heights of 5 – 6 storeys are encouraged to facilitate pedestrian-scaled development;
- At-grade retail uses along the Site’s Hurontario Street frontage are encouraged to be provided;
 - Main doors and windows facing the street are to be provided;
- At-grade commercial or institutional uses are encouraged to be provided along the Site’s Hillcrest Avenue frontage;
- A continuous streetwall is to be provided along the Site’s Hurontario Street frontage, while at least 70% of the Site’s Hillcrest Avenue frontage is to have a continuous streetwall condition;
- 0.0 metre setbacks from the Hurontario Street and Hillcrest Avenue street lines are encouraged;
- A range of housing types and tenures are encouraged;
- Appropriate transition is to be provided through the application of 2.5 metre setbacks above the podium;
- Landscape buffers, tree plantings and pedestrian amenities are encouraged;
- Development is to be sympathetic 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, transit-supportive development that will support the creation of Hurontario Street as a safe, comfortable, attractive, active main street. The proposal will also support transit ridership and contribute to housing choice for current and future residents. The proposed tall built form is appropriate and desirable given the Site is immediately adjacent to the Cooksville GO Station, where development is to be concentrated. Furthermore, the building heights, as contemplated, facilitate a high-density, compact, transit-supportive development that is consistent with the development vision for Downtown Cooksville. As such, redevelopment of the Subject Lands, as contemplated, provides for development to occur at an appropriate and desirable location, to occur at an appropriate transit-supportive density and will contribute to the creation of Downtown Cooksville as a complete, 15-minute community. Therefore, the proposal and corresponding Amendments represent an opportunity for the above-noted policy directions to be implemented.

5.6 / COOKSVILLE MOBILITY HUB MASTER PLAN, 2011

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 centered on the Cooksville GO Station. The Subject Lands are located within the Mobility Hub Study Area and within the 'Station Development Area' focus area.

Overall, the Study provides a series of policy recommendations to guide redevelopment throughout the Mobility Hub Study Area. 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 fine-grain road network is to be encouraged, through the introduction of new public roadways and pedestrian mews;
 - A new 20 metre Local Road is identified as bisecting the Subject Lands;
 - Cook Street, as a 20 metre Collector Road is to be extended north through the Site, to connect to John Street;
 -
 - John Street is to be extended westerly as a 30 metre Collector Road, including a Transit Mall configuration;
- Hillcrest Avenue is to provide for on-street bicycle lanes and multi-use trail segments;
- As demonstrated on **Figure 12**, the Subject Lands are identified as an appropriate and desirable location to accommodate a new Neighbourhood Park and high density, 'tall' (4.0 FSI, 25 storeys) development;
- 5 – 6 storey podiums are encouraged along Hurontario Street, while 3 – 4 storey podiums are encouraged along John Street, Cook Street and Hillcrest Avenue frontages;
- Hurontario Street is to have a retail character, capable of supporting high pedestrian activity;
- At-grade commercial or institutional uses are encouraged along the Site's Hillcrest Avenue frontage;
- A mix of grade-related uses are to be encouraged along the Site's John Street and modified Cook Street frontages;
- Cook Street and John Street are encouraged to be important pedestrian streets;
- Continuous streetwalls are encouraged;
- Appropriate transitions are to be provided through application of 2.5 metre stepbacks above the podiums;
- Compatibility with the surrounding context is encouraged;
- Shared access and amenity areas are encouraged;

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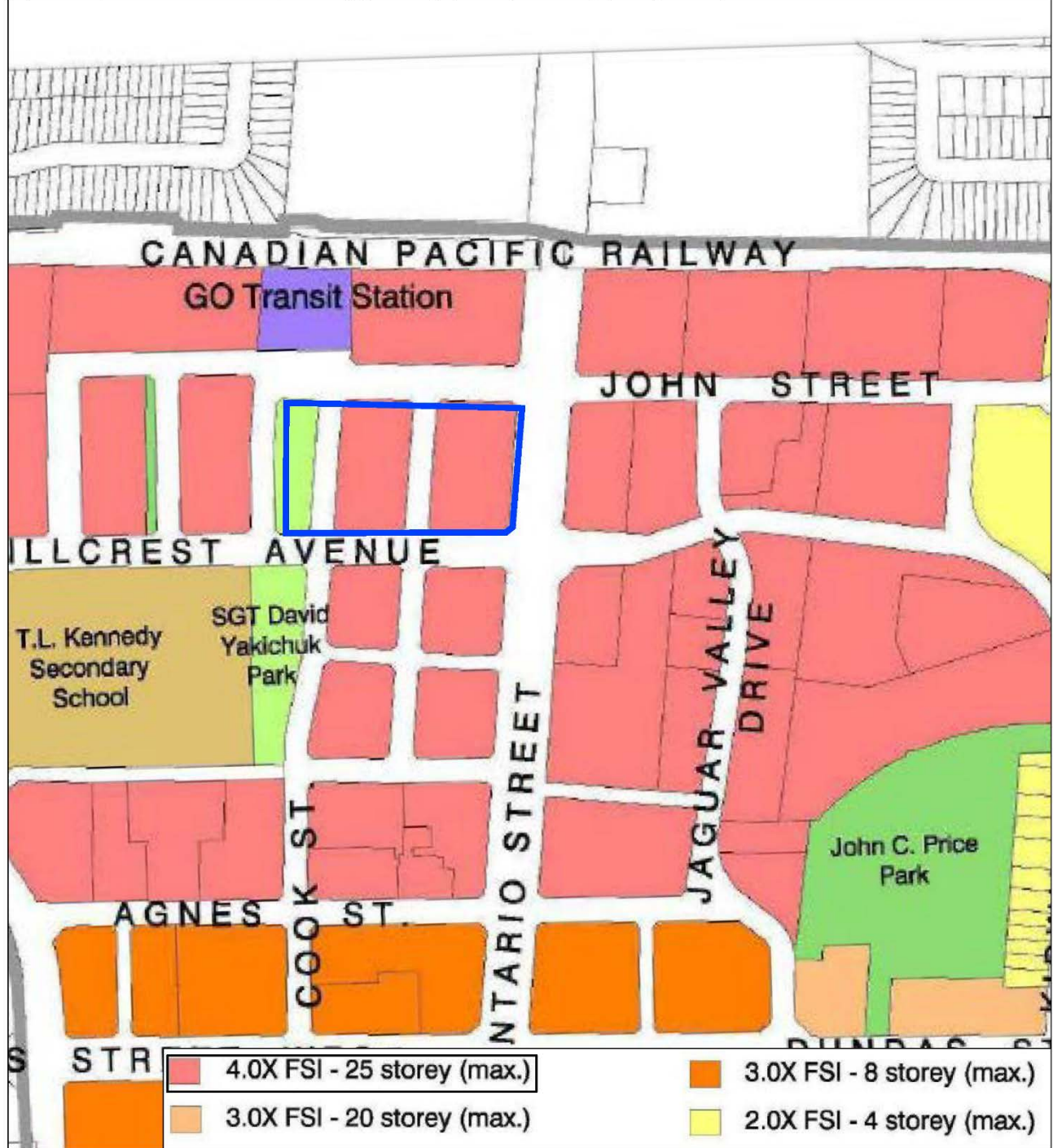


FIGURE 12

COOKSVILLE MOBILITY HUB MASTER PLAN FIGURE 15 PROPOSED HEIGHT & DENSITY

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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- Below-grade parking structures are encouraged;
- Landscaping, tree plantings and pedestrian amenities are encouraged

The Study identifies the Subject Lands as a prime candidate site for redevelopment. More specifically, the Site is identified as an appropriate and desirable location for high density, compact, mixed-use, pedestrian-oriented and transit-supportive development to occur, immediately adjacent to the Cooksville GO Station. As such, the proposed development has been planned and designed to implement the policy recommendations outlined above, while providing for a mix of residential, non-residential and community uses. The proposal respects the policy objective of providing additional mid-block connections through the introduction of a new private road and network of pedestrian pathways.

In our opinion, the proposed development and corresponding Amendments will support redevelopment of the Subject Lands at an appropriate location, at an appropriate density and support the development vision established for Downtown Cooksville in the Cooksville Mobility Hub Master Plan Study.

5.7 / VISION COOKSVILLE, 2016

Vision Cooksville was a City of Mississauga led initiative to develop a long-term vision for the Downtown Cooksville community. Following extensive community and stakeholder consultation, Vision Cooksville culminated in a June 2016 Report which identified the long-term 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 pace 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 Principle. 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-scale 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 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 and existing buildings that have extensive lands 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.'

'3.1. Provide More Community and Recreation Spaces

As the Downtown Cooksville community grows there will be an even greater demand on its existing community spaces in addition to demand for new types of spaces not currently located in Cooksville.

The Cooksville library branch is an anchor for the community that is in need of a larger and more visible location on the ground floor. A new facility will include bright community meeting spaces, large children's program space, and access to new technology.

A made-in Cooksville recreation facility will provide much needed active recreation space for people of all ages and abilities including a gymnasium, fitness equipment and a community kitchen. There is a general need for more community meeting and activity space of various sizes to support the numerous community groups and programs.'

'3.2. Create a Cooksville Community Facility

Bringing key community facilities and services together makes all programs more accessible in a 'one-stop community hub' and also creates a real focus for the community. Opportunities will be sought to co-locate a new library and cultural / recreational centre together with other community assets such as open spaces and a school. ...'

'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 diversity the existing housing stock.'

'4.3. Create Opportunities for Homeownership

Cooksville residents love this community and want to be able to live here through all stage 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 implement the above-noted Recommendations in the following ways:

- Landscape and public realm enhancements, including pedestrian amenities, are to be provided;
- A terraced built form is contemplated, which includes stepbacks, is to be provided in order to provide for human-scaled and pedestrian-oriented built forms;
- A range of active grade-related uses are to open onto and address the public realm, providing opportunities for social interaction and animated street life;
- A range of landscaped open spaces and a large, landscaped Privately Owned, Publicly Accessible Space ('POPS') are to be provided, facilitating safe, convenient and accessible accesses into and beyond the Site;
- A new co-located community hub facility is to be provided. The proposed development, as contemplated, is to provide a flexible community hub space that can include a new library branch and various community facilities such as a gymnasium, an aquatics centre, flexible meeting spaces and more. Additionally, the proposed community hub has been positioned in a visible location, directly accessible from the public realm;
- A mixture of dwelling units, including potential opportunities for purpose-built rental units and ownership units, are to be provided. This will facilitate housing choice for Cooksville households of varying size, incomes, life stages and lifestyle preferences; and,
- Grade-related non-residential uses will provide opportunities for local employment and support for local, independent retailers.

5.8 / DUNDAS CONNECTS MASTER PLAN, 2018

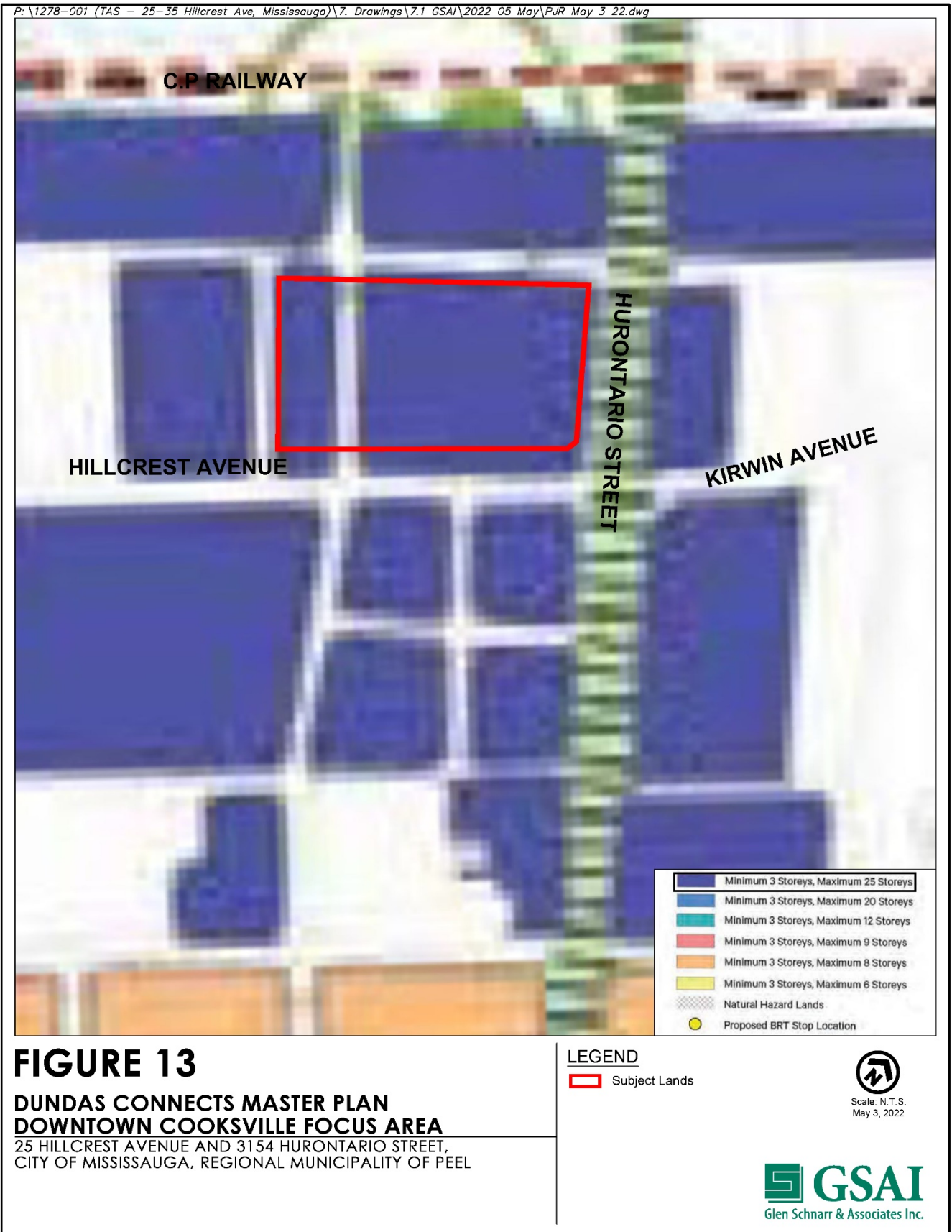
The Dundas Connects Master Plan ('Dundas Connects') was adopted by City Council in May 2018. Dundas Connects, while not currently an operative part of the MOP, is intended to provide detailed policy objectives in an effort to guide new development occurring along the Dundas Street corridor and further 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 in **Figure 13**, 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;
- Continuous streetwall conditions are encouraged;

- Terraced built forms, including 2.5 metre setbacks above the podium level, are encouraged in order to provide for appropriate transitions to the surrounding context;
- The Subject Lands are identified as an appropriate and desirable location for high density, 'tall' 4.0 FSI, 25 storey) development to occur;
- Wide sidewalk zones, particularly along Hurontario Street, are encouraged;
- 4.0 metre floor-to-floor heights on the ground level are encouraged to facilitate retail and commercial tenant needs;
- Landscape and public realm enhancements are encouraged; and,
- Below-grade parking is encouraged.

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



5.9 / ZONING

As stated above, the City of Mississauga is presently completing an Official Plan Review exercise. These efforts will culminate in City-initiated Official Plan Amendment(s) ('OPA(s)') to refine and update policy provisions for lands across the City. It is understood that City Staff are presently completing the Dundas Corridor Policy Implementation initiative and that this initiative will culminate in an OPA to formalize the recommendations of the Dundas Connects Master Plan.

In our opinion, redevelopment of the Subject Lands as contemplated is appropriate and desirable. It will facilitate a compact, mixed-use, pedestrian-oriented and transit-supportive development to be provided in an appropriate location to take advantage of the Site's locational attributes which includes being surrounded by the Cooksville GO Station, the HuLRT network and various bus routes as well as being within walking distance of the planned Dundas BRT network, services and facilities to meet daily needs.

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007;') currently split zones the Subject Lands as 'Development (D)', 'Mainstreet Commercial (C4)' and 'Residential Apartment, Exception 33 (RA5 – 33)' (see **Figure 14**). Collectively, the current zoning does 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 draft 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 a range of accessory uses;
- To permit a site-specific density;
- To permit site-specific building envelope standards, including building heights and setbacks;
- To permit a site-specific parking standard;
- To permit a site-specific loading standard;
- To permit a site-specific landscaping standard; and,
- To permit a site-specific amenity standard.

Table 3 on page 59 summarizes the proposed site-specific exceptions to the RA5 Zone and the rationale for these exceptions.

P:\1278-001 (TAS - 25-35 Hillcrest Ave, Mississauga)\7. Drawings\7.1 GSAI\2022 05 May\FJR May 3 22.dwg

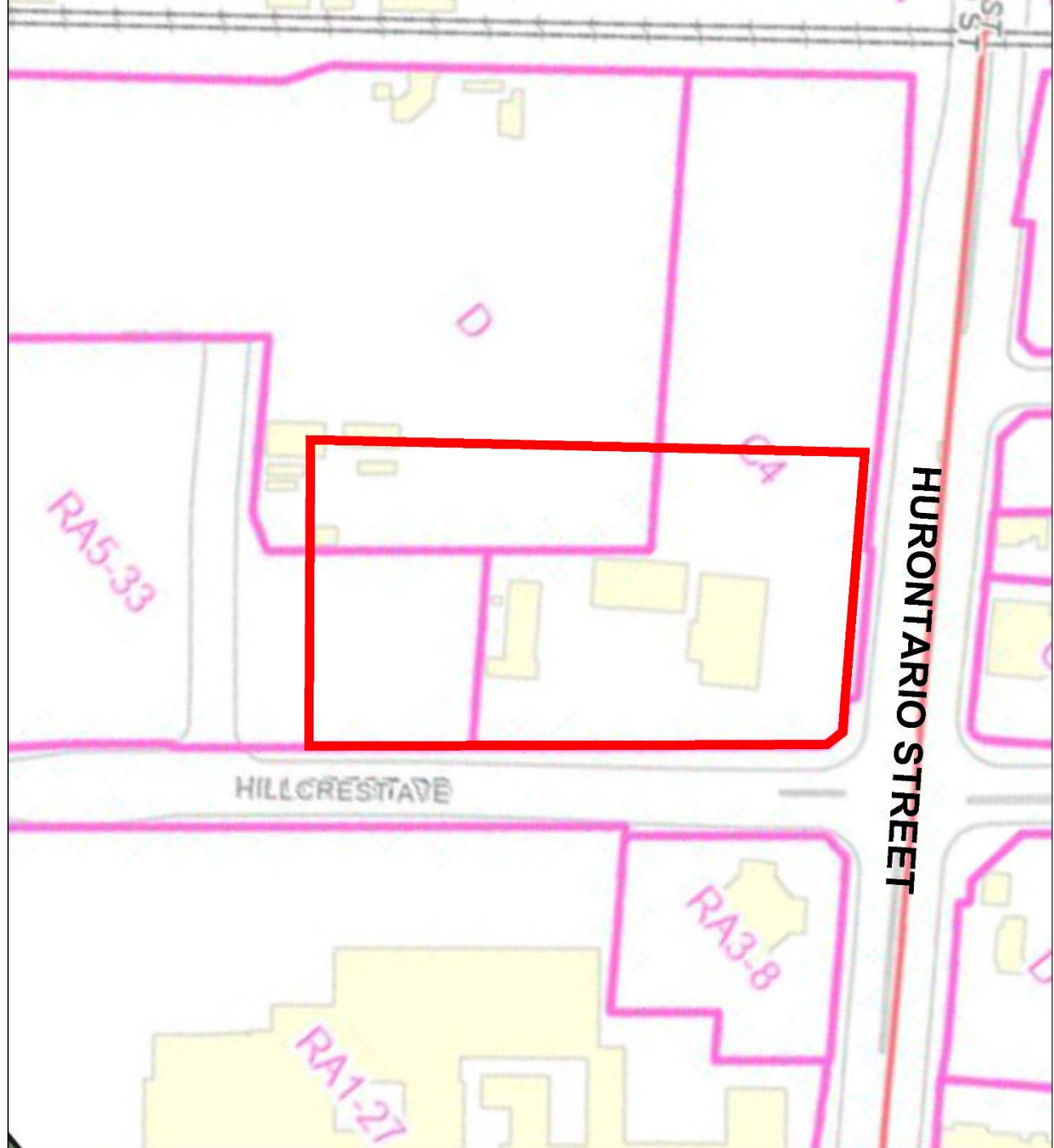


FIGURE 14

**CITY OF MISSISSAUGA
ZONING BY-LAW 0225-2007**

25 HILLCREST AVENUE AND 3154 HURONTARIO STREET,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



Scale: N.T.S.
May 3, 2022

Table 3 / Summary of Requested RA5 Exceptions & Rationale

REQUESTED EXCEPTION	RATIONALE	REQUESTED EXCEPTION	RATIONALE
<i>Modified Use Permissions</i>	To implement the desired range of complimentary, accessory uses that are appropriate for a mixed-use development		In efforts to accommodate the desired built form and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of rooftop outdoor amenity areas and a large, central outdoor feature. As demonstrated in the accompanying Urban Design Brief, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Downtown Cooksville community	<i>Modified Landscaping Standard</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'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design		To implement the desired built form and optimized site design, an alternative amenity space standard is requested. The requested standard will also enable the provision of high-quality, safe, comfortable and attractive rooftop outdoor amenity areas that are directly visible and accessible from the adjacent indoor amenity areas as well as the central landscaped POPS feature
<i>Modified Loading Standard</i>	To implement the desired built form and range of uses, a shared loading standard is requested. As further demonstrated in the accompanying TIS, the requested loading standard is appropriate and capable of accommodating the loading demands of the proposal	<i>Modified Amenity Space Standard</i>	

6 / SUMMARY & 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 the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding community, 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 surrounding context;
2. The proposal provides an appropriately designated and compatible 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, the provision of community space, open space and the achievement of Cooksville as a complete, 15-minute community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: 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 use or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of the Downtown Cooksville community, it provides an opportunity for a compact, high-quality intensification within the City's Built-Up Area, within the Downtown Mississauga Urban Growth Centre, within a proposed Major Transit Station Area and along an Intensification Corridor. 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 Study 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
Stephanie Matveeva, MCIP, RPP
Associate

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 west side of Hurontario Street, south of John Street, north of Hillcrest Avenue. The land is municipally addressed as 25 Hillcrest Avenue and 3154 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 Downtown, 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, with 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 split designated 'Residential High Density' and 'Mixed Use'. Permitted uses on the Subject Lands include apartment dwelling, uses permitted in the Residential Medium Density designation and uses permitted in the Convenience Commercial designation at-grade in apartment dwellings, 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.

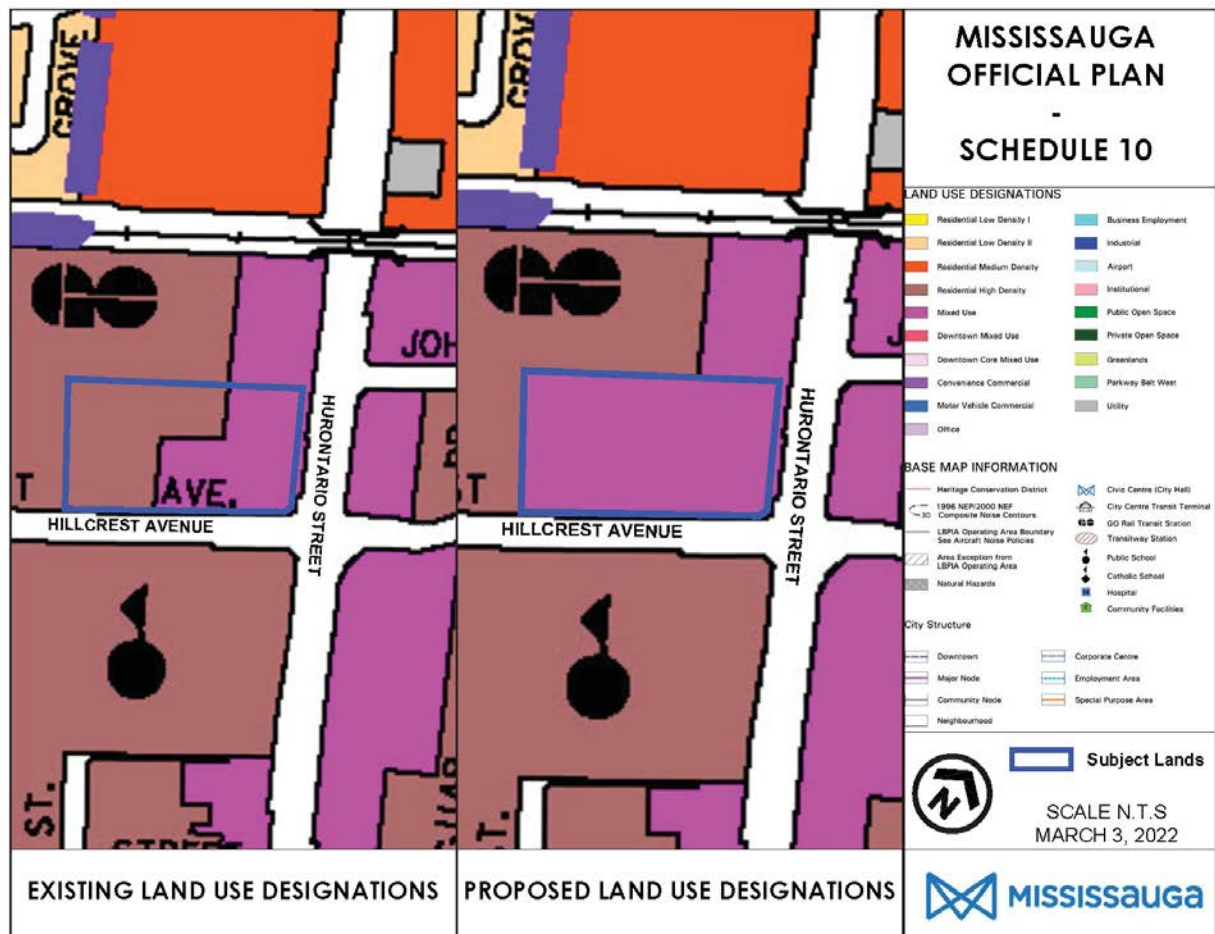
The Official Plan Amendment is required to redesignate the Subject Lands to 'Mixed Use'. As previously stated, the Subject Lands are located within the Downtown Cooksville Character Area of the Mississauga

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 uses on the lands, maximum building heights of 34, 36, 39, 46 and 46 storeys, respectively and a Floor Space Index of 7.5. Overall, the proposed Official Plan Amendment is to redesignate the Subject Lands to 'Mixed Use – Special Site'. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

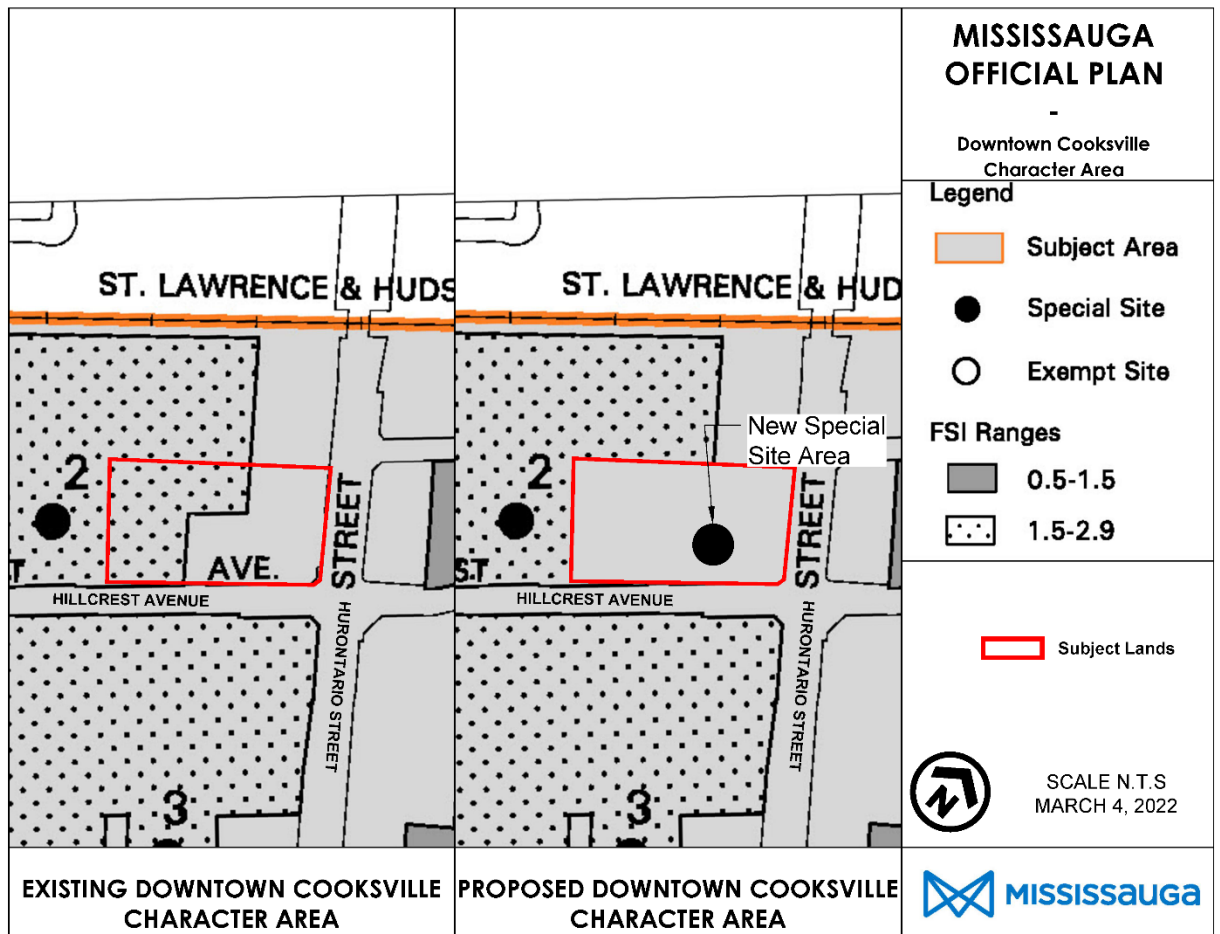
1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2021) and the Mississauga Official Plan (2021) 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, adjacent to the Cooksville GO Station and within a comfortable 5-minute walking distance of higher order transit stops – including the Cooksville GO Station, the planned Hurontario Light Rail Transit Station at John Street and Hurontario Street as well as the planned Dundas Bus Rapid Transit Station at Dundas Street West and Hurontario Street. Furthermore, the Subject Lands is 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. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 34 – 46 storeys and a Floor Space Index of 7.5 is a transit-supportive development on lands that are well-served by existing and future transit networks. The Site is also well-served by existing greenspace, active transit networks and service and retail establishments in the surrounding area. Bringing additional residents, new community infrastructure and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Cooksville as a complete, 15-minute, walkable community.
5. The proposed development will improve and contribute to the Hurontario Street streetscape by providing animated podiums situated close to the streetline, with a mixture 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 'Mixed Use'.



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



3. Section 12.4.3, Special Site Policies Downtown Cookville Character Area, of the Mississauga Official Plan is hereby amended by removing the Subject Lands from Special Site Policy 2 and by adding the following:

- 12.4.3.XX The lands identified as Special Site X are located on the west side of Hurontario Street, south of John Street, north of Hillcrest Avenue and east of GO Access Road.
- 12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 46 storeys 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 the Mississauga Official Plan dated October 21, 2021.

INTREPRETATION

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. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 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, to modify a Special Site Policy within the Downtown Cooksville Character Area 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 _____, 20XX.

Mayor

Clerk

APPENDIX II / *Draft Zoning By-law Table*

25 Hillcrest Avenue & 3154 Hurontario Street

City File: DARC 21 – 282

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

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-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
2.1.2.1.1.	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from any Residential Zones, shall comply with the applicable minimum separation distance required	Lines 1.0 through 3.0 shall not apply
2.1.9.4	Day Care	Minimum depth of a landscape buffer measured from a lot line that is a street line – 4.5 m	Line 3.5 of Table 2.1.9.4 shall not apply
2.1.14.1.	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 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 – 17.5 m + required yard/setback] [26 m – 16.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection]	Line 14.0 and Line 16.0 of Table 2.1.14.1 shall not apply

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a rooftop balcony may be setback 0.0 m from all exterior edges of a building or structure
3.1.1.4.3	Parking Space Dimensions	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	Delete provision
3.1.1.4.5	Accessible Parking Spaces Dimensions	<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> <ul 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

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Condominium Apartment: 1.25 resident spaces per one-bedroom unit; 1.4 resident spaces per two-bedroom unit; 1.75 resident spaces per three-bedroom unit 0.2 visitor spaces per unit	Delete provision – parking spaces shall be provided as follows: <ul style="list-style-type: none"> • 0.62 resident spaces per one-bedroom unit; • 0.72 resident spaces per two-bedroom unit; and • 0.8 resident space per three-bedroom unit
3.1.2.2.	Required Number of Parking Spaces for Non- Residential Uses	Community Centre – 4.5 spaces per 100 sq m gross floor area (GFA)-non- residential; Day Care – 2.5 spaces per 100 sq m GFA- non-residential; Education and Training Facility – 5.0 spaces per 100 sq m GFA-non- residential; Financial Institution – 5.5 spaces per 100 sq m GFA – non-residential; Library – 3.2 spaces per 100 sq m GA- non-residential Office – 3.2 spaces per 100 sq m GFA – non-residential; Personal Service Establishment – 5.4 spaces per 100 sq m GFA-non-residential; Retail Store – 5.4 spaces per 100 sq m GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 sq m GFA – non-residential; Restaurant – 16.0 spaces per 100 sq m GFA-non-residential; Take-Out Restaurant – 6.0 spaces per 100 sq m GFA-non-residential Veterinary Clinic – 3.6 spaces per 100 sq m GFA – non-residential	Delete provision – a shared parking standard for all visitor and non-residential uses on the lot will be provided

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.2.3	Mixed Use Development Shared Parking	<p>A shared parking formula may be used for the calculation of required parking for a mixed use development. ...</p> <p>Shared parking is to be calculated in compliance with Table 3.1.2.3. – Mixed Use Development Shared Parking Formular. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users</p>	<p>Delete provision – a shared parking standard for all non-residential uses and visitor parking spaces will be provided based on the following standards:</p> <ul style="list-style-type: none"> • 0.15 visitor spaces per dwelling unit; • 2.9 spaces per 100 square metres GFA for Community Centre use; • 2.0 spaces per 100 square metres for commercial uses; and. • 3.0 spaces for all other non-residential uses on the lot
3.1.3.1.	Required Number of Accessible Parking Spaces	2.0 spaces plus 2% of the total visitor parking spaces required	Provision met
3.1.4.2.	Required Number of Loading Spaces for Office and / or Medical Buildings	Where the GFA of office and/or medical office uses is less than or equal to 2,350 square metres – no loading spaces are required	Provision met
3.1.4.3.	Required Number of Loading Spaces	Where the GFA for uses other than office and / medical office uses is greater than 14,000 square metres – 3 loading spaces plus 1 additional space for each 9,300 GFA-non-residential or portion thereof	Delete provision – a shared loading space standard of 11 spaces is to be provided

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.4.5.	Required Number of Loading Spaces for Apartment	One (1) loading space per apartment building containing a minimum of 30 dwelling units, shall be required	Provision met
4.1.15.1.1	Apartment Zones – Accessory Uses	Accessory uses [permitted within RA1 to RA5 zones] are limited to a retail store, personal service establishment, financial institution, office and medical office – restricted.	<p>Delete provision – the following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Community Centre; • Daycare; • Education and Training Facility; • Financial Institution; • Library; • Office; • Personal Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.1.15.1.2	Apartment Zones – Accessory Uses	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
4.1.15.1.3.	Apartment Zones – Accessory Uses	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 – accessory uses shall be located in the same apartment building and shall be permitted to have entrances from a corridor or from the street

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.1.15.1.4	Apartment Zones – Accessory Uses	An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building	Delete provision – accessory uses shall be permitted in the first 6 storeys of an apartment building
4.1.15.1.5	Apartment Zones – Accessory Uses	Each accessory use shall have a maximum gross floor area – non-residential of 186 sq m	Delete provision – a maximum size for each accessory use shall not be required
4.1.15.1.6	Apartment Zones – Accessory Uses	The maximum total gross floor area – non-residential for all accessory uses shall be lesser of 10% of the total gross floor area – apartment zone or the gross floor area – apartment zone of one storey of the dwelling	Delete provision – a maximum gross floor area-non-residential for all accessory uses shall not be provided
4.1.15.1.7	Apartment Zones – Accessory Uses	Additional on-site parking is not required for accessory uses permitted in Sentence 4.1.15.1.1	Delete provision – a shared parking standard shall be provided
4.15.1	RA5 - Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	<p>Delete provision – the following are to be permitted as accessory uses to Apartment:</p> <ul style="list-style-type: none"> • Community Centre; • Daycare; • Education and Training Facility; • Financial Institution; • Library; • Office; • Personal Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum Lot Frontage – 30.0 m	Provision met
4.15.1	RA5 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 1.9	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 2.9	Delete provision – a site-specific density of 7.7 FSI shall be permitted
4.15.1	RA5 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone per Storey above 12 Storeys – 1,000 sq m	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Height – 77.0 m and 25 storeys	Delete provision – permit building heights of up to 46 storeys, exclusive of mechanical penthouse
4.15.1	RA5 – Zone Regulations	Minimum Front and Exterior Side Yards	
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	Delete provision – permit minimum setbacks in accordance with a building envelope schedule
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	
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	Minimum Interior Side Yard	

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
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 – 6.0 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 – 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	Not Applicable
4.15.1	RA5 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
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

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
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 combination of zones thereof	Permit a minimum setback to GO Access Road of 1.3 metres for Building A and 4.1 metres for Building E where the lot abuts an Apartment Zone
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
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 metres	Delete provision – permit a maximum encroachment of 1.8 m
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 metres	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	Delete provision – permit a maximum balcony projection of 1.8 m

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height less than or equal to 13.0 m – 3.0 m	Delete provision – permit a minimum building separation in accordance with the building envelope schedule
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 26.0 m – 15.0 m	
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	Delete provision – permit a 1.0 metre setback from a parking structure completely below finished grade to any lot line
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading space to a street line – 10.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached dwelling 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 landscaped area – 40% of the lot area	Delete provision
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscaped 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 – 4.5 m	Delete provision – permit a 0.0 landscape buffer width abutting a lot line that is a street line
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum amenity area – the greater of 5.6 sq m 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 – 50%	Delete provision – amenity areas are to be provided in appropriate locations across the lot
4.15.1	RA5 – Zone Regulations	Minimum amenity area to be provided outside at-grade – 55 sq m	Delete provision – outdoor amenity areas are to be provided at-grade and as rooftop outdoor areas

