



Planning Justification Report

3115 Hurontario Street, Mississauga

Official Plan Amendment and Zoning By-law Amendment



Prepared for Clearbrook Developments Ltd.
by IBI Group

IBI GROUP

October 4, 2022

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1 Introduction

IBI Group Professional Services Inc. (IBI Group) has prepared the following Planning Justification Report on behalf of Clearbrook Developments Ltd., the owner of the property municipally known as 3115 Hurontario Street in the City of Mississauga, Regional Municipality of Peel, and legally described as PT LT 15 CON 1 NDS TORONTO AS IN RO1112474, EXCEPT PT 14, 43R21969; CITY OF MISSISSAUGA (herein referred to as the “subject site” or “site”), as shown in Figure 1.

This Planning Justification Report has been prepared in support of applications for an Official Plan Amendment and a Zoning By-law Amendment to facilitate the redevelopment of the subject site with a 35-storey building, comprised of 431 residential units, charity uses, and retail space at-grade. The intent of the application is to appropriately intensify the subject site through redevelopment to introduce residential units and provide a new, long-term space for the DAM Youth Charity. The proposed development appropriately intensifies an underutilized site adjacent to the future Hurontario Light Rail Transit (LRT) and within 500 metres of the Cooksville GO Station, helping to establish a complete community within Cooksville.

Figure 1: Subject Site



The purpose of this Planning Justification Report is to provide:

- A contextual analysis of the subject site and its surrounding area, including a review of nearby development applications;
- A description of the development proposal;
- An extensive review and consideration of relevant planning and urban design documents that guide land use planning and development in the City of Mississauga, including the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Official Plan Update, the City of Mississauga Official Plan (2021), and the City of Mississauga Zoning By-law 0225-2007;
- Summaries of background and technical studies supporting the proposed applications; and,
- A planning justification for the proposed development, taking into consideration all of the above.

2 Site Description and Context

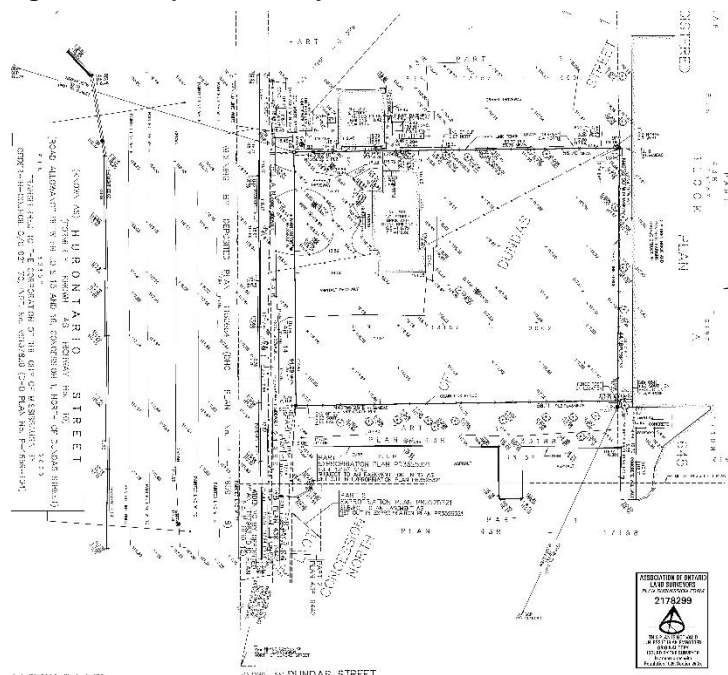
2.1 Site Description

The subject site is municipally known as 3115 Hurontario Street, in the City of Mississauga and legally described as PT LT 15 CON 1 NDS TORONTO AS IN RO1112474, EXCEPT PT 14, 43R21969; CITY OF MISSISSAUGA, Regional Municipality of Peel. This site has a total area of approximately 0.25 hectares and is located on the east side of Hurontario Street and south of Kirwin Avenue, as shown in Figures 2 and 3. The site has approximately 44 metres of frontage along Hurontario Street and is currently occupied by a one-storey detached building, with access provided from a curved driveway off Hurontario Street. The remainder of the site comprises landscaping and parking areas.

Figure 2: Subject Site



Figure 3: Excerpt, Site Survey



2.1.1 The DAM Youth Charity – Mississauga

The DAM Youth Charity is a non-profit organization that supports youth in the Cooksville community and broader City of Mississauga, providing a range of services and programs to this key demographic. The charity has existed on the subject site for over 25 years and has been helping youth through programming and development, seeing 8,000 youth annually. Their mission is to partner with youth to create an inclusive community where all are welcomed, valued, and respected, empowering youth to discover their worth - enabling them to grow and thrive in their communities.

Through a survey completed by the DAM Youth Charity, 98% of respondents indicated that the DAM Youth Charity has played a positive role in their lives. As demonstrated through the proposed development, the intent of the application is to create a new, expanded home for the DAM Youth Charity to ensure it can continue to support youth and expand its offerings, while also introducing new residential units to leverage the subject site's location adjacent to transit.

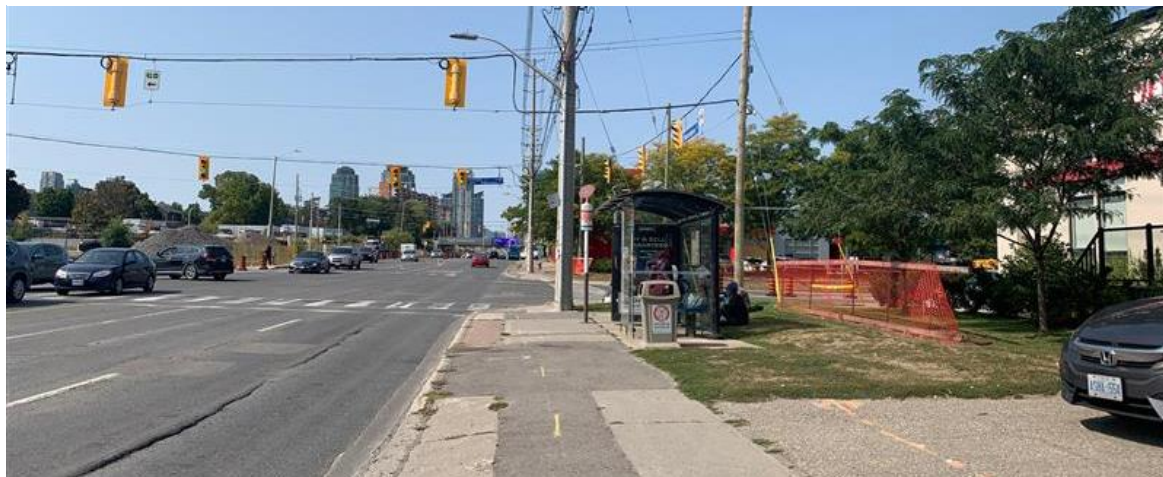
2.2 Surrounding Land Uses

The subject site is situated in an area comprised of predominantly residential and commercial uses. The Cooksville community is experiencing significant growth through planned intensification, redevelopment, infrastructure investment, and revitalization. Cooksville consists of primarily rental and condominium apartment buildings and has several commercial areas and greenspaces. The affordability and diversity of the community has made Cooksville a popular area within Mississauga.

The following uses surround the subject site:

North: Immediately north of the subject site, directly abutting the Kirwin Avenue and Hurontario Street intersection, is a dental office with associated surface parking. Further north, past Kirwin Avenue, is a small commercial plaza with a Scotiabank and Softron Tax, which also features surface parking (Figure 4).

Figure 4: View to the north towards Kirwin Avenue



East: Directly abutting the subject site to the east is a current parking garage that is proposed for redevelopment. Further east of the subject site is a four-storey apartment building fronting onto Jaguar Valley Drive and additional apartment buildings that range from 5- to 29-storeys (Figure 5).

Figure 5: View to the east towards Jaguar Valley East



South: Directly south of the subject site is a commercial plaza with various restaurants, salons, a grocery store, a repair store, and surface parking with access from Hurontario Street (Figure 6). This property is also proposed to be developed in conjunction with the existing parking garage to the east, with an active development application to redesignate the site to *Residential High Density* and introduce several residential buildings with commercial uses at-grade.

Figure 6: View to the south towards Dundas Street East



West: Directly west of the subject site is a 12-storey apartment building and T.L. Kennedy Secondary School (Figure 7). There are also various restaurants located southeast along Hurontario Street. Northwest of the site is a commercial plaza that features liquor and beer stores and a restaurant. Cooksville GO Station is also located northwest along Hurontario Street, which provides easy access to various locations in the Greater Toronto Area.

Figure 7: View to West Towards Existing Apartment Building and T.L. Kennedy Secondary School



2.3 Surrounding Developments

The subject site is located in an area experiencing growth and development associated with the Hurontario LRT. As demonstrated in Figure 8 and Table 1, there are several active development applications within a 1 km radius of the subject site as of September 2022.

Figure 8: Surrounding Development Applications

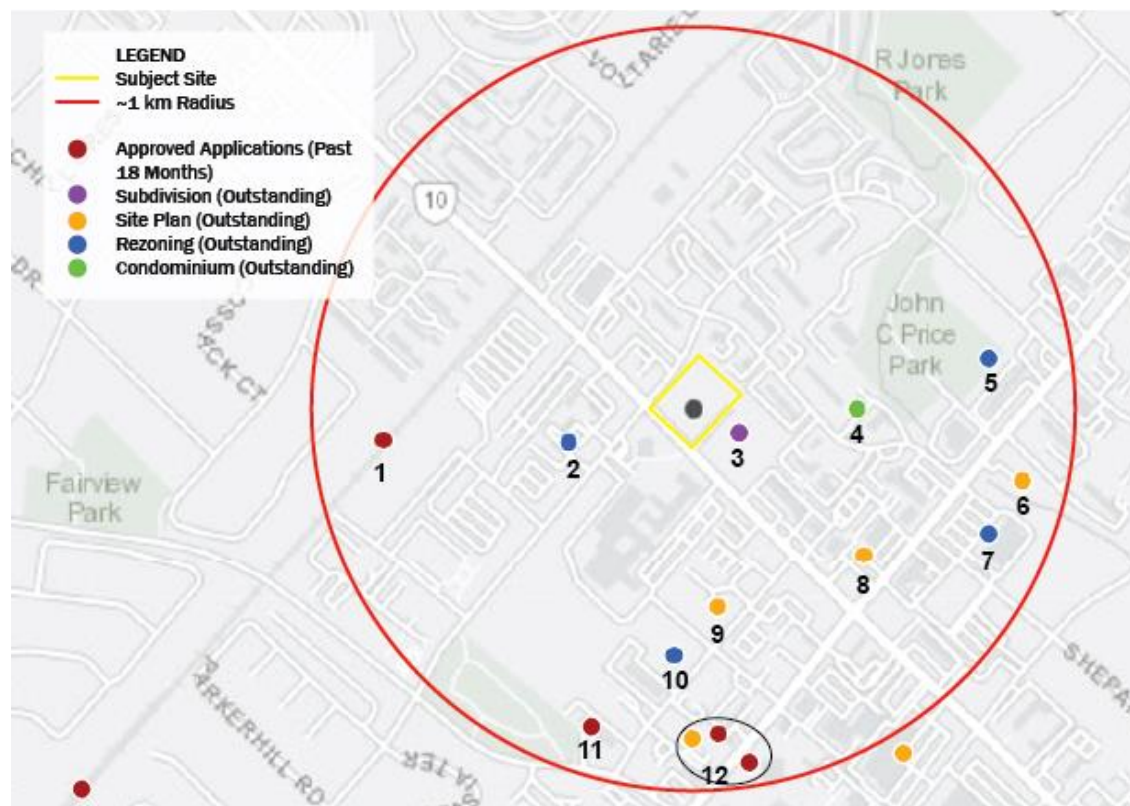


Table 1: Surrounding Development Applications

MAP ID	ADDRESS	DESCRIPTION	STATUS	APPROXIMATE DISTANCE
1	473 and 505 Hensall Circle	Mixed commercial uses including automotive and retail commercial in existing buildings	Approved	~1 kilometres
2	25 Hillcrest Avenue	5 residential apartment buildings of 43, 43, 46, 39 and 34 storeys (2224 units) with commercial and community uses	Application in Process	~200 metres
3	3085 Hurontario Street	4 residential buildings (9, 30, 33 and 35 storeys) with 1,081 dwelling units and 1025 m ² of ground floor commercial	Withheld	~130 metres

4	17 Dundas Street East	Traction Power Substation (TPSS) #4 for Hurontario LRT	Withheld	~600 metres
5	3065 Jaguar Valley Drive	21 apartment unit standard condominium (conversion)	Withheld	~550 metres
6	3016, 3020, 3026 & 3032 Kirwin Avenue and 3031 Little John Lane	8-storey apartment building with 148 residential units	Withheld	~1.0 kilometres
7	86 Dundas Street East	Standard condominium for 336 residential units and 4 commercial units	Withheld	~800 metres
8	60 Dundas Street East	Three residential apartment buildings of 36, 33 and 29 storeys. (1224 units) on 5 storey. podium with grade related retail (847m ²)	Application in Process	~650 metres
9	17 Dundas Street East	Traction Power Substation (TPSS) #4 for Hurontario LRT	Withheld	~600 metres
10	45 Agnes Street	28-storey mixed use building (312 residential units 342 square metres ground floor commercial)	Withheld	~500 metres
11	65 Agnes Street	29-storey residential apartment building (379 units)	Application in Process	~500 metres
12	121 Agnes Street	Renovation and extension of existing 11 th and 12 th floor amenity spaces into 12 additional rental units	Approved	~700 metres
13	3009 Novar Road (formerly 89 Dundas Street West)	An 18-storey mixed use building containing 427 residential units and 271 m ² of ground floor commercial	Withheld	~650 metres

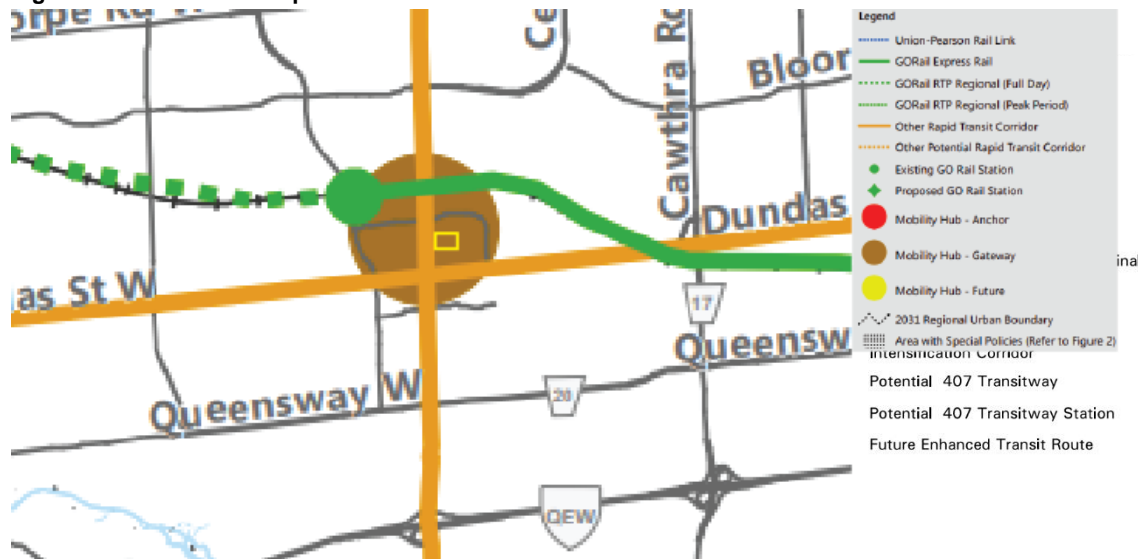
As demonstrated through the foregoing section, the proposed 35-storey development is in keeping with the surrounding area and development along Hurontario Street in terms of height and density.

2.4 Surrounding Transportation Network

The subject site is well positioned in relation to transit, being located at the juncture of multiple transit routes including the Hurontario LRT, the Cooksville GO Station, and the proposed Dundas Street Bus Rapid Transit (BRT).

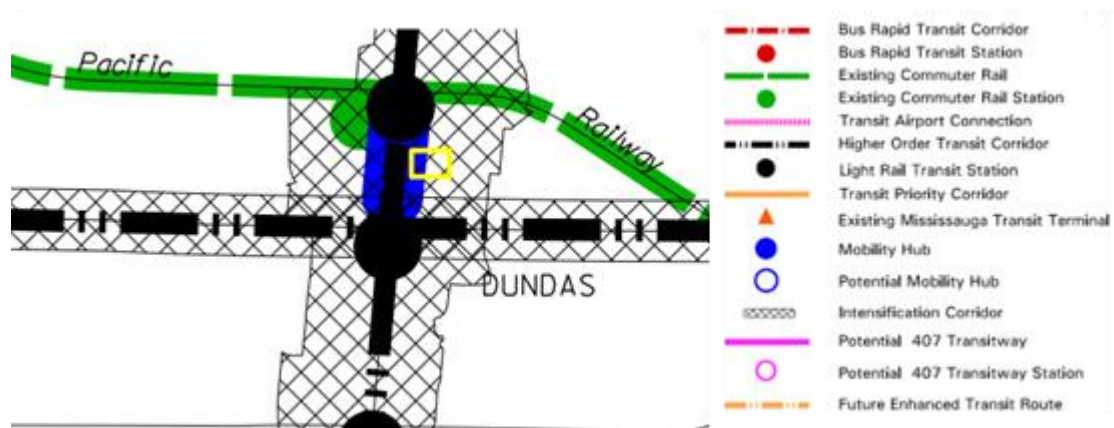
Pursuant to Schedule G of the Regional Official Plan (Figure 9), the subject site is located within the *Mobility Hub – Gateway* and is located south of the GO Transit Rail and northeast of other *Rapid Transit Corridors*. The closest GO Station to the subject site is Cooksville GO which is part of the Milton GO Line and provides connections between Milton GO and Union Station. The Route 21H GO Bus is also available between Square One and Union Station.

Figure 9: Schedule G – Rapid Transit Corridors



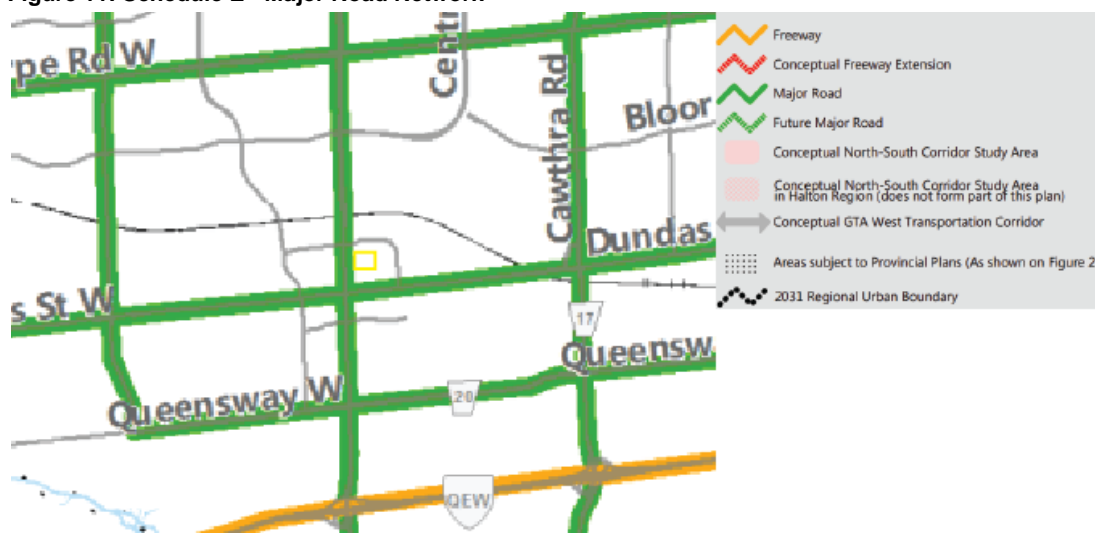
Schedule 6 of the City of Mississauga Official Plan (Figure 10) identifies the subject site as being located within an *Intensification Corridor*. A *Higher Order Transit Corridor* is also planned along Hurontario Street with an LRT station planned at Hurontario Street and Dundas Street.

Figure 10: Schedule 6 - Long Term Transit Network



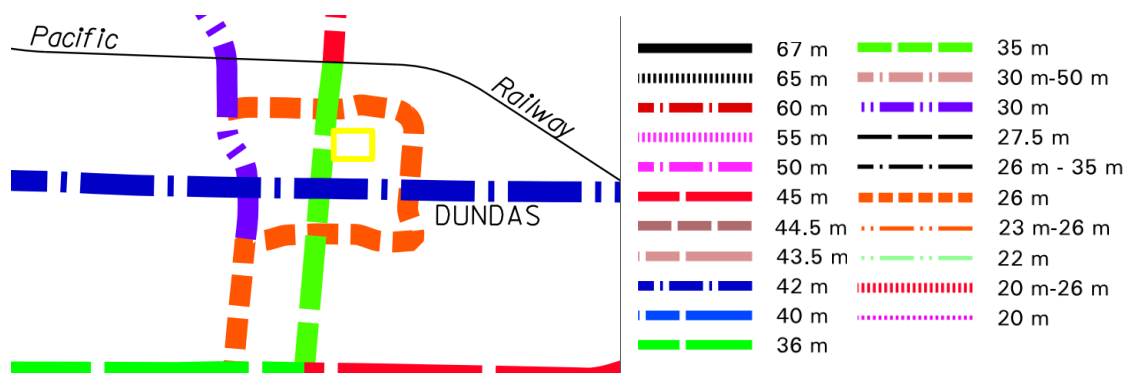
As shown in Schedule E of the Regional Official Plan (Figure 11), Hurontario Street is identified as a *Major Road*. The ROP defines a *Major Road* as a roadway or street that carries medium to high volumes of traffic (relative to its urban or rural context) between significant activity nodes or more localized elements of the overall road network. It should be noted that this Schedule is appealed in its entirety.

Figure 11: Schedule E - Major Road Network



Schedule 8 of the City of Mississauga Official Plan (Figure 12) also allocates a Right of Way width of 35 metres for Hurontario Street.

Figure 12: Schedule 8 – Designated Right-of-Way Widths

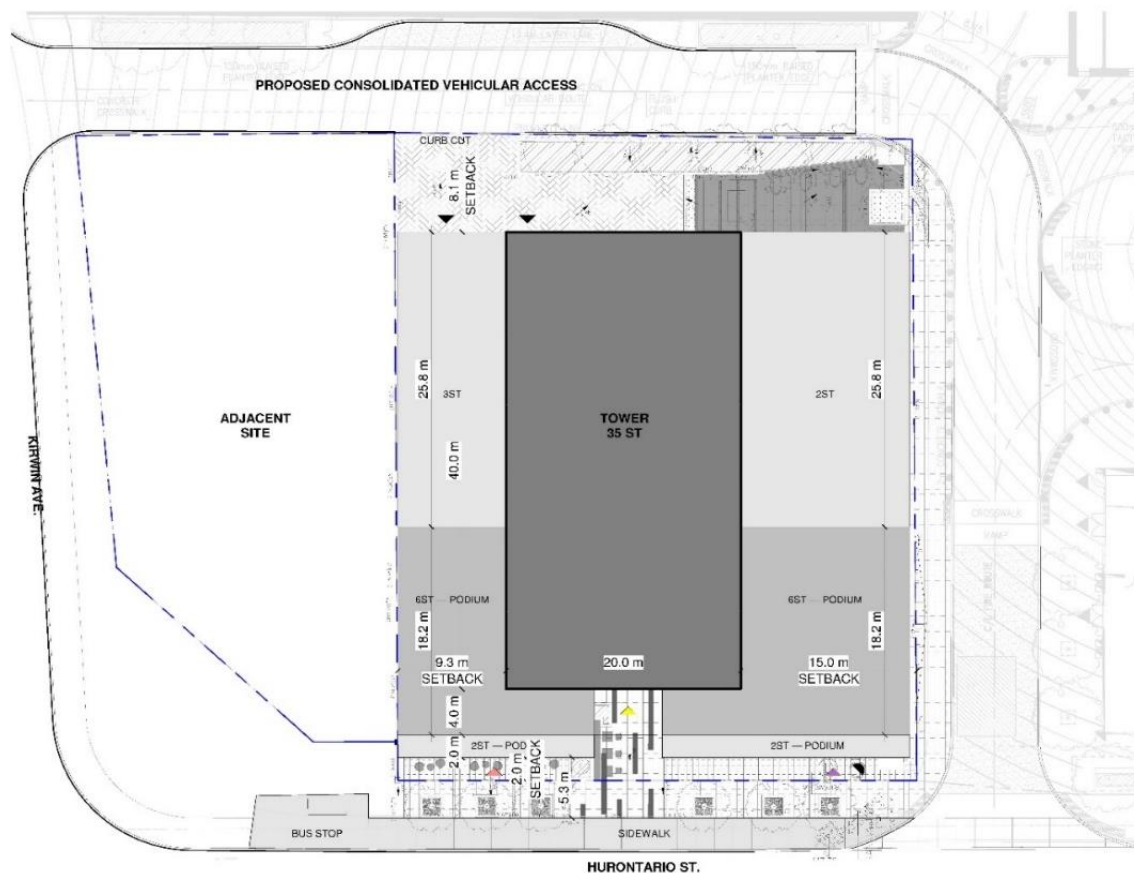


3 Development Proposal

3.1 Development Proposal Description

The proposed development for the subject site consists of a 35-storey building in a tower and podium configuration, and includes residential, commercial, and charity uses (Figures 13 and 14). A total of 431 units are proposed, as well as 1,406.40 m² of charity space, and 195.3 m² of commercial space, for a total gross floor area (GFA) is 27,109.00 m² and a Floor Space Index (FSI) of 10.89. The development is designed to include a six-storey podium, with the tower portion stepping back from all building faces at the seventh storey. The entrance to the residential lobby is recessed to allow for additional pedestrian space at-grade and patio seating. Vehicular access to the proposed development is proposed from Kirwin Avenue in conjunction with the neighbouring application (3085 Hurontario Street). An Official Plan Amendment and Zoning By-law Amendment are required to implement the development, as proposed.

Figure 13: Site Plan



Unit Breakdown

A total of 431 residential units are proposed. This includes 297 one-bedroom units, three of which have dens, (68.9%), 125 two-bedrooms (29.0%) units, and nine three-bedrooms (2.1%). The residential units are located on the upper floors of the podium and within the tower portion of the proposed development.

Amenity

The proposed development will include approximately 1,472 m² of indoor amenity space, located on Level 3 and 7, and 993 m² of outdoor amenity space for residential and charity uses, located on Levels 1 to 3 and Level 7, for a total of 2,465 m² of amenity space. Level 3 is exclusively amenity space, including contiguous indoor and outdoor areas. Outdoor residential amenity spaces comprise of patio seating at-grade in front of the residential lobby entrance, outdoor terraces overlooking Hurontario Street, rooftop amenity space atop the podium, and an additional area on the north side of the development. An outdoor amenity area is also provided to support the operations of the DAM Youth Charity on the first and second level of the podiums, totalling 459 m². In addition to the communal amenity space, private terraces and balconies are also provided.

Parking, Loading, and Access

Four levels of underground parking are proposed which provide 280 parking spaces, 65 of which are for visitors, and 17 are barrier-free. There are 281 bicycle racks consisting of 259 long-term spaces and 22 short-term spaces provided on the second level of the podium, with some short-term bicycle parking spaces provided outside at-grade.

Vehicular site access is currently proposed through a consolidated access from Kirwin Avenue at the rear of the proposed development. The owner is continuing to engage with the applicant of this file on this proposed access. Loading and servicing areas are also situated to the rear of the development and away from Hurontario Street.

Figure 14: Proposed Render – Hurontario Streetscape



3.2 Site Statistics

Table 2 below summarizes key statistics for the proposed development. Please refer to the Architectural Drawing Package prepared by Sweeny & Co Architects Inc. for detailed site statistics.

Table 2: Site Statistics

SITE FEATURE	STATISTIC
Site Area	2,489 m² (0.25 ha)
Height	35-storeys (incl. 6-storey podium) 120 metres (incl. MPH)
Total Gross Floor Area	27,109 m²
<i>Residential</i>	25,507.3 m ²
<i>Charity</i>	1,4106.4 m ²
<i>Retail</i>	195.3 m ²
FSI	10.89
Residential Units	431 units
<i>1BD</i>	294 units
<i>1BD+D</i>	3 units
<i>2BD</i>	125 units
<i>3BD</i>	9 units
Amenity Space	Total: 2,464.8 m² Indoor: 1,471.8 m² Outdoor: 992.9 m² - <i>Residential: 534.1 m²</i> - <i>Charity: 458.9 m²</i>
Min. Rear Yard Setback	8.1 m (Podium) 8.1 m (Tower)
Min. Front Yard Setback	2.0 m (Podium) 4.0 m (Tower)
Min. Side Yard Setback (South)	0.0 m (Podium) 15.0 m (Tower)
Min. Side Yard Setback (North)	0.0 m (Podium) 9.3 m (Tower)
Parking	280 spaces (65 visitor, 17 Barrier-Free (4%))
Bicycle Parking	281 spaces (259 long-term, 22 short-term)

3.3 Required Approvals

This Planning Justification Report is being submitted in support of applications to amend the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007 to implement the development, as proposed. Specifically:

- An Official Plan Amendment is required to redesignate the subject site from *Mixed-Use* to *High Density Residential* and introduce site specific provisions to appropriately intensify the subject site.
- A Zoning By-law Amendment is required to rezone the subject site from *D-Development* to *Residential (Apartment) RA5* zone to ensure conformity with the proposed Official Plan Amendment and introduce site specific provisions related to height, setbacks, landscape buffers, and parking ratios.
- A Site Plan Control Application will also be required but will be submitted at a later date once the Official Plan and Zoning By-law Amendment applications have been advanced.
- A Draft Plan of Condominium may also be required following approval of the above.

Please refer to Sections 5.4.1.1 and 5.5.1 for further details on the Official Plan and Zoning By-law Amendment applications, respectively.

4 Supporting Studies

4.1 Tree Inventory and Preservation Plan Report

Kuntz Forestry Consulting Inc. were retained to complete a Tree Inventory and Preservation Plan Report for the proposed development. This study included an inventory of the tree resources greater than 10 cm DBH on and within six metres of the subject property, an evaluation of potential tree saving opportunities, and documentation of these findings.

The findings identified a total of 36 trees on and within six metres of the property and indicate that a total of 23 trees are required to be removed to accommodate the proposed development. It is recommended that the remaining 13 trees can be preserved, provided proper tree protection is installed as outlined in the Report. These measures include erecting tree protection barriers and fencing during construction, refraining from construction, storage of materials, and excavation within the areas identified in Figure 1 of the Report, pruning of branches and roots that extend beyond the prescribed tree protection zones, and conducting frequent site visits to ensure proper utilization of tree protection barriers.

4.2 Phase 1 and 2 Environmental Site Assessment

MTE Consultants Inc. were retained to conduct a Phase One and Two Environmental Site Assessment (ESA) for the proposed development. The purpose of the Phase Two ESA was to further assess Areas of Potential Environmental Concern (APEC) identified in the Phase One ESA. MTE Consultants Inc. were satisfied that each APEC has been sufficiently investigated and that soil and groundwater samples had been collected for all identified contaminants of potential concern within each APEC. The analytical results for soil and groundwater did not identify any contaminants on the property. It is recommended that the monitoring wells be resampled for all contaminants of potential concern closer to the date of construction, approximately within one year.

4.3 Geotechnical Investigation Report

MTE Consultants Inc. were retained to conduct a geotechnical investigation for the proposed development. The purpose of this investigation was to determine the soil and groundwater conditions in the area of the proposed development and to provide geotechnical engineering recommendations for site grading, site servicing, foundations, basements, floor slabs, shoring design parameters, pavement design, and subdrainage requirements.

Based on the existing ground surface and the four storeys of underground parking proposed, the assumed finished floor level for the lowest level of underground parking will be at a depth of approximately 19.5 mbgs not including the assumed 1 to 2 metres for foundation thicknesses.

This investigation concluded that the proposed is a feasible development for the property's geotechnical capacity and existing environment.

4.4 Preliminary Hydrogeological Investigation Report

MTE Consultants Inc. were retained to complete a preliminary Hydrogeological Investigation on the property. The objectives of this investigation were to characterize the local hydrogeological conditions, provide hydrogeological input to the design of the site, provide a preliminary assessment of the dewatering requirements, identify groundwater receptors and assess the potential for hydrogeological impacts, and provide recommendations for additional work, monitoring and/or mitigation as required.

Based on the investigations summarized in the Report, MTE recommended a number of items primarily related to the continuous monitoring of the wells, requirements for precipitation control during dewatering, a proposed dewatering monitoring program, assessing the need for a monitoring program to avoid any adverse impacts to the Cooksville Creek, revising the groundwater taking volumes when necessary, and completing a groundwater control assessment if there is a requirement of construction of sub-floor drainage system.

4.5 Noise and Vibration Impact Study

RWDI was retained to prepare a Noise and Vibration Impact Study for the proposed development. This study was required to assess the noise impact from the surrounding roadways being Hurontario Street, Dundas Street, and Hillcrest Avenue, as well as the CP Rail located to the north, of the proposed residential development. The Study also assessed the impacts of the proposed development on its surroundings and itself which is predicted to meet the applicable criteria.

The study provided noise control measure recommendations for the proposed development such as materials for windows and balcony doors, implementing perimeter noise barriers along the outdoor amenity areas, and noise warning clauses related to transportation sound levels. It was also determined that vibration from the future Hurontario LRT is not expected to affect the proposed development therefore no mitigation measures for vibration are required.

4.6 Pedestrian Wind Study

RWDI was retained to conduct a pedestrian wind assessment for the proposed development. This assessment was based on the wind tunnel testing conducted for the proposed development site under the existing and proposed configurations of the site and surroundings. The predicted wind conditions are summarized as comfortable for the intended use throughout the year, with winter winds being labelled as uncomfortable in some areas such as the outdoor charity amenity area and Levels 3 and 7 outdoor amenity spaces.

Ultimately, the Wind Study concluded that the existing wind conditions are comfortable for sitting or standing in the summer and walking or better in the winter. These conditions are typical for this area of Mississauga and are suitable for the intended pedestrian use. The pedestrian wind safety criterion is met at all areas assessed in the existing configuration.

4.7 Transportation Impact Study

Nextrans Consulting Engineers were retained to complete a Transportation Impact Study for the proposed development and was prepared in accordance with the approved terms of reference by the City. This report concluded that the proposed development can be adequately accommodated by the existing transportation network, as well as existing and planned transit services, with Transportation Demand Management measures and incentives recommended by Nextrans.

Based on the findings in this Study, the proposed development is expected to generate:

- 175 total two-way trips (100 inbound and 75 outbound) and 185 total two-way trips (90 inbound and 95 outbound) during the morning and afternoon peak hours, respectively;
- 100 total two-way auto trips (35 inbound and 65 outbound) and 120 total two-way auto trips (70 inbound and 50 outbound) during the morning and afternoon peak hours, respectively; and,
- 75 total two-way non-auto trips (65 inbound and 10 outbound) and 65 total two-way transit trips (20 inbound and 45 outbound) during the morning and afternoon peak hours, respectively.

The Study found that all intersections are expected to operate at acceptable levels of service during the morning and afternoon peak hours. It is noted that the Hurontario Street and Dundas Street West intersection during the afternoon peak hours is expected to have higher delay, however, Nextrans opines that the area is set to have significant transit capacity in the future and therefore no further improvements are required.

Nextrans also identified that using the City parking ratio of a blended 0.8 space/unit for resident and 0.2 spaces/unit for visitor and ground related retail uses, the proposed development would require approximately 431 vehicle parking spaces. Nextrans is of the opinion that these ratios are not reflective of the planned infrastructure changes for the area, specifically the Hurontario LRT investment currently under construction. It is suggested that the parking rates be reduced as parking management is the best Transportation Demand Management measure. The Study finds that a 35% parking reduction is suitable for the proposed development, as the proposed development provides a large number of bicycle parking spaces to promote sustainable transportation options, provides a shared access off of Kirwin Avenue, reducing in and out access off of Hurontario Street, and further promotes the use of the public transportation systems, in which the City is investing heavily.

4.8 Waste Management Report

Cini Little International Inc. was retained to investigate the waste handling alternatives for the proposed development. The report outlines the proposed waste management process for the proposed development, which includes having two chute systems connected to recyclables and garbage bins. These chute systems include intake rooms on each residential floor and receiving rooms at the ground floor level. The staging areas for bins located within the intake rooms are determined per the 'Region of Peel Waste Requirement for Design of New Development and Collection'. On the respective days of pickup, staff will bring the bins to the 'Type G' loading spaces located at the northwest side of the building accessed from Kirwin Avenue. The Charity and retail portions of this development will have their own garbage rooms that staff will empty into designated locations on the day of pickup which will be handled by a Private Waste Contractor. Based on the

calculations done by Cini Little International Inc., it is estimated that the residential component will generate 166.85 cubic meters of waste per week, the charity centre will generate 4.52 cubic meters of waste per week, and the retail portion will generate 5.10 cubic meters of waste per week.

4.9 Low Impact Development Measures

A list of Low Impact Development (LID) measures was provided by Sweeny&Co Architects Inc. Key building features include parking spaces provided below grade, a reduced parking rate, long-term bicycle parking provided on-site, a tri-sorter to ensure appropriate disposal of waste, recycling, and compost, and full height glazing.

4.10 Sun and Shadow Study

Sweeny&Co Architects Inc. completed a sun shadow analysis for the proposed development. The study shows that the shadow impact is in keeping with the surrounding developments and proposed development and produces the largest shadows to the north and northwest in the mornings during the summer and winter months, and the least amount of shadows in the summer months in the mid afternoon hours.

4.11 Housing Report

A Housing Report was prepared by IBI Group to outline how the proposed development responds to the applicable housing policies. While tenure of the proposed development is subject to change, a total of 431 units are proposed ranging from 1- to 3-bedrooms, which are anticipated to be of condominium tenure. The proposed development ensures that the relevant housing policies are addressed and allows for intensification of an underutilized site in proximity to higher-order transit, helping to achieve the minimum density targets. It should be noted that the provision of affordable housing will be discussed as the application progresses.

4.12 Urban Design Brief

An Urban Design Brief (UDB) was prepared by IBI Group to demonstrate how the proposed development fits within its existing and planned context and how it demonstrates good urban design. The UDB outlines the proposed site design, built form, uses, transitions and angular planes, as well as access, circulation, parking, and services. The proposed development provides an open and human scale frontage to align with the existing context and the needs of the local community. The anticipated built form ensures the appropriate transition to neighbouring areas and incorporates tower setbacks, landscape buffers, and privacy screening. The development is also flexible to change as the Hurontario Street corridor continues to become an intensified transit-oriented hub.

5 Planning and Regulatory Framework

The following section provides a detailed summary and analysis of the planning policy and regulatory framework that governs land use planning within the Province, the Region of Peel, and the City of Mississauga, and how it applies to the subject site. While considering the planning merits of the proposed development, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan (In-Effect and Council-Approved), the City of Mississauga Official Plan and City-initiated Official Plan Amendment updates, the Hurontario / Main Street Corridor Master Plan, the Cooksville Mobility Hub Master Plan, Vision Cooksville, the Dundas Connects Master Plan, and the City of Mississauga Zoning By-law were reviewed.

It should be noted that on March 30, 2022 the Province of Ontario introduced Bill 109 (More Homes for Everyone Act, 2022), which carried First Reading in the Ontario Legislature. The bill received Royal Assent on April 14, 2022. While there is no date of when Bill 109 will come into effect some of the key changes do have start dates built into the legislation.

- Economic and Regulatory Changes – March 30, 2022
- Site Plan Control Designation – July 1, 2022
- Planning Approval Timelines and Fees – January 1, 2023

While certain aspects of Bill 109 are still not in effect yet, it may have potential impacts on the development that should be considered during the life cycle of the project.

5.1 Provincial Policy Statement

The current Provincial Policy Statement (“PPS”) came into effect May 1, 2020 and was issued under Section 3 of the *Planning Act*, requiring that all land use decisions considered under the *Act* be consistent with the PPS. The PPS provides policy direction on matters of Provincial interest related to land use planning and development in Ontario. Within the PPS are policies that support efficient and resilient land use and development patterns, as well as encourage a range and mix of housing types and options, employment, and other uses to meet the long-term needs of residents.

Section 1.1.1 of the PPS provides direction on how to sustain healthy, livable, and safe communities, including by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- *accommodating an appropriate affordable and market-based range and mix of residential types to meet long-term needs;*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- *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;*
- *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*

- *preparing for the regional and local impacts of a changing climate.*

The proposed development is consistent with Section 1.1.1 of the PPS as it appropriately accommodates for the area's needs by providing various uses, including a charity use, and introducing new housing options that will support both current and future residents. The site also intensifies an existing site adjacent to transit, optimizing use of existing and proposed infrastructure.

Section 1.4.1 of the PPS provides direction on how planning authorities should provide an appropriate range and mix of housing options and densities to meet project requirements of current and future residents and shall:

- *maintain at all time the ability to accommodate residential growth for a minimum of 15 years through residential intensification and development and, if necessary, lands which are designated and available for residential development; and*
- *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitable zoned to facilitate residential intensification, and land in draft approved and registered plans.*

The proposed development appropriately adheres to the above policies by providing new residential units and charity uses to accommodate for short- and long-term growth in the surrounding area, further diversifying the housing options available.

Section 1.4.3 further advises that planning authorities should provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- *establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- *permitting and facilitating:*
 - *1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - *2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The subject site is currently underutilized and does not leverage its location within an intensification area and its proximity to a range of transit options. In accordance with the PPS, the proposed development appropriately intensifies an underutilized site in proximity to transit by introducing new residential units to the area in a compact form. The introduction of housing on the subject site efficiently utilizes existing land and infrastructure by accommodating growth adjacent to the Hurontario LRT, currently under construction.

Section 1.6 of the PPS relates to the provision of infrastructure and public service facilities. Policy 1.6.1 states that infrastructure and public service facilities will be provided in an efficient manner, the planning for which will be coordinated and integrated with land use planning and growth management. This integration is to ensure infrastructure and public service facilities are financially viable over their life cycle and available to meeting current and projected needs. Policy 1.6.3 further states that before consideration is given to developing new infrastructure and public service facilities, the use of existing ones should be optimized and opportunities for adaptive reuse should be considered. Policy 1.6.5 details that public service facilities should be co-located in community hubs as appropriate to promote cost effectiveness, facilitate service integration, and provide access to transit and active transportation.

The proposed development directly supports the above policies by integrating new community space for an existing charity located on the site, adjacent to transit. The upgrading and expansion of the community space through the proposed development will extend the life-cycle of this community asset, expand the breadth of services and programs offered, and ensure this space is meaningfully integrated in the proposed development to optimize use of existing infrastructure. The proposed development will meet the needs of existing and future residents of the area by providing significant new space to support youth in the community and broader city.

Overall, the proposed development is consistent with the PPS as the proposed development will introduce new housing stock to the area, as well as provide new commercial uses at-grade, exhibiting a compact built form that leverages transit access. The subject site is currently underutilized given its location within an intensification area and its proximity to various transit options. The creation of new space in the podium for charity space will ensure a key community service is maintained and enhanced on the subject site, increasing the presence of the DAM Youth Charity in the community.

5.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2020) ("Growth Plan") directs growth and development to specified areas throughout the Greater Golden Horseshoe ("GGH"). More broadly, the Growth Plan provides a range of policy directions based on the principle of requiring growth at a minimum density of persons and jobs per hectare, and to support development that results in improved utilization of existing infrastructure and land.

Pursuant to Schedule 3 of the Growth Plan – Distribution of Population and Employment for the GGH to 2051, the Region of Peel is anticipated to have accommodate population of 2,280,000 and 1,070,000 jobs by 2051.

Section 2.2 of the Growth Plan outlines how and where growth within the GGH is to occur. Policy 2.2.6.1 states that upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*

- II. *establishing targets for affordable ownership housing and rental housing;*
- b) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of Policy 2.2.6.1 a);*
- c) *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
- d) *address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans"; and*
- e) *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*

The subject site is located within the *Urban Growth Centre (UGC)*, Downtown Mississauga, where greater intensification is anticipated. Pursuant to Section 2.2.3 of the Growth Plan, UGCs will be planned as focal areas of investment for regional public service facilities in addition to commercial, recreational, cultural, and entertainment uses. UGCs will also accommodate and support the transit network at the regional scale and provide connection point for inter- and intra-regional transit, as noted in Policy 2.2.3.1. Policy 2.2.3.2 states that UGCs are to achieve by 2031 or earlier a minimum density target of 200 residents and jobs per hectare for Downtown Mississauga UGC. The proposed development represents the appropriate intensification of an underutilized site and will also support achieving or exceeding the minimum density target of 200 residents and jobs combined per hectare, while ensuring a community facility is maintained and enhanced. The proposed development adheres to these policies by supporting higher levels of growth and contributing to the mix of housing options that will cater to the projected needs of current and future residents.

Section 2.2.4 of the Growth Plan outlines direction for Transit Corridors and Station Areas, such as Major Transit Station Areas (MTSAs) on priority transit corridors or subway lines. Land uses and built forms that would adversely affect the achievement of the minimum density targets are prohibited. The subject site is currently underutilized and does not contribute to meeting minimum density targets. Policy 2.2.4.8 also states that MTSAs will be transit supportive to provide multimodal access and will provide connections to local and regional transit services to support transit service integration; provide infrastructure to support active transportation; and commuter pick-up/drop-off areas.

For all developments situated within MTSAs, development will be supported, where appropriate by planning for a diverse mix of uses, fostering collaboration between public and private sectors, providing alternative development standards, and prohibiting land use and built form that would adversely affect the achievement of transit-supportive densities, as noted in Policy 2.2.4.9. The proposed development will introduce a range of uses on an underutilized site adjacent to transit, while fostering collaboration between an existing charity use and the private sector in accordance with the Growth Plan.

Section 2.2.5 of the Growth Plan provides direction for employment. While largely dealing with employment areas, Policy 2.2.5.15 indicates that the retail sector will be supported by promoting a compact built form and intensification of retail and service uses and areas, encouraging the integration of those uses with other uses to support the achievement of complete communities. The proposed development introduces new commercial uses on the site in the form of retail to support this direction and help foster a complete community.

Section 2.2.6 of the Growth Plan pertains to housing. Policy 2.2.6.2 outlines that municipalities will support the achievement of complete communities by planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets, considering the range and mix of housing options and densities of the existing housing stock, and planning to diversify the overall housing stock across the municipality. The proposed development will support the

creation of a complete community in this area by introducing new housing to support population growth.

As noted in Policy 3.2.8 of the Growth Plan, public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness. Priority must also be given to maintain and adapt the existing public service facilities and spaces as community hubs to cater to the needs of the community and optimize the long-term viability of public investments. The subject site and existing DAM Youth Charity are easily accessible by transportation and across from a secondary school, making the site a preferred location for a community hub which will be expanded upon through the proposed development.

Based on this review, the proposed development conforms to the Growth Plan by contributing to the mix of housing options with the introduction of 431 units (one-bedroom, two-bedroom, and three-bedroom) to accommodate for current and future growth. The co-location of mixed uses, residential and charitable and transit-oriented nature optimizes usability and accessibility of the development and further contributes to the idea of a complete community. Given that the site is situated within the *Urban Growth Centre*, Downtown Mississauga, the site will appropriately support the anticipated population and employment growth.

5.3 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) is a land use planning document that guides the growth in Region of Peel, focussing on areas such as the environment, housing and employment, land development and transit. The ROP was originally adopted by Council on July 11, 1996, through By-law 54-96 and was recently consolidated in September 2021.

On April 28, 2022, Regional Council passed a By-law to adopt a new ROP. The new ROP was submitted to the Ministry of Municipal Affairs and Housing (MMAH) for approval and the Province confirmed receipt on May 20, 2022. The ROP was posted to the Environmental Registry of Ontario website to garner public and stakeholder comments, comments are open from September 8, 2022, to October 8, 2022. For the purposes of this Report, all references to the In-effect ROP will be referred to as “ROP”, where as the Council approved ROP will be referred to as “Council Approved ROP”.

5.3.1 In -Effect Region of Peel Official Plan

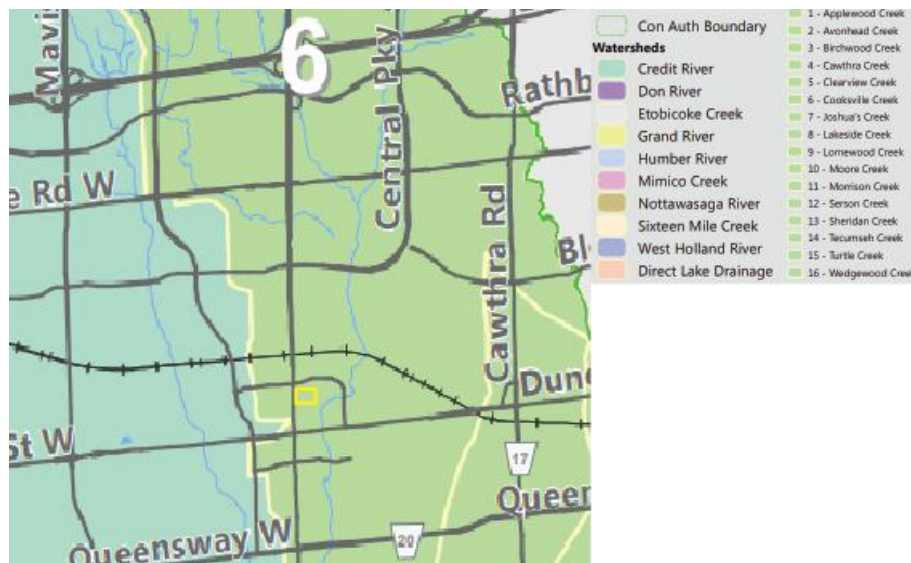
As the Council Approved ROP is awaiting Provincial approval, the current ROP remains in-effect for the subject site. Once the Council Approved ROP receives Provincial approval, the current ROP will no longer be in-effect. In light of this, the following section outlines current direction for the subject site as outlined in the ROP.

Section 1.1 of the ROP outlines the purposes of the ROP, which is to provide a holistic approach to planning through an integrated framework that recognizes environmental, economic, social, and cultural considerations.

Chapter 2 of the ROP discusses the natural environment and the importance of maintaining natural features in the region. The site falls outside the *Core Area* of the *Greenlands System*, however, the site remains within close proximity to all these features and is mindful to the policies and objectives that govern the natural environment.

As shown in Figure 3 of the ROP (Figure 15), the subject site falls within the bounds of the Credit River Watershed and is situated near the Cooksville Creek.

Figure 15: Figure of ROP 3 - Watershed Boundaries



Given the site's location within the watershed, Policy 2.2.4.1.1 and 2.2.4.1.2 of the ROP state that in collaboration with the area municipalities, conservation authorities and provincial agencies, the requirement for a subwatershed plan will be discussed where planning initiatives are likely to have a significant immediate or cumulative impact on water resources and related natural system in a watershed or subwatershed. A subwatershed plan is not required for this application as the subject site does not fall within the Conservation Authority's Regulated Area.

Chapter 4 of the ROP outlines regional forecasts to a 2031 planning horizon. The goal of these forecasts is to ensure that future population, housing, and employment growth is anticipated and planned for, as well as to ensure services to accommodate this growth are provided effectively and efficiently. Table 3 of the ROP outlines that the City of Mississauga is forecasted to have 270,000 households and 510,000 jobs by 2031, with a total population of 805,000. These forecasts will be updated through the Council Approved ROP to reflect a 2051 planning horizon in accordance with the Growth Plan.

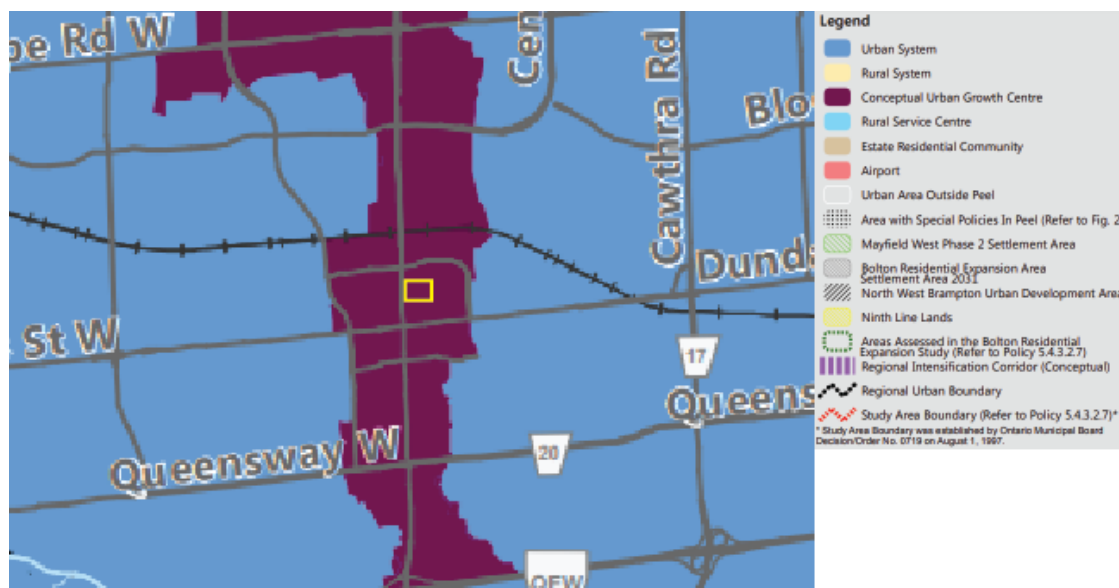
Chapter 5 of the ROP focuses on the Regional structure and growth, guiding the planning goals for the Region to improve the overall quality of life for Peel's residents and workers. These guiding principles help enforce Policy 5.1.2 of the ROP which identifies the need to provide a diversity of healthy and complete communities throughout the Region.

Section 5.3 of the ROP highlights the importance of the *Urban System* in maintaining diversity and providing opportunity for residents through diverse living, working, and cultural opportunities within the Region. Policy 5.3.1.5 relays the importance of achieving an urban structure, form and densities that are pedestrian friendly and transit supportive. The subject site supports this with the proximity to the planned and existing transit system and through the designation of *Conceptual Urban Growth Centre*. Policy 5.3.1.8 discusses the importance of creating infrastructure that allows the Region's residents to live in their own communities as they age. The current use of the subject site provides youth a safe place to gain the help and resources they need to thrive in the community as well. The expansion and continued presence of this use on the subject site, and the introduction of new housing through the proposed development will continue to support the youth of the City and the Region as a whole, while also co-locating housing and commercial uses.

Policy 5.3.2.2 states that urban development and redevelopment should be directed to the *Urban Systems* within the *Urban Boundary*. This pertains to the subject site, and the increased height and density requested to further develop the area and retain growth within the Urban Boundary, especially along the *Urban Growth Centre* which exists along Hurontario Street.

As shown in Schedule D of the ROP (Figure 16), the subject site falls within the bounds of the *Conceptual Urban Growth Centre* and is located south of the *Regional Intensification Corridor*. As noted in Section 5.3.3 of the ROP, *Urban Growth Centres* and the *Regional Intensification Corridor* are major locations of intensification that support a range of housing, employment, recreation, and other activities for residents of the Region of Peel. Pursuant to Policy 5.3.3.1.1, in order to achieve *Urban Growth Centres* that are linked by public transit and include a range and mix of high intensity compact forms and activities, the characteristics of existing communities and services must be accounted for. Policy 5.3.3.1.2 further notes that safe and secure communities must be supported along with public transit, walking, and cycling as a form of transportation. The proposed development meets this policy by intensifying an underutilized site, providing new housing, and providing space for community services.

Figure 16: Schedule D – Regional Structure



Policy 5.3.3.2.5 of the ROP provides direction for municipalities to identify major transit station areas, among other intensification corridors and opportunities, for infill and redevelopment, among other development. These areas are to support increased residential and employment densities while ensuring transit viability and a mix of uses. The subject site is identified as being within a major transit station area and will meet these objectives through residential intensification.

Hurontario Street is identified as a *Regional Intensification Corridor*, with further direction on boundaries for this area to be identified through local official plans. While the subject site is located on a portion of Hurontario Street that is south of this corridor, Policy 5.3.3.2.6 of the ROP states that the Hurontario *Regional Intensification Corridor* is to provide key opportunities for intensification, provide opportunities for residents to live and work within the corridor, provide a high intensity compact urban form with an appropriate mix of uses, provide transit supportive and pedestrian oriented built forms, and provide viable opportunity for financing the necessary infrastructure and services. The proposed development achieves these objectives.

Policy 5.10.36.14 seeks to ensure that development frontage and vehicular access onto Regional roads is consistent with relevant Regional By-laws. Efforts will also be made by the Province to assess the development of an interconnected regional network that build on existing High-Occupancy Vehicle (“HOV”) lanes to increase efficiency of highways and arterial roads for transit and multi-occupant vehicles, as noted in Policy 5.10.36.18. Given that Hurontario Street is an arterial road, the proposed development is complementary to these plans.

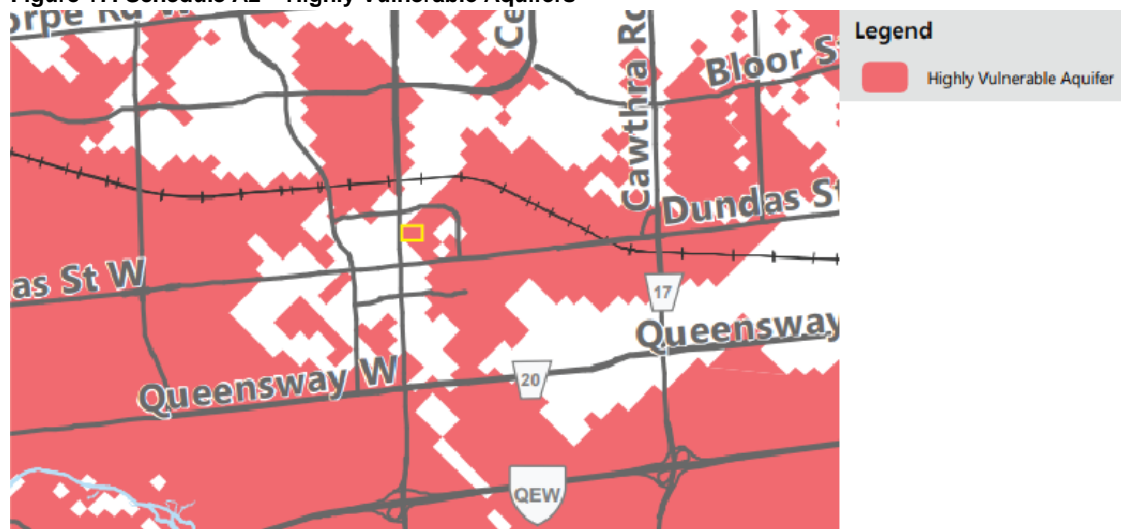
Overall, based on this review, the proposed development conforms with the ROP as it supports improvements to the overall quality of life and the establishment of complete and healthier communities. The proposed development will also support the proposed intensification in the area by contributing to the housing supply, continuing to serve the community by expanding the current youth charity, and making the proposal an inviting development for the community to live, work, and learn.

5.3.2 Municipal Comprehensive Review and Council Approved Regional Official Plan

A Municipal Comprehensive Review (MCR) is required under the Growth Plan to ensure conformity of the Regional and Municipal Official Plans with the provincial plans and policies. A new Official Plan or amendments to existing Official Plans are the result of this process and are submitted to the Province for approval. On April 28, 2022, the updated ROP was adopted by the Region of Peel Council. The Province has 120 days to issue a decision or the Region of Peel’s appeal rights become available. Once approved by the Province, the new Region of Peel Official Plan will be in-effect and cannot be appealed. Given this context the following section outlines Council Approved policies for the subject site.

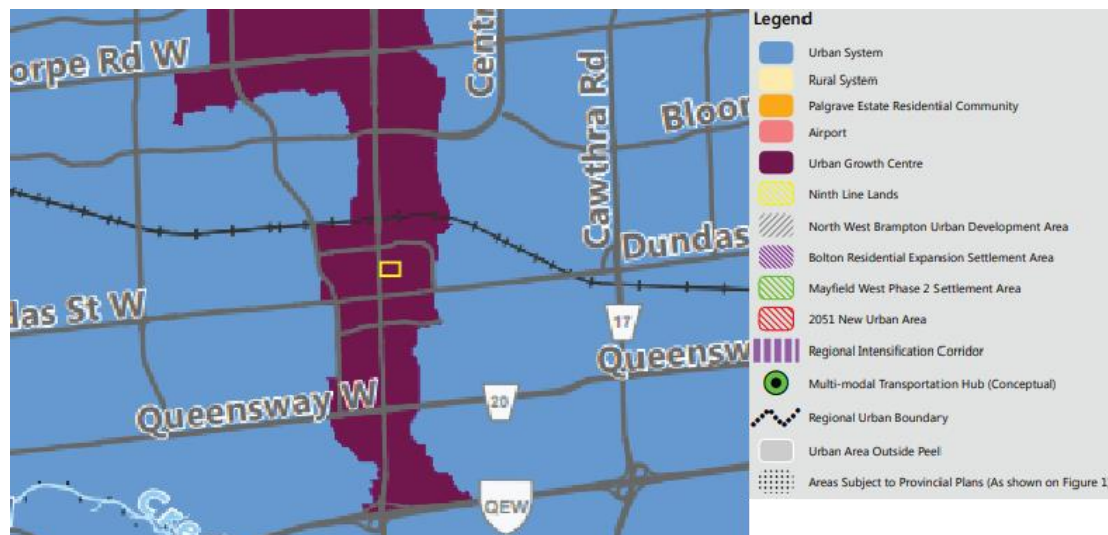
According to Schedule A2 of the Council Approved ROP (Figure 17), the subject site appears to be partially situated within the *Highly Vulnerable Aquifer*. Given the subject site’s location within the *Highly Vulnerable Aquifer*, additional studies may be required as a condition of development approval.

Figure 17: Schedule A2 – Highly Vulnerable Aquifers



As shown on Schedule E1 of the Council Approved ROP, the subject site remains within the *Urban Growth Centre* (Figure 18). The *Urban Growth Centre* is intended to support safe and secure communities, active modes of transportation, and encourage a mix of residential and employment uses. Section 5.6.18 directs municipalities to focus growth on lands located within the *Urban Growth Centre* by providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents.

Figure 18: Schedule E1 – Regional Structure



Within the *Urban Growth Centre*, commercial, office, residential, recreational, cultural and civic activities are encouraged to support the residents and workers within the Region of Peel and the Greater Toronto Hamilton Area, as noted in Policy 5.6.18.5.

Jointly with the local municipalities, the following will be incorporated into the new development:

- *The specific role of each Urban Growth Centre in the context of the Region and the;*
- *The provision of opportunities for residents to live and work within the Urban Growth Centre;*
- *The establishment of a higher intensity compact built form, with a wide range and mix of land uses;*
- *The provision of a transit-supportive and pedestrian-friendly urban form;*
- *The provision and financing of necessary services; and*
- *Other relevant issues (Policy 5.6.18.7)*

The proposed development has been reviewed with consideration to the following objectives, as per Policy 5.6.19.18:

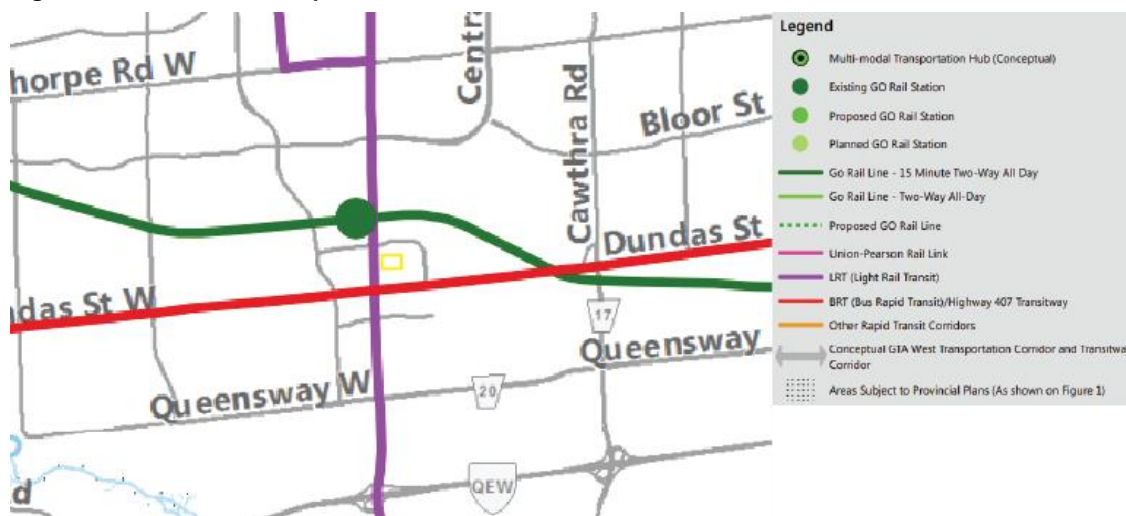
Table 3: Subject Site Objectives

OBJECTIVES	SUBJECT SITE
Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;	The site is situated along the proposed Hurontario LRT, within 500 metres of the Cooksville GO Station, and near MiWay bus stops along Route 2, allowing for easy access within the City. The proposed development exhibits a compact urban form that appropriately intensifies an underutilized site adjacent to various transit options.
Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;	
Addresses Regional and local municipal housing policies to provide a range and mix of	The proposed mix of uses will support the surrounding community by making it more

housing options and densities, including affordable housing;	accessible and supportive of the public. The proposed development will introduce over 430 new housing units to the area, increasing the amount of housing stock available.
Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;	
Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;	The site layout prioritizes pedestrian movement around the proposed development and is situated in an area accessible by transit and bicycle use. The proposed development provides long and short-term bicycle parking.
Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;	
Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;	The introduction of residential units will contribute to the achievement of the minimum density targets and contribute to the existing housing stock, which in turn, will align with the anticipated growth.
Supports high quality public realm improvements to enhance the Major Transit Station Area;	The connectivity to other areas of activity, ease of accessibility, and proximity to other modes of transportation will support a high-quality public realm. The windows situated at ground level also encourages transparency and displays the current levels of activity.
Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and	The proposed use or are compatible with the surrounding community.
Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.	The proposed uses of the redevelopment support complete communities, supports increased multi-modal activity, and is in keeping with the existing character of the stop area.

The subject site is located north of the proposed BRT (Bus Rapid Transit) along Dundas Street, and south of the GO Rail Line with 15 Minute Two-Way All-Day service, as shown in Schedule F1 of the Council Approved ROP (Figure 19).

Figure 19: Schedule F1 – Rapid Transit Corridors



Based on Schedule 10 (Table 4), the City of Mississauga is anticipated to grow to a population of 995,000 by 2051, representing a growth of approximately 200,000 in a 30-year period. As a result, the City will require additional infrastructure and services to support the influx of residents.

Table 4: Schedule 10 – Population and Employment Growth in Peel Region (Highlights)

YEAR	MEASURE	MISSISSAUGA	PEEL
2031	Population	852,000	1,829,000
	Household	280,000	557,000
	Employment	537,000	862,000
	Activity Rate	63.03%	47.13%
2041	Population	920,000	2,050,000
	Household	318,000	653,000
	Employment	563,000	959,000
	Activity Rate	61.20%	46.78%
2051	Population	995,000	2,280,000
	Household	347,000	730,000
	Employment	590,000	1,070,000
	Activity Rate	59.30%	46.93%

Based on the review of the Council Approved ROP, major changes were made to the PMTSA policies to reflect the provincial direction to intensify areas with large access to transportation networks. The development would appropriately support the level of growth anticipated within the City and support a range of uses that will benefit their quality of life. The proposed development will conform with the Council Approved ROP by supporting the proposed intensification and expected growth of the Region.

5.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (“OP”) came into effect in 2012, with the most recent Office Consolidation, including all Local Planning Appeal Tribunal (“LPAT”) decisions and Official Plan Amendments, dated April 8, 2021.

The City of Mississauga is currently reviewing their OP policies to ensure conformity with the PPS, Growth Plan, and Council Approved ROP. As such, this section considers the proposed development in relation to both the existing OP policies and those proposed through Official Plan Amendments (“OPA”) 145, 146, and 140. It should be noted that the applicant has filed an appeal of OPA 145 but remains committed to working this through with Staff on this application, as discussed in Section 5.4.2.1 of this Report

5.4.1 In-Effect City of Mississauga Official Plan

The OP outlines policy direction for all land use designations to direct growth, address long term sustainability, and support the public transportation system. The vision of the OP includes planning for a strong and diversified economy supported by a range of mobility options, a variety of housing, and community infrastructure to create distinct and complete communities. Schedule 1 of the OP outlines the City’s Urban System and city structure, identifying the subject site as being within the *Downtown*, and an *Intensification Corridor* (Figure 20). Schedule 2 of the OP further identifies Intensification Areas, with the subject site being within a 500 m radius of two Major Transit Station Areas (Figure 21).

Figure 20: Schedule 1 - Urban System

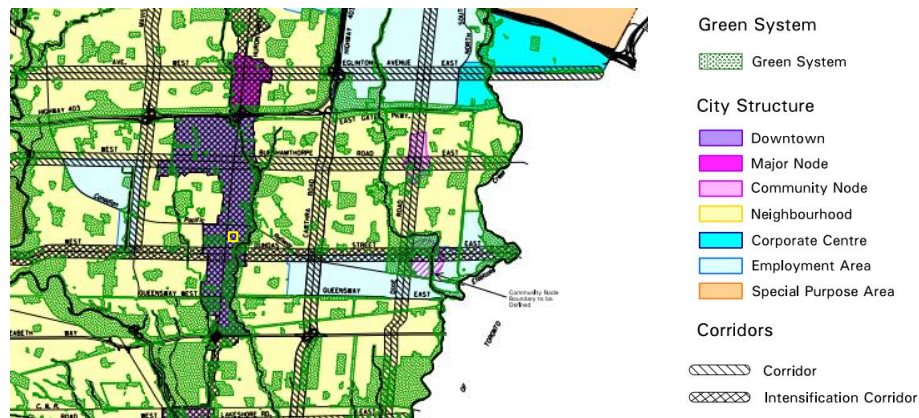
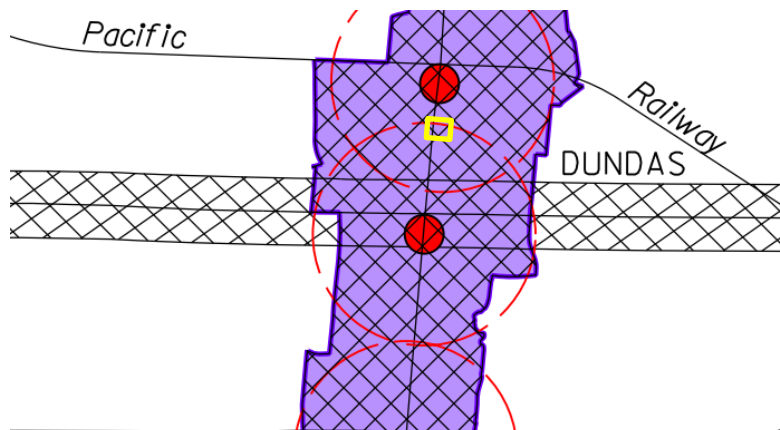


Figure 21: Schedule 2 – Intensification Areas



Directing Growth

Chapter 5 of the OP provides direction on growth within the City, encouraging compact mixed use development at appropriate locations which would provide more opportunities to live and work in Mississauga, and reduce the need for extensive travel. Policy 5.1.1 outlines population and employment forecasts to 2031, which includes accommodating 805,000 people and 510,00 jobs. Similar to the ROP, these forecasts will also be updated through the OP update to reflect a 2051 planning horizon as outlined by the Province. Policy 5.1.3 states that this growth is to be directed to locations that utilize existing and proposed services and infrastructure such as transit and community infrastructure, minimize environmental and social impacts, meet long term needs, build strong, livable, universally accessible communities, and promote economic prosperity. Policy 5.1.4 directs most of this growth to Intensification Areas, with Policy 5.1.6 encouraging compact, mixed-use development that supports transit. The proposed development directly meets these policies as it will intensify an underutilized site within an *Intensification Area* and adjacent to higher-order transit, leverage existing infrastructure and ensure the continued presence of a community use, introduce new residents to the area to support the local economy.

Section 5.3 of the OP outlines the various elements of the City Structure, all of which play a unique role in accommodating development, specifying that the *Downtown* will contain the highest densities, tallest buildings, and greatest mix of uses. Figure 5-5 Height, Density and Population to Employment Ratio requirements of the OP provides a minimum height of three-storeys and unspecified maximum height for the *Downtown*, and a minimum height of two-storeys for *Intensification Corridors*, with maximum heights outlined by the City Structure element.

Related to the *Downtown*, Section 5.3.1 of the OP notes that the *Downtown* will be a vibrant centre, dividing the *Downtown* into four Character Areas. The subject site is located within the *Downtown Cooksville Character Area*, as detailed later in this section. Policy 5.3.1.4 states that the *Downtown* will achieve a minimum gross density of 200 residents and jobs combined per hectare, but will strive to achieve a gross density between 300 and 400 residents and jobs combined per hectare. The proposed development will help support these growth targets.

Policy 5.3.1.10 of the OP states that the *Downtown* will also be planned as a focal point for investment in community infrastructure, among other uses. The proposed development directly supports this policy by investing in an existing community use on the subject site, that is well situated to support residents in the *Downtown* and broader city.

Complete Communities

Chapter 7 of the OP provides direction on complete communities, stating that communities need infrastructure that supports physical and emotional well-being, as well as nurturing the quality of life, cultivating art and culture, and valuing the unique characteristics of diverse areas of Mississauga. Policy 7.1 states that the City will encourage the provision of services, facilities, and housing that supports the population. The proposed development has considered characteristics of helping create a complete community, as informed by Policy 7.1.3 which includes the following:

- a) *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
- b) *design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
- c) *encourage environments that foster incidental and recreational activity; and*
- d) *encourage land use planning practices conducive to good public health.*

Policy 7.1.7 outlines that in cooperation with the appropriate public and private agencies and other levels of government, the City will provide community infrastructure that supports complete communities meeting a range of civic, cultural, and social needs, among others. The proposed

development will help meet the social needs of the community by providing critical community building space for youth.

Section 7.2 of the OP outlines direction for housing, noting that the provision of suitable housing is important for youth, older adults, and immigrants to thrive. As such, Policy 7.2.1 states that the City is to ensure housing is provided in a manner that maximizes use of community infrastructure while meeting housing needs and preferences. Policy 7.2.4 notes that the onus will be placed on the applicant or developer to address provincial and regional housing requirements. The proposed development introduces new housing stock on an underutilized site in accordance with provincial and regional direction.

Section 7.3 of the OP outlines the importance of community infrastructure for complete communities, noting that in addition to services provided by the city, community infrastructure is also provided by other agencies, government levels, and the private sector. The proposed development represents the private sector investing in community infrastructure by providing new space within the building for an existing charity use on the site, ensuring the community facility can continue to operate and support youth within Cooksville and broader city. Policy 7.3.2 specifically identifies the Downtown as being one of the preferred locations for community infrastructure, with Policy 7.3.5 stating that community infrastructure will generally be provided in proximity to transit facilities, on Corridors, connected to active transportation, and in proximity to other community infrastructure or places of gathering. The proposed development is located in proximity to higher order transit, allowing future patrons of the charity use to easily access the site. T.L Kennedy Secondary School is also located within walking distance of the proposed development.

Policy 7.3.12 further specifies that the availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be tailored to meet the needs of the community. The proposed development replaces the charity use on site with significant new space to ensure its expanded operations and that the use is not removed from the subject site through redevelopment.

Overall, the proposed development conforms to Chapter 7 of the OP by helping support a complete community through the introduction of new housing and community uses in proximity to transit.

Building a Desirable Urban Form

Chapter 9 of the OP outlines urban design direction for the City and the city pattern, noting that *Intensification Areas* require an urban form that promotes a diverse mix of uses and supports transit and active transportation. Section 9.1 outlines general urban design policies for the city pattern, which the proposed development has considered, including:

- *Infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3);*
- *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses (9.1.5);*
- *Mississauga will transform the public realm to create a strong sense of place and civic pride (9.1.8);*
- *Urban form will support the creation of an efficient multi-modal transportation system;*
- *The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence (9.1.10);*

- *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 (9.1.11); and,*
- *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 (9.1.15).*

The proposed development represents the infilling of an existing site in proximity to multiple transportation nodes. This intensification will enhance the existing community character while providing a distinct character through the proposed massing and design. The proposed development will support the function and growth of the Hurontario Street corridor by enhancing the streetscape and providing appropriate transitions to neighbouring areas.

Section 9.2.1 of the OP relates to *Intensification Areas*, indicating that they are a major building block of the city pattern, expected to exhibit high standards of urban design and create a sense of place. Policies 9.2.1.1 and 9.2.1.2 state that development will create distinctive places and locales, and that design excellence will create a vibrant Downtown that is complemented by communities that retain their own identity and contribute to civic identity. Policy 9.2.1.3 directs that built form should provide for the creation of a sense of place through distinctive architecture and streetscaping, among other matters. More broadly, Policy 9.2.1.4 states that the City will encourage a high quality and compact urban form that would reduce impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the *Intensification Areas* from surrounding areas. The proposed development has been thoughtfully considered in relation to this design direction as it exhibits a compact built form that establishes a strong building face at-grade and active uses in the podium to animate the streetscape. The proposed tower and podium configuration ensures appropriate tower separation distances from neighbouring buildings, complementing the existing and planned context.

Policy 9.2.1.6 encourages the consolidation of access points and shared parking. The applicant has engaged in discussions with the property to the south and east to secure a consolidated access off Kirwin Avenue.

Policy 9.2.1.8 indicates that the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas, with Policy 9.2.1.9 recognizing that greater building heights adjacent to right of way widths that exceed 20 m may be required to ensure appropriate enclosure of the street. Policy 9.2.1.10 requires appropriate height and building transitions between sites and their surrounding areas.

The proposed development has a total height of 35 storeys in response to its location within an MTSA where taller building heights are encouraged. The inclusion of a six-storey podium will help create a sense of enclosure along Hurontario Street in relation to transit while the stepping back of the tower portion will ensure appropriate separation distances to adjacent properties.

Policies 9.2.1.11, 9.2.1.12, and 9.2.1.13 outline that tall buildings will be sited and designed to enhance the areas skyline, preserve, reinforce and define view corridors, and will be appropriately spaced to provide privacy and permit light and sky views. 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, in accordance with Policy 9.2.1.14. Policies 9.2.1.15 and 9.2.1.16 further state that tall buildings will address the pedestrian scale through building articulation, massing and materials, and minimize adverse microclimatic impacts on the public realm and private amenity areas.

The proposed development has been designed to mitigate micro-climatic wind and shadow impacts on both the public realm and private amenity spaces, as detailed in the Wind Study and Sun and Shadow Study for the application. Specifically, the Wind Study concluded that the proposed wind conditions are comfortable for sitting or standing in the summer and walking or better in the winter, which are typical conditions for this area of Mississauga, and are suitable for the intended pedestrian use. The Sun and Shadow Study found that the anticipated shadow impact is in keeping with the surrounding developments, with the proposed development producing the largest shadows to the north and northwest in the mornings during the summer and winter months, and the least amount of shadows in the summer months in the mid afternoon hours. The stepping back of the tower from the podium will allow for adequate sky-views, reinforce a pedestrian scale, and contribute to a comfortable environment at-grade.

In regards to the relationship between a development and the street, Policies 9.2.1.17 and 9.2.1.19 state that principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings and that the public realm and the development interface with the public realm will be held to the highest design standards. The proposed development establishes a strong and continuous building frontage along Hurontario Street that is in keeping with the development application to the south and east. A recessed entrance to the residential portion of the building allows for patio seating and additional pedestrian space contributing to a lively and enhanced streetscape. Policy 9.2.1.21 further states that development will contribute to a pedestrian oriented streetscape and have a built form that is urban, attractive, compact, and transit supportive, which the proposed development satisfies through the intensification of a currently underutilized site.

Policy 9.2.1.22 provides that development will be designed to support and incorporate pedestrian and cycling connections, with Policy 9.2.1.23 requiring active uses on principal streets with direct access to the public sidewalk. Policy 9.2.1.24 requires development to face the street, with Policy 9.2.1.25 further specifying that buildings should provide active facades with uses such as lobbies, entrances and display windows, with blank building walls not permitted facing principal street frontages and intersections. For non-residential uses, Policy 9.2.1.26 requires at-grade and transparent windows facing major streets. The proposed development includes an abundance of glazing at-grade, with the podium directly facing Hurontario Street and incorporating active uses with direct access to the street. While a wall is temporarily provided along the north property line, this wall is an interim condition to further ensure that the future build-out of the parcel to the north is not precluded.

Policy 9.2.1.28 outlines that built form will relate to and be integrated with the streetscape, with minimal building setbacks where spatial enclosure and street related activity is desired. Policy 9.2.1.29 states that development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape, Policy 9.2.1.31 provides that buildings should be positioned along the edge of the public streets to define their edges and create a relationship with the public sidewalk, with Policy 9.2.1.32 further directing that buildings be oriented and positioned towards the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

Specifically related to the streetscape, Policies 9.2.1.34, 9.2.1.35, and 9.2.1.36 state that streetscapes should provide visual connections, encourage pedestrian circulation, and incorporate streetscape improvements. The proposed development represents a significant improvement over existing site conditions by incorporating landscaping and pedestrian amenity to encourage pedestrian circulation and an enhanced public realm.

Policy 9.2.1.37 states that developments should minimize the use of surface parking in favour of underground or aboveground structured parking. The proposed development removes existing surface parking adjacent to Hurontario Street to provide four storeys of underground parking to support the proposed development.

Overall the proposed development conforms to the Chapter 9 of the OP as it introduces an urban and compact built form that is highly articulated, appropriately responds to its existing and planned context, supports transit and active transportation, and enhances the streetscape through the inclusion of active uses, among other attributes.

Land Use Designations

Chapter 11 of the OP provides direction on General Land Use Designations. Schedule 10 of the OP designates the subject site as *Mixed Use*, as shown in Figure 22.

Figure 22: Schedule 10 - Land Use Designations



Policy 11.2.1.1 states that community infrastructure is permitted in all land use designations, among other uses such as transportation infrastructure, certain infrastructure, and conservation uses among others. Section 11.2.6 outlines additional policies for *Mixed-Use* areas. Policy 11.2.6.1 permits additional uses within this designation, including: commercial parking facility, financial institution, funeral establishment, makerspaces, motor vehicle rental and sales, overnight accommodation, personal service establishing, post-secondary educational facility, residential in conjunction with other permitted uses, restaurants, retail stores, and secondary offices.

Policy 11.2.6.2 states that 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 on *Mixed Use* sites that includes residential uses are required to contain a mix of permitted uses. If a development application proposes primarily residential uses but includes non-residential uses at-grade, an Official Plan Amendment is required, in accordance with Policy 11.2.6.3. The proposed development consists primarily of residential uses, with commercial and charity uses proposed at-grade and on the second level.

An Official Plan Amendment is required to redesignate the site from *Mixed-Use* to *Residential High Density* to appropriately respond to the primarily residential nature of the development and introduce special site policies. This direction was provided by Staff during the Development Application Review Committee Meeting.

Policy 11.2.5.6. of the OP outlines policies for *Residential High Density*, permitting the following uses:

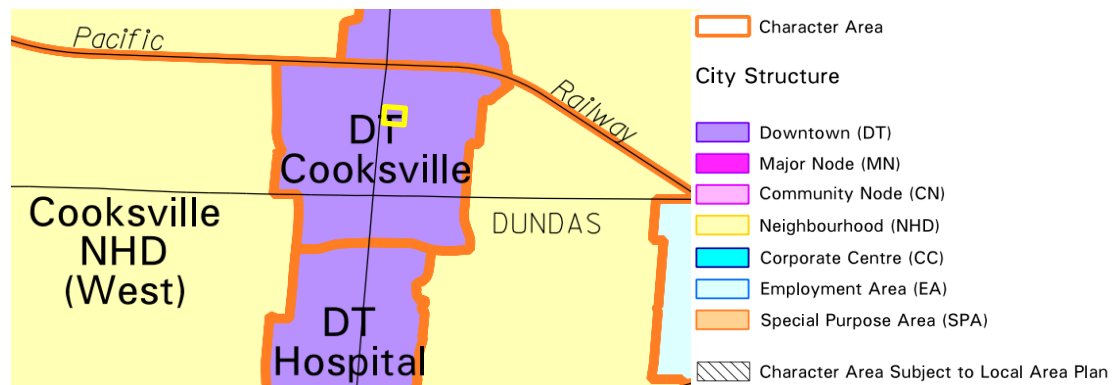
- a) *apartment dwelling*
- b) *uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- c) *uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities,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

The proposed development will provide a primarily residential development with commercial uses at-grade and charity uses at-grade and on the second level. An Official Plan Amendment accompanies this submission to appropriately implement the proposed development and introduce special site provisions as required.

Character Area Policies

Schedule 9 of the OP indicates that the subject site is located within the *Downtown Cooksville Character Area* (Figure 23).

Figure 23: Schedule 9 - Character Areas



Under Chapter 12 of the OP, the following policies apply to the *Downtown Cooksville Character Area*:

- *A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development (Policy 12.1.1.2);*
- *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 (Policy 12.1.1.4);*
- *Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided (Policy 12.1.1.6);*
- *Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted: Major offices (Policy 12.1.3.1);*
- *Mixed Use development will be pedestrian oriented and street related (Policy 12.1.3.2); and,*

- *Compatible development is encouraged that recognizes the scale and enhances the form and character of Mixed Use areas (Policy 12.1.3.3).*

The proposed development complements the mix of uses in the surrounding area and will support the pedestrian-oriented nature and existing character. The proposed development is in keeping with surrounding development and the neighbouring development application. Ground floor commercial space is provided to help animate the street.

A sense of entry to the *Character Area* is to be articulated at key locations by prominent built form, landscaping and signage components, as noted in Section 12.4.1 of the OP. Policy 12.4.1.2 indicates that 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 pedestrian nature. The street frontages will be designed to reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. The inclusion of a double height ground floor, use of glazing, landscape treatments along the building façade fronting Hurontario Street, and a podium height consistent with the application to the south will ensure a lively and enhanced streetscape at-grade. The current building is set back from the street and separated from the sidewalk by a curved driveway. The proposed development represents a significant improvement over existing conditions and will contribute to a strong sense of place.

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. The proposed development includes commercial space at grade fronting onto the street, easily accessible from the public sidewalk.

To provide a sense of spatial enclosure for the street, the public sidewalk should focus activity on the street. Developments should also address the following:

- a) *limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;*
- b) *minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;*
- c) *maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and*
- d) *a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.*

Policy 12.4.1.5 states that development should be generally consistent in its bulk, massing, and scale within the Character Area with use of taller, more prominent buildings being present at the Dundas and Hurontario Street intersection. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Street. The Dundas and Hurontario intersection contain various retail plazas that contribute to the activity in the area. The proposed development will stand at 35-storeys tall and further along Hurontario Street, southwest of the subject site, are several residential buildings that range from 12- to 22-storeys.

Furthermore, 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. The proposed development exhibits a main street typology through the incorporation of tower setbacks to accentuate the podium and contribute to a pedestrian scale. Development should address the following, as noted by Policy 12.4.1.6:

- 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;*
- d) *service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;*
- e) *split level commercial frontages should be avoided;*
- f) *periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;*
- g) *storefront signage should respect the pedestrian scale and architectural character of development;*
- h) *pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and,*
- i) *the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street.*

In terms of the streetscape, the 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. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space, as noted in Policy 12.4.1.7. Vegetation is currently proposed along Hurontario Street to help establish a barrier between the roadway and sidewalk and prioritize pedestrian safety. Benches will also be proposed at the base of the building to support the public realm, with the entrance to the residential lobby recessed to allow space for lingering and spill-out activity.

Policy 12.4.1.9 states that the following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard:

- a) *common paving materials and patterns, street furniture and signage;*
- b) *road crossings defined by special paving;*
- c) *intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands;*
- d) *setting back of bus bays from intersection corners to allow sidewalks to project;*
- e) *curb edge parking; and,*
- f) *provision of street trees, feature lighting and related pedestrian amenities.*

The proposed development features an enhanced streetscape over existing conditions through establishing a strong building edge, using glazing, and incorporating streetscape elements. The proposed development responds to the streetscape improvements currently proposed through the Hurontario LRT,

The proposed development generally responds to the direction for the *Downtown Cooksville Character Area* by introducing a compatible built form, however, requires an Amendment to the maximum permitted height to conform with provincial and regional intensification goals. The proposed development will enhance the existing site and contribute to a strong public realm and built form along Hurontario Street and adjacent to transit, introducing new housing units to the Cooksville community and ensuring that a key community use is maintained and enhanced. The proposed development also considers the applicable design policies that address the overall character, streetscape, and massing to ensure that the development appropriately aligns with the existing elements within the neighbourhood.

Based on this review, the proposed development conforms to policy direction related to intensification, complete communities, urban design, and housing under the OP by introducing new residential units on an underutilized site in proximity to transit, establishing an enhanced pedestrian realm, ensuring an existing community use is maintained and enhanced. An Official Plan is required to redesignate the subject site from *Mixed Use* to *Residential High Density* with special site provisions to appropriately implement the proposed development.

5.4.1.1 Proposed Official Plan Amendment

An Official Plan Amendment is required to implement the proposed development based on the proposed use as primarily residential with supporting retail and charity uses in the podium. This amendment seeks to amend Schedule 10 to redesignate the subject site from *Mixed Use* to *Residential High Density*, as well as to include the subject lands as a Special Site Area within the Downtown Cooksville Character Area. The DAM Youth Charity serves as a long-term home which benefits the residents of the surrounding community.

The Site Specific Area portion of the amendment seeks to permit a maximum height of 35-storeys and a Floor Space Index (FSI) of 12.0. This amendment will provide more housing to account for the continued growth in the area and support the community with the expansion of the existing charity use. The increase in height and density is in keeping with the surrounding context and appropriately satisfies the provincial objectives of the PPS and Growth Plan. The proposed development also aligns with the regional planning policies of the *Urban Growth Centre* and the council approved policies associated with the *Urban Growth Centre* and PMTSAs. The inclusion of a mix of uses will help support a complete community and support transit usage.

5.4.2 City Initiated Official Plan Amendments

The City of Mississauga is currently updating its Official Plan to conform to Provincial and Regional updates to the Municipal policy framework. These updates were introduced through several city-initiated Official Plan Amendments (OPA). This section outlines the OPAs applicable to the subject site.

5.4.2.1 Official Plan Amendment (OPA) 145 – Revised Character Area Policies

The purpose of OPA 145 is to establish a vision and set of principles to add and revise policies on community infrastructure, parks, urban design, roads, and pedestrian connections for the *Downtown Fairview, Cooksville, and Hospital Character Areas*. OPA 145 was approved by Council on August 18, 2022. It should be noted that Clearbrook Developments Ltd. submitted an appeal to the Ontario Land Tribunal (OLT) for Official Plan Amendment (OPA) 145 (By-law 0193-2022) on September 7, 2022.

Downtown Cooksville is envisioned to be a 15-minute city which would provide basic needs within a 15-minute radius to encourage the use of alternative modes of transport, with Cooksville GO Station area being identified as a focal point to support transit-supportive higher density development. This area is intended to support a mix of residential, community, office, and retail uses. The proposed changes to the OP support the development of a high quality and well-designed public parkland and open space.

Four guiding principles were established for the *Downtown Cooksville Area*, including: establishing a mixed use and vibrant community; planning for more people and employment; achieving a walkable and connected community; and planning for high quality transit. Notwithstanding the applicant's appeal, the proposed development will meet these principles. Policy 12.1.1.1 states that proponents of development applications within the *Downtown* may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a

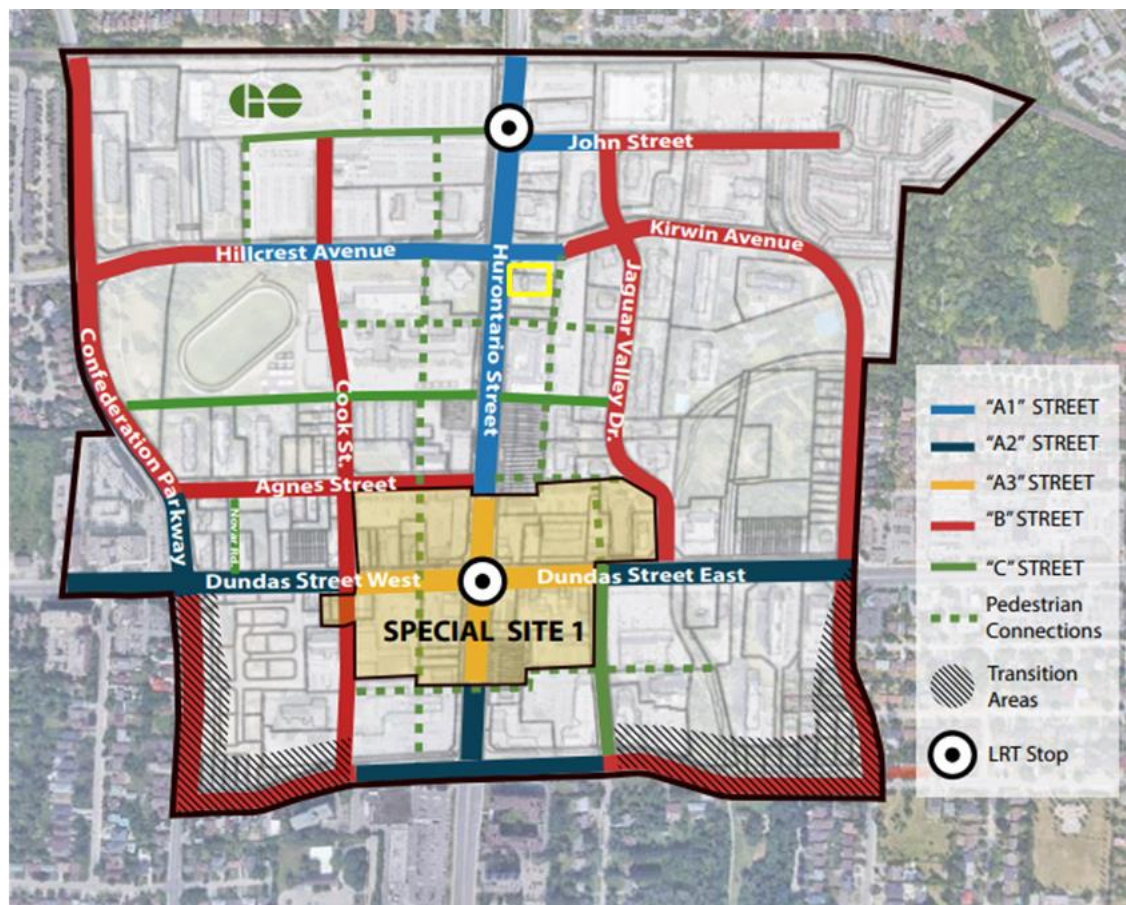
mixed-use, transit-supportive development. The introduction of commercial uses through the proposed development would adequately provide new employment opportunities and support the retention of local businesses, as per Policy 12.1.8.1.5.

For new buildings being introduced, Policy 12.1.8.2.1 applies to support a high-quality urban density and built form:

- a) *create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to residential low and medium density;*
- b) *generally maintain a minimum separation distance of 30 metres between portions of buildings that are greater than six storeys;*
- c) *add visual interest by varying the massing of buildings; and,*
- d) *promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the podium.*

Hurontario Street is identified as an 'A1' Street (Figure 24). 'A1', 'A2', and 'A3' Streets are intended to have a strong sense of place to support pedestrian activity. Buildings that front onto these streets will encourage a high-quality built form, public realm, landscaping, and pedestrian amenities and establish a main street, as noted in Policy 12.8.2.6. Notwithstanding the applicant's appeal, the proposed development has regard to ensuring community character is strengthened and much of the foregoing is achieved.

Figure 24: Street Types in Downtown Cooksville Character Area



Further, Policy 12.1.8.2.7 indicates that development abutting the 'A1', 'A2' and 'A3' Streets will also incorporate ground floor non-residential uses and:

- a) *promote a main street character with smaller retail units and frequent entrances accessible from the public sidewalk;*
- b) *frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;*
- c) *provide a consistent streetwall with building indentations as visual relief;*
- d) *design non-residential units at street corner locations with animated frontages that wrap the corner;*
- e) *provide generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, bus shelters, pedestrian-scaled lighting and outdoor patios;*
- f) *provide appropriate setbacks between the edge of the podium and tower portion of the building; and,*
- g) *coordinate private land abutting the sidewalk with the public boulevard to create an integrated design character and reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape.*

For buildings fronting onto an 'A1' Street, a 3 m to 6 m minimum setback between the podium and tower face will be provided in addition to a 2 m (minimum) and 4 m (maximum) setback from the property line. The podium will also have a minimum of 3-storeys and a maximum of 6-storeys. The proposed development incorporates a six-storey podium with the tower portion significantly setback. Notwithstanding the outstanding appeal, the proposed development largely achieves the intent and objectives of OPA 145, and the applicant looks forward to working with Staff to advance the application.

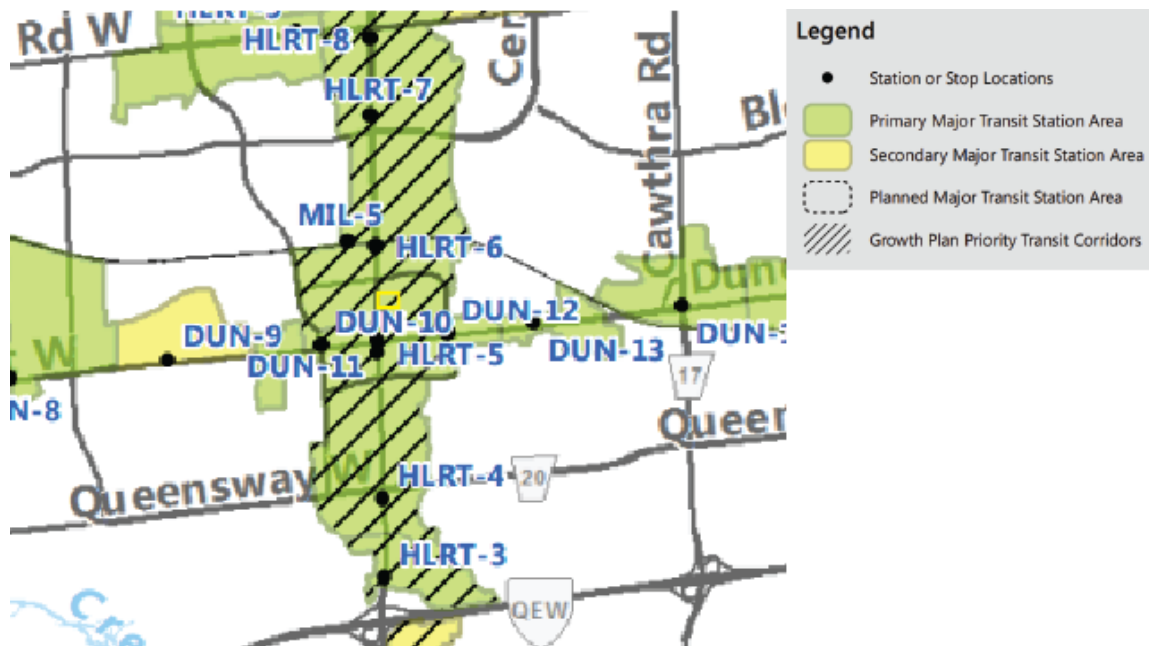
5.4.2.2 Official Plan Amendment (OPA) 146 – Protected Major Transit Station Area

On August 10, 2022, By-law 0194-2022 was passed to amend the Official Plan (OPA 146). OPA 146 is currently awaiting Regional approval and will introduce further policy direction related to built form standards. OPA 146 revises the existing policies in the new *Protected Major Transit Station Area (PMTSA)* overlay regarding heights, densities and uses of land for the *Downtown Fairview, Cooksville and Hospital Area*. Since the City is in a period of transition, the additional height would coincide with the development occurring in the area and adequately support the level of growth.

The subject site falls within the bounds of a *Protected Major Transit Station Area (PMTSA)*, more specifically the DUN-10 PMTSA, also referred to as the 'Dundas PMTSA'. PMTSAs are identified as having existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. *Primary Major Transit Station Areas* are protected in accordance with Subsection 16(16) of the *Planning Act*.

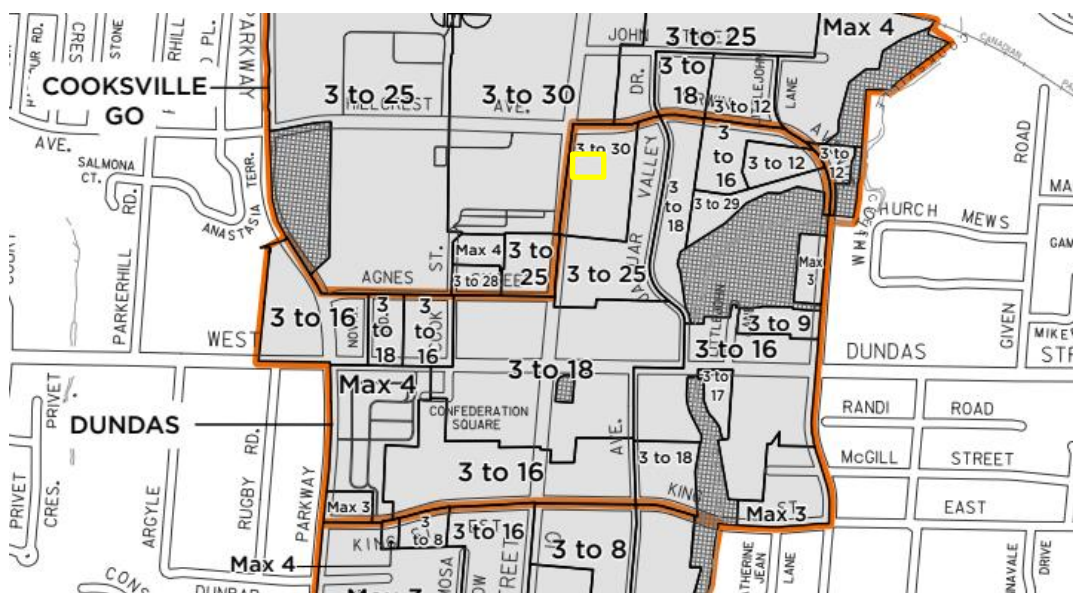
Within the Dundas PMTSA, the minimum density target is 160 people plus jobs per hectare. Policy 5.6.19.10 suggests that local municipalities should undertake comprehensive planning for Primary and Secondary PMTSAs that address the minimum density, the minimum number of residents and jobs accommodated within the PMTSA, the permitted uses, character of the station area or stop, and minimum heights for land uses (Figure 25).

Figure 25: Schedule E5 – Major Transit Station Areas



In the *Protected Major Transit Station Area (PMTSA)* for the Hurontario LRT – including Cooksville GO Dundas, Queensway, North Service, the subject site generally respects the height permissions of 3 to 30-storeys, as shown in Figure 26. It should be noted that the proposed development is 35-storeys, 5-storeys over what is permitted through OPA 146.

Figure 26: Height Permissions



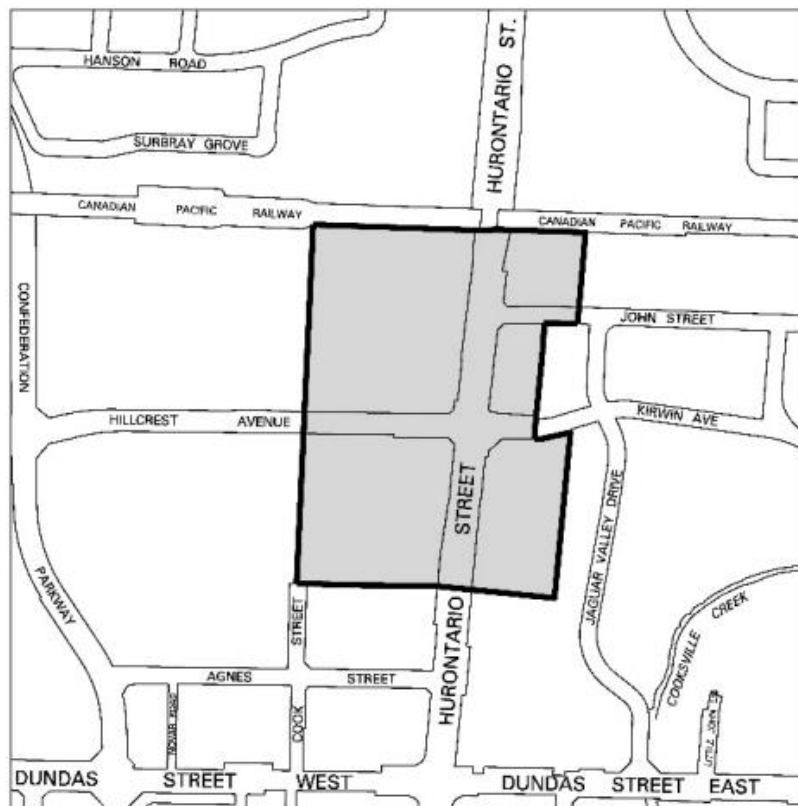
For sites designated as *Residential High Density* and *Mixed Use* situated outside of *Special Site 1* in Downtown Cooksville, such as the subject site, the maximum may be exceeded by up to three storeys if a development provides additional non-residential uses, as noted in the building transition policies. One additional storey in building height may be permitted for every 900 square

metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses. The proposed development provides approximately 1,601 m² of non-residential uses above the first storey.

Policy 12.4.7.2.1 also states that development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue) should provide non-residential uses on the ground floor if the building has direct frontage on the aforementioned streets. Primary residential uses above the ground floor may be permitted if it is not subject to a special site policy. A banquet hall, conference centre, and entertainment, recreation and sports facilities are also noted as permitted uses.

The subject site is situated in *Special Site 2* under OPA 146 (Figure 27). Policy 12.4.8.2.1 states that a minimum of three floors of non-residential uses will be required for buildings that are designated as *Mixed Use* or *High Rise Residential Density* for those that are situated adjacent to Hillcrest Avenue and Hurontario Street. The proposed development provides two storeys of commercial and charity use space, and a third floor of amenity space.

Figure 27: Special Site 2



It is understood OPA 146 is to be read in conjunction with OPA 145 following final approval. As noted, the applicant has filed an appeal against OPA 145 based on the overly prescriptive nature of policies related to built form. OPA 146 introduces additional prescriptive policies that could impact the developability of the lands to accommodate less height and density than what is currently permitted. This approach is contrary to provincial policy direction that encourages greatest height and density within intensification areas, including MTSAS.

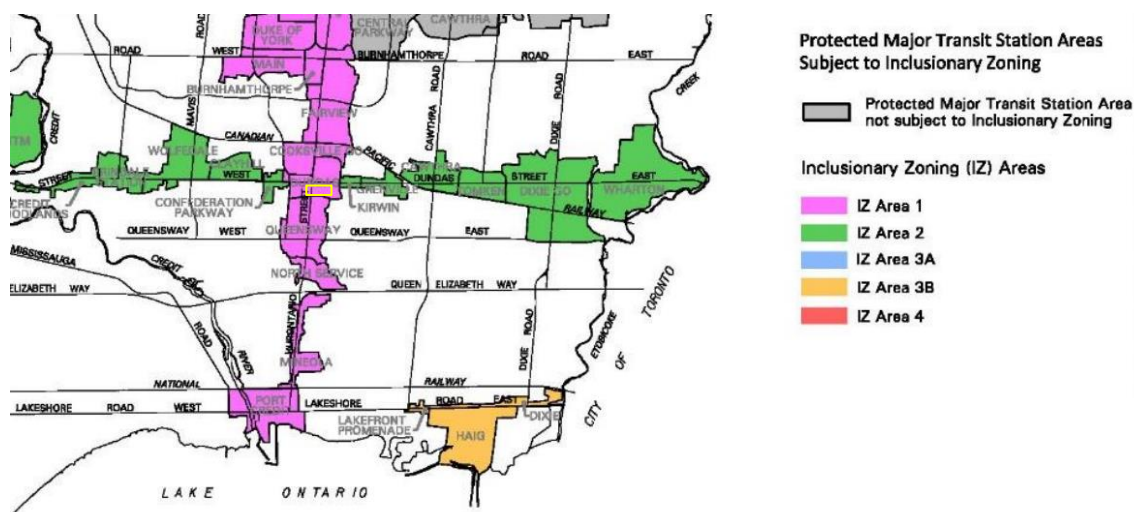
As such, while the proposed development generally conforms with the policies of OPA 146, clarity is required about the interpretation of certain policies, specifically related to

height, the location of non-residential uses within a building, and the requirement of three storeys of non-residential uses, among other matters.

5.4.2.3 Official Plan Amendment (OPA) 140 – Inclusionary Zoning (IZ) Policies

On August 10, 2022, Mississauga City Council adopted the Inclusionary Zoning (IZ) Official Plan policies and zoning provisions which encourages more affordable housing through the approval of By-laws 0212-2022 and 0213-2022, subject to Approval by the Minister of Municipal Affairs and Housing. The subject site falls within *Inclusionary Zoning Area 1*, as shown in Figure 28.

Figure 28: Inclusionary Zoning (IZ) Areas



The purpose of Official Plan Amendment (OPA) 140 is to introduce policies and mapping to require affordable housing units in developments in certain PMTSAs. Some key elements of the OPA include:

- *Affordability terms of 25 years of rental and 50 years of ownership will provide affordable housing long-term;*
- *Efforts will be made to consider universal accessibility in common areas of the building to support populations at risk;*
- *The definition of purpose-built rental housing now includes rental units that are organized as a condominium, provided that a minimum of 80% of the dwelling units are owned by a single owner; and*
- *The exemption for purpose-built rental market can be reassessed during the next IZ update.*

OPA 140 encourages the introduction of a wide range of housing and aims to increase housing accessibility and the creation of more inclusive communities. Affordable housing provisions will be considered as the application progresses as the applicant recognizes the importance of supporting affordable housing long-term and housing accessibility.

5.5 City of Mississauga Zoning By-law

The City of Mississauga Zoning By-law 0225-2007 was introduced on June 20, 2007 and amended in December 2020. The purpose of the By-law is to regulate the use of land, buildings and structures and ensure appropriate implementation of the City's Official Plan. The By-law zones the site as *Development (D)*, as shown in Figure 29. A Zoning By-law Amendment is proposed to rezone to the site to *Residential (Apartment) - RA5*. The *D* Zone recognizes vacant lands not yet developed or to permit a use legally existing during the passing of By-law 0225-2007. Examples of permitted uses within the *D* zoning include a community garden, essential emergency services, transit corridor, transit terminal, a temporary tent, and other existing buildings and structures.

Figure 29: Zoning By-law Map

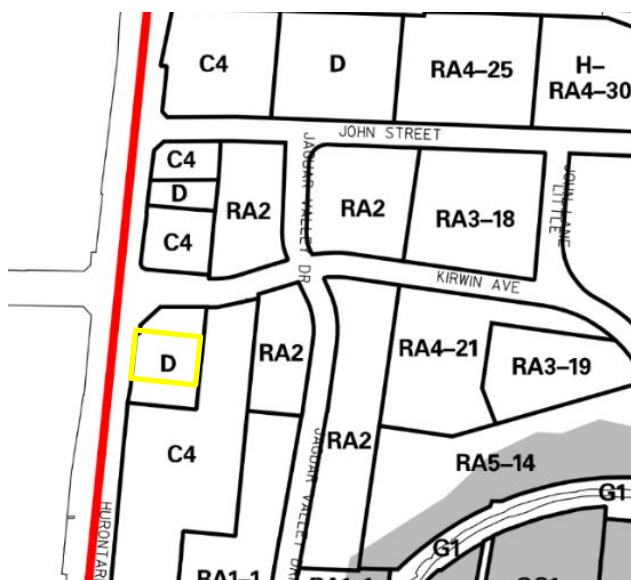


Table 6 outlines key zone provisions for the *RA5 Zone* in relation to the proposed development, identifying where an Amendment is needed. Please refer to Appendix B of this Report for a detailed and complete table of all requested Amendments.

Table 6: Zoning Provisions

REGULATIONS	APARTMENTS (RA5)		PROPOSED
Permitted Uses	Apartment, long-term care building, and retirement building		Charity use and residential dwellings
Accessory Uses	Retail store, personal service establishment, financial institution, office, and medical office - restricted		Retail, community use, other commercial uses.
Maximum GFA	1,000 m ² (per storey for each storey above 12-storeys)		Tower floorplate above 12 storeys: 800 m ²
Minimum Lot Frontage	30.0 m		44.3 m
Maximum Height	77.0 m and 25-storeys		121 m and 35-storeys
Minimum Front Side Yards	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	2.0 m

Minimum Rear Yard	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	7.5 m
Minimum Parking Requirements	431 spaces (0.8 spaces / residential unit & 0.2 spaces / non residential)		280 spaces (65 visitor spaces) 0.65 spaces per unit (0.50 residential, 0.15 visitor)

5.5.1 Zoning By-law Amendment

A Zoning By-law Amendment is required to implement the proposed development, in accordance with provisions of the *D-Zone* and to conform to the proposed Official Plan Amendment. The proposed Zoning By-law Amendment proposes to rezone the subject site to *RA5* with site specific exceptions. The following section outlines justification for key amendments that are being requested through this application. Please refer to Appendix B for a complete table of required Amendments against all applicable *RA5* zone provisions.

- **Additional Permitted and Accessory Uses:** An amendment is required to permit a *Community Use* within the proposed development to ensure the continue operation of the DAM Youth Charity. An amendment is also required to expand the various accessory uses permitted on the site to ensure flexibility in the future.
- **Increased Height:** An amendment is required to introduce a maximum height of 121 m and 35-storeys on the subject site, excluding the mechanical penthouse. The proposed height is suitable with the existing area given the scale of other developments and the subject site's proximity to higher order transit. The tower portion of the proposed development is sufficiently set-back from the building face to mitigate impacts on neighbouring areas.
- **Increased Density:** An amendment is required to introduce a maximum Floor Space Index (FSI) of 12.0 for the subject site. This density reflects the intensification of the subject site to respond to its location within an intensification area and major transit station area. The site in its current form does not contribute to meeting the city's intensification requirements.
- **Reduce Parking Requirements:** A reduction in minimum parking requirements is required to reflect an urban form and appropriately respond to the site's adjacency to rapid transit. As noted in the Transportation Impact Study, a reduction of 35% is supportable on the site. As such, a minimum parking requirement of 0.65 spaces per residential unit and 0.15 visitor parking spaces per residential unit is being requested.
- **Reduced Yard Setbacks:** Reduced yard setbacks are being requested to maximize the use of the subject site while ensuring the appropriate relation and separation to neighbouring parcels are maintained. The requested setbacks are in keeping with an urban form and will encourage a more efficient use of land by allowing for more opportunities for the DAM Youth Charity to develop the site. The proposed setbacks are also consistent with the proposal submitted for 3085 Hurontario Street.

6 Additional Guidelines

The following section outlines additional guidelines that apply to the subject site and were considered in the proposed development.

6.1 Hurontario / Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan was introduced in October 2010 to encourage the integration of rapid transit, intensified land use, and improved urban design. Six Mobility Hubs were identified within the Province's Places to Grow Initiative and Metrolinx's Regional Transportation Plan, the Big Move, and are identified as areas of future inter-regional transit connections and enhanced transit-oriented development.

The Master Plan establishes guiding principles to be considered for all proposed developments, including but not limited to *making it sustainable and integrated, supporting transit through built form and densities, putting pedestrians first, creating connectivity, and focusing on place-making.*

The Hurontario/Main Street Corridor is intended to support a wide mix of services, permitted uses including employment, commercial, institutional, cultural, health and medical and entertainment uses, medium- and high-density residential uses and public uses and infrastructure. Mixed use and single use buildings are also permitted.

With the introduction of higher-order transit system, these densities and heights are necessary to support users and the shift away from automobiles. It is also recommended that new development will be designed to support, complement, and integrate transportation infrastructure. To encourage a pedestrian-scaled street, a continuous frontage and building façade is required.

Section 7.3.9 of the Master Plan encourages the facilitation of a livable, safe, and convenient streets that are accessible to key amenities and services. Emphasis is placed on shifting the focus away from automobile-oriented development and towards active modes of transportation like walking and cycling. All new development should support a pedestrian-scaled network of connected local street and sidewalks to key locations such as parks and public transit. Streets should also feature landscapes buffers to prioritize pedestrian's safety and winter maintenance will be undertaken. To maintain connectivity, gated development, cul-de-sacs, and any similar developments will not be permitted.

Overall, the proposed development addresses the provisions outlined in the Hurontario / Main Street Corridor Master Plan by encouraging connectivity and supporting a mix of services. The proposed development aligns with the existing medium- and high-density residential uses and supports more livable and convenient streets for pedestrians. The proposed height is generally consistent with the built form of the area.

6.2 Cooksville Mobility Hub Master Plan

The Cooksville Mobility Hub Master Plan was introduced in September 2011 by Metrolinx and the City of Mississauga to manage the changes occurring in the Cooksville GO Station area. The Plan outlines objectives centred around creating a more transit-supportive and *Mixed Use* area. The proposed development acknowledges this plan by introducing new residential, charity space, and commercial uses immediately adjacent to a range of transportation options in proximity to Cooksville GO.

6.3 Vision Cooksville

Vision Cooksville is an initiative that was developed in June 2016 to support the Long-Range Community Vision for Downtown Cooksville. Downtown Cooksville is envisioned to be a walkable urban community that supports a diverse population. Emphasis will be placed to support more sustainable modes of transportation, community services, recreation, and cultural opportunities.

The following six principles/recommendations have been acknowledged and incorporated into the design of the proposed development where appropriate:

- *Principle 1: A Vibrant Public Realm and Walkable Streets*
- *Principle 2: Connected and Engaging Parks and Open Spaces*
- *Principle 3: Community Facilities for Recreation, Library and Services*
- *Principle 4: Housing Opportunities and Choices*
- *Principle 5: Local and Unique Businesses*
- *Principle 6: A New Identity*

The proposed development appropriately aligns with the principles/recommendations of Vision Cooksville by providing more housing, support new businesses, and the provision of community spaces that prioritize a greater quality of life for residents. The introduction of the charity within the development will also contribute to the sense of community and create more opportunities for youth.

6.4 Dundas Connects Master Plan

The Dundas Connects Master Plan study was conducted in May 2018 to better integrate transportation and land use planning to address the current and future needs of the area. Some of the key recommendations include but are not limited to promoting Mixed use, transit-supportive intensification across Dundas Street and seven broad Focus Areas, implementing Bus Rapid Transit (BRT) along Dundas Street; and creating a complete street for all users.

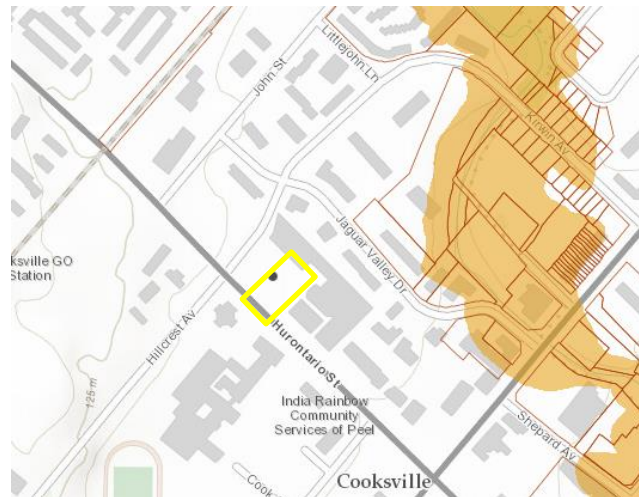
The subject site is found within the Cooksville Area and based on the existing conditions, there is opportunity to create a mobility hub that provides clear connections between Hurontario LRT, GO Transit, and Dundas Street Rapid Transit, and to improve public realm and future development of Cooksville GO station based on the Mobility Hub Master Plan and the Vision Cooksville Study. There is also opportunity for infill development to support transit, to create new green spaces, and to provide an extension of Cook Street to provide direct link between Dundas Street and the Cooksville GO station.

Based on this review, the proposed development appropriately supports the improvements to the public realm. The site's proximity to Cooksville GO and the Hurontario LRT encourages active transportation use, providing easy access to other areas in the Greater Toronto Area.

6.5 Conservation Authority

The subject site is within the jurisdiction of the Credit Valley Conservation Area, however, it does not fall within the defined regulation area (Figure 30).

Figure 30: Credit Valley Conservation Area



7 Planning Analysis

7.1 Consistent with Provincial Policy Direction

The proposed development is consistent with provincial policies outlined in the PPS and the Growth Plan for the Greater Golden Horseshoe. The proposed development will contribute to meeting, or exceeding, current and projected population and employment projections by appropriately intensifying an underutilized site in proximity to transit, introducing new residential uses, strengthening the presence and reach of an existing charity, and optimizing the use of existing infrastructure. The proposed development also prioritizes the community with the expansion of an existing charity targeted to youth, contributing to the well-being of residents and helping further establish a sense of community and support a healthier and more complete community. The subject site is also situated in an area that will support the use of active transportation. The Cooksville GO Station is located approximately 300 metres from the subject site, which forms part of the Milton GO Line that provides connections to Union Station. Overall, the proposed development is consistent with the PPS and conforms to the Growth Plan.

7.2 Conforms with Regional Policy Direction

By-law 20-2022 was passed by Regional Council to adopt the new Regional Official Plan, however the current ROP remains in-effect while the new ROP awaits Ministry approval. The in-effect OP designates the site as *Conceptual Urban Growth Centre*. The proposed development appropriately supports intensification and the establishment of healthy and complete communities. The addition of housing and retention of a community use will support those living in the community and foster a greater quality of life. The subject site's proximity to the transit system encourages the use of alternative modes of transport and ensures accessibility to other areas in the Region. The changes proposed in the Council Approved ROP are not anticipated to impact the proposed development's compatibility within the community, and the proposed development remains in conformity with these updates.

7.3 Conforms with Municipal Policy Direction

The proposed development conforms with the broader goals, objectives, and policies of the City of Mississauga Official Plan including direction for housing, complete communities and urban design. While somewhat conforming with the *Mixed-Use* designation, an Official Plan Amendment is required to implement the proposed development based on the proposed use as primarily residential with supporting retail and charity uses in the podium. Overall, the proposed development aligns with the transition occurring within the city and respects the existing main street character, appropriately responds to neighbouring developments, and supports the introduction of uses that encourage a mixed use, connected, and vibrant community. The subject site's location within a PMTSA further prioritizes development that supports transit and accessibility. The proposed development will enhance the existing site and contribute to a strong public realm and built form along Hurontario Street, as well as introduce new housing units to the Cooksville community adjacent to transit and ensuring that a key community use is maintained and enhanced. Overall, the proposed development largely conforms with the OP, and supports the objectives of the various other municipal documents.

7.4 Conforms with Zoning Intent

The current zoning for the subject site, *Development (D)*, currently limits development until a ZBA is approved. As such, the proposed Zoning By-law Amendment will ensure that the zoning conforms with the proposed Official Plan Amendment to reflect a high-density residential zone and introduce site specific provisions that will allow for the introduction of residential units and the maintenance of the charity on site.

8 Conclusion

Based on IBI Group's analysis of the subject site, the surrounding lands, supporting studies, and the applicable planning policy framework, the proposed Official Plan and Zoning By-law Amendments for the subject site will facilitate a development that conforms to the Provincial, Regional, and Municipal framework and is in the public interest. The proposed development and associated Amendments will be compatible with the existing neighbourhood, introduce new housing, ensure a key community use is maintained, and leverage the site's location adjacent to public transit. The proposed development supports Provincial, Regional, and Municipal direction for stimulating economic growth, supporting a complete community, and providing additional housing stock. As such, it is our professional opinion that the requested Amendments constitute good planning.

Respectfully submitted this 4th day of October, 2022.

Regards,

IBI Group



Stephen Albanese MCIP RPP



Catriona Moggach MCIP RPP

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994, and is for this property only.

Appendix A – Proposed Draft OPA

Amendment No. XXX
to
Mississauga Official Plan

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

PURPOSE

The purpose of this Official Plan Amendment is to amend Schedule 10 – Land Use Designations to redesignate the subject lands from “Mixed Use” to “Residential High Density”, as well as to include the subject lands as a Special Site Area within the Downtown Cooksville Character Area.

LOCATION

The lands affected by this Amendment are located near the southeast corner of Hurontario Street and Kirwin Avenue. The subject site is located within the Downtown Cooksville Character Area and within an Intensification Area, as identified in the City of Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect in 2012, with the most recent Office Consolidation, including all Local Planning Appeal Tribunal (LPAT) decisions and Official Plan Amendments, dated October 21, 2021.

Schedule 2 and 9 of the Official Plan currently identify the subject lands as being located within an Intensification Area and the Downtown Cooksville Character Area, respectively, where growth and intensification are encouraged. The site is located within 500 metres of the Cooksville GO Station, along the under construction Hurontario Light Rail Transit (LRT) system, and near the proposed Dundas Street Bus Rapid Transit (BRT).

The Official Plan Amendment is required to redesignate the subject site to “Residential High Density” and to add site specific policies to permit a maximum building height of 35 storeys and Floor Space Index of 12.0. The proposal is to redesignate the subject site to “Residential High Density – Special Site”. The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). In addition, the proposed development is consistent and conforms with the policies of the Region of Peel Official Plan (2018), City of Mississauga Official Plan (Office Consolidation 2021) and Downtown Cooksville Character Area. The proposed development represents the reinvestment and intensification of an underutilized site.
2. The proposed development further meets the policies outlined in the applicable policy documents by providing greater densities where there is a large amount of existing and planned infrastructure such as the Milton GO Train Line, the Hurontario Light Rail Transit, and the Dundas Bus Rapid Transit.
3. The proposed development will improve and contribute towards the City’s vision for the Hurontario Corridor by providing setbacks that are in keeping with the surrounding development applications to ensure a seamless pedestrian realm that is inviting, walkable, and complementary to the existing and planned Corridor.
4. The proposed development is in keeping with other development applications in the area and introduces new housing options in the Cooksville Area, while providing new commercial space at grade and expanding the presence of the existing Charity use.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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



12.4.3.XX The lands identified as Special Site X are located at the southeast corner of Hurontario Street and Kirwin Avenue.

12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 35 storeys will be permitted.

12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a Maximum Floor Space Index of 12.0 will be permitted.

3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by deleting the land use designation of the subject lands from "Mixed Use" to "Residential High Density – Special Site", as shown on Map "A" of this Amendment.

Map "A":



IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment. This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated October 21, 2021.

INTERPRETATION

The provisions of 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 Mississauga Official Plan.

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

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

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

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils 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 desires to adopt certain amendments to Mississauga Official Plan regarding a land use designation change and to add a Special Site Policy within the Downtown Cooksville Character Area;

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

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

ENACTED and PASSED this _____ day of _____, 2022.

MAYOR

CLERK

Appendix B – Proposed Zoning By-law Amendment Table



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3115 Hurontario Street – Proposed Zoning Table

DARC File: 22-106

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

It should be noted that the below provisions are subject to change as the planning applications progress. IBI Group on behalf of Clearbrook Developments Ltd. reserves the right to modify the below provisions as needed and requests the review of any By-law prior to final approval.

The following Zoning Standards and Regulations shall apply to the site:

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
General Provisions			
2.1.2.1.1	Min. Separation Distance from Residential Zones	All buildings and structures containing a use in Table 2.1.2.1.1 - Minimum Separation Distance from Residential Zones, shall comply with the applicable minimum separation distance required.	Delete lines 1.0, 2.0 and 3.0 of Table 2.1.2.1.1
2.1.3.1	Frontage on a Street	All lots shall have frontage on a street	N/A - Conforms
2.1.5	Accessory Uses	Where this By-law provides that land may be used or a building or structure may be erected and/or used for a permitted use, that use shall include any building or structure or use accessory thereto as long as the accessory use, building and/or structure is located on the same lot.	N/A – Conforms
2.1.14.1	Min. Centreline Setback	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this By-law, 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 Setback: Hurontario – 35 m ROW 17.5 m + required yard/setback 20.5 m +required yard/setback (within 110 m of intersection)	N/A-Conforms (20.9 m + 2 m setback to building face)

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
2.1.30	Rooftop Balcony	A rooftop balcony shall be setback 1.2 m for all exterior edges of a building or structure.	Delete Provision 2.1.30
Parking, Loading, Stacking Lane and Bicycle Parking Regulations			
3.1.1.4.3	Parking Space Width	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.	
3.1.1.5.1	Parking Aisle Width	The minimum aisle width shall be 7.0 m.	N/A - Conforms - Min. Drive Aisle of 7.0 m provided.
3.1.1.5.2	Parking Aisle Width – One Way	Notwithstanding Sentence 3.1.1.5.1, where a one-way aisle is provided for access to and from parking spaces with a parking angle not exceeding 60°, the minimum aisle width may be 5.5 m.	4.5 m parking aisle width for one-way aisle.
3.1.2 3.1.2.1 3.1.2.2	Required Number of Parking Spaces	<p>Table 3.1.2.1 – Residential Uses (Precinct 1)</p> <p>Condominium Apartment</p> <ul style="list-style-type: none"> Residential: 0.8 resident spaces per unit Visitor: 0.2 visitor spaces per unit <p>Table 3.1.2.2 – Non Residential Uses (Precinct 1)</p> <ul style="list-style-type: none"> Retail Store: 3.0 spaces per 100 m² GFA Convivence Retail: 3.- spaces per less than or equal 220 m² GFA Other Non-Residential Uses Not Specified Above: 5.4 spaces per 100 m² GFA 	<p>Residential 0.65 spaces per unit</p> <p>Visitor: 0.15 spaces per unit</p>
3.1.3 3.1.3.1	Accessible Parking	<p>Table 3.1.3.1 – Accessible Parking Regulations</p> <p>Total Number of Required Visitor Parking Spaces (13-100) – 4% of total</p>	N/A – Conforms: 17 spaces required at proposed parking rate – 17 spaces are provided.
3.1.4 3.1.4.1	Loading Spaces	Loading spaces shall be required for the following uses: (1) Retail Store	N/A – Conforms.

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
3.1.4.5		<p>Table 3.1.4.3 – Required Number of Loading Spaces: Less than equal to 250 m² : None Required</p> <p>Required Number of Loading Spaces for Apartment and/or Retirement Buildings: One loading space per apartment building containing a minimum of 30 dwellings</p>	
3.1.6. 3.1.6.5 3.1.6.6	Bicycle Parking	<p>Required Number of Bicycle Parking Spaces</p> <ul style="list-style-type: none"> Apartment without exclusive garages: 0.6 spaces per unit Non-Residential Uses: Retail: 0.15 m² per 100 m² GFA non-residential All other non-residential uses: 0.05 spaces per 100 m² non-residential GFA 	N/A – Conforms.
4.15 Apartment Zones			
4.1.5.10	Balcony Encroachments	A balcony may encroach a maximum of 1.0 m into a required front, exterior side or rear yard. (0158-2013), (0144-2016)	2.0 m
4.1.15.1.1	Permitted Accessory Uses	Retail store, personal service establishment, financial institution, office and medical office - restricted	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> Charity/Non-Profit Use Retail Personal Service Shop Daycare Education and Training Facility, Restaurant Take-Out Restaurant Recreational Establishment Medical Office Financial Institution Veterinary Clinic

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
4.1.15.1.2	Location of Permitted Use	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	Conforms.
4.1.15.1.3	Access to Accessory Use	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling.	Delete Provision.
4.1.15.1.4	Location of Accessory Use	An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building; (0174-2017)	Delete Provision.
4.1.15.1.5	Max GFA - Non-Residential – Accessory Uses	186 m ²	Max. GFA non residential shall be 1,700 m ²
4.1.15.1.6	Max GFA - Non-Residential for Accessory Uses	Lesser of 10% of the GFA - apartment zone or the GFA - apartment zone of one storey of the dwelling	Max. GFA - non residential accessory uses shall be as follows: - Retail use: 200 m ² - Charity use: 1500 m ²
4.1.15.1.7	Additional On-Site Parking	Not required for accessory uses permitted in 4.1.15.1.1	N/A
4.1.15.3	Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable.	Notwithstanding Provision 4.1.15.3, the max. height of Mechanical or architectural appurtenances above height limit shall be: 10.0 m
4.15 RA5 Zones (Apartments)			
Table 4.15.1	Permitted Uses	Residential: Apartment, Long-Term Care Building, Retirement Building	Conforms

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
Table 4.15.1 3.0	Minimum Lot Frontage	30.0 m	Conforms
Table 4.15.1 4.0	Minimum Floor Space Index	1.9	Conforms
Table 4.15.1 5.0	Maximum Floor Space Index – Apartment Zone	2.9	12.0
Table 4.15.1 6.0	Maximum GFA – Apartment Zone per Storey above 12 Storeys	1,000 m ²	Conforms
Table 4.15.1 7.0	Maximum Height	77.0 and 25 storeys	121 m and 35-storeys, excluding Mechanical Penthouse
			<i>Max. Height Mechanical Penthouse: 10 m</i>
Table 4.15.1 8.0, 8.1, 8.2, 8.3	Minimum Front and Exterior Side Yards	<p>For that portion of the dwelling with a height less than or equal to 13.0 m: 7.5 m</p> <p>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</p> <p>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</p>	<p>Min. Front Yard Setback of 1.5 m to the podium (Floors 1 – 6)</p> <p>Min. Front Yard Setback of 7.5 m to the tower portion (Floors 7-35) for the tower portion.</p>
Table 4.15.1 9.0, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6	Minimum Interior Side Yard	<p>For that portion of the dwelling with a height less than or equal to 13.0 m: 4.5 m</p> <p>For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 6 m</p> <p>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</p> <p>For that portion of the dwelling with a height greater than 26.0 m : 9 m</p> <p>Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial,</p>	<p>Min. Interior Side Yard Setback of 0.0 m for podium (Floors 1-6)</p> <p>Min. Interior Side Yard Setback to Tower (North): 8.5 m</p> <p>Min. Interior Side Yard Setback to Tower (South): 14.5 m</p>

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
		Employment, or Utility Zone, or any combination of zones thereof: 4.5 m	
Table 4.15.1 10	Minimum Rear Yard	<p>For that portion of the dwelling with a height less than or equal to 13.0 m: 7.5 m</p> <p>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</p> <p>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</p> <p>For that portion of the dwelling with a height greater than 26.0 m: 15.0 m</p> <p>Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof: 4.5 m</p> <p>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"</p>	Min. Rear Yard Setback of 7.5 m
Table 4.15.1 11	Encroachments and Projections	<p>Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard: 1.0 m</p> <p>Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m: 1.8 m</p> <p>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</p>	<p>Permit Maximum Encroachment of 2.0 m</p> <p>Maximum Balcony Encroachment into required yard above first storey: 2.15 m</p>
Table 4.15.1 12	Minimum Above Grade Separation Between Buildings	<p>For that portion of dwelling with a height less than or equal to 13.0 m: 3.0 m</p> <p>For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 9.0 m</p>	Minimum Grade Separation Distance Between Buildings for that portion of height less than or equal to 26 m shall be: 0.0 m

3115 Hurontario Street – Proposed Zoning Table – October 4th, 2022

BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
		For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 12.0 m For that portion of dwelling with a height greater than 26.0 m: 15.0 m	For that portion of dwelling with a height greater than 26.0 m: 7.0 m
Table 4.15.1 – Parking, Loading, Servicing Area and Parking Structure			
13.2 13.3 13.4	Minimum setback from surface parking	Minimum setback from surface parking spaces or aisles to a street line: 4.5 m Minimum setback from surface parking spaces or aisles to any other lot line: 3.0 m Minimum setback from a parking structure above or partially above finished grade to any lot line: 7.5 m	N/A
13.5	Minimum Setback from Below-Grade Parking Structure	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line: 3.0 m	0.0 m
13.6	Minimum Setback from Waste Enclosure	Minimum setback from a waste enclosure/loading area to a street line: 10 m	Conforms – Enclosure/Loading facing private driveway at rear
Table 14.15.1 – Minimum Landscaped Area, Landscaped Buffer, and Amenity Area			
15.1	Minimum Landscaped Area	40%	3.5%
15.2	Minimum Depth of Landscaped Area	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 a Residential Zone with the exception of an Apartment Zone: 4.5 m	0.0 m along Hurontario Street
15.3	Minimum Depth of Landscaped Area	Minimum depth of a landscaped buffer along any other lot line: 3.0 m	0.0 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	N/A. Conforms.

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BY-LAW SECTION	ZONING STANDARD/ REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
15.5	Minimum amenity area provided Contiguously	50%	N/A. Conforms.
15.6	Minimum Amenity Area to be provided outside at-grade	55.0 m ²	N/A. Conforms.