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# PLANNING JUSTIFICATION REPORT

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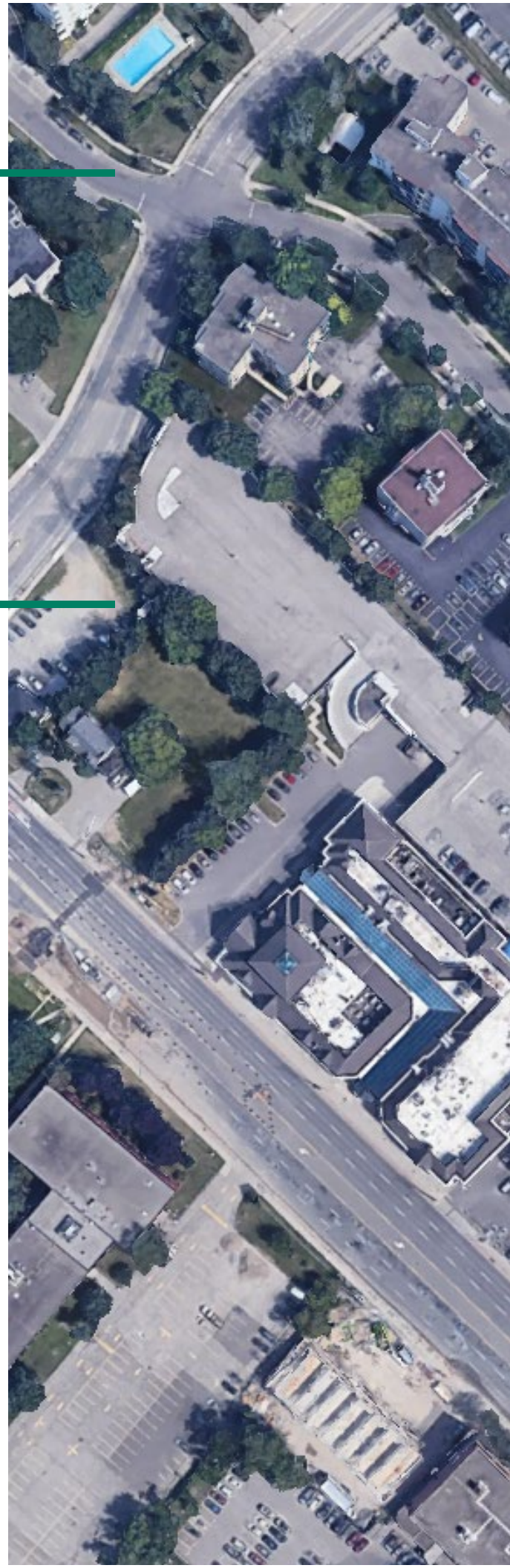
IN SUPPORT OF

OFFICIAL PLAN AMENDMENT  
& ZONING BY-LAW  
AMENDMENT APPLICATIONS

PREPARED FOR  
Equity Three Holdings Inc.

3085 Hurontario Street  
City of Mississauga  
Regional Municipality of Peel

September 2023  
GSAI File # 1319 – 001



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Planning Justification Report  
Equity Three Holdings Inc.  
Official Plan Amendment & Zoning By-law Amendment  
3085 Hurontario Street  
City of Mississauga

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## 1 / INTRODUCTION

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

PT LT 15, CON 1 NDS, TWP TOR; City of Mississauga

The Site is currently improved with a 2-storey, multi-tenant commercial structure, a parkade structure and surface parking areas.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of a Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or collectively the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, mixed-use development that sensitively integrates with the surrounding context. The proposed Amendments have been prepared to implement contextually appropriate development, in an appropriate location

As further described in **Section 2**, this Report, which has been prepared in support of this resubmission and supersedes the previous Planning Justification Report, dated May 2021. This Report demonstrates that the revised proposal and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

For clarity, numerous reports and studies have been undertaken to identify policy changes for the Downtown Cooksville community over the past ten (10) years. This includes, but is not limited to, the Hurontario / Main Street Master Plan, the Cooksville Mobility Hub Study, the Dundas Connects Master Plan, Vision Cooksville, the Downtown Fairview, Cooksville and Hospital Policy Review and the City of Mississauga Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive and pedestrian-oriented development in Downtown Cooksville. These initiatives also envision the Subject Lands as an appropriate, desirable and logical location for high density, compact, mixed-use development.

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

## 1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Downtown Cooksville Character Area and are designated 'Mixed Use' by the in-effect MOP. The in-effect MOP policies largely reflect existing conditions, not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

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

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, and are currently zoned as 'Mainstreet Commercial (C4)' and 'Development (D)'. The current zoning reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to re-zone the Site to the 'Residential Apartment (RA5)' Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from 'C4' and 'D' to 'RA5-XX';
- To permit a range of complimentary, accessory uses;
- To permit site-specific building envelope standards;
- To permit a site-specific parking and loading standards;
- To permit a site-specific landscaping standard; and,
- To permit a site-specific amenity area standard.

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

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's standard Official Plan Amendment and Zoning By-law Amendment processes.

To commence the submission process for the Application, a formal Pre-Consultation, referred to as a Development Application Review Committee ('DARC'), meeting was held on December 16, 2020 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this Meeting, a Submission Checklist was received which identified the submission requirements for a 'complete' Application. The studies identified on this Checklist were prepared and were provided under separate cover with the initial submission of this Application in July 2021.

For clarity, the public engagement process followed to date has included public consultation including a local Councillor-led Community Meeting on May 19, 2021 and the statutory Public Meeting held on January 10, 2022.

Additionally, prior to the initial submission of the Application, a Mississauga Urban Design Advisory Panel ('MUDAP') presentation was made on April 20, 2021. Feedback received from this presentation was considered and has informed the current proposal.

Subsequent to the formal filing of the Application in July 2021, the applicable policy framework for the Subject Lands has evolved. As such, the vision and design of the proposed development has also evolved. The current proposal also reflects the feedback received from collaborative discussions with City Staff that have occurred since the initial Application. In support of the current proposed development, supporting studies have been updated and are provided under separate cover. Additional detail is provided in **Section 4.2** of this Report.

### 3 / SITE & CONTEXT

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

#### 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the east side of Hurontario Street, south of Kirwin Avenue.

The Site has an area of approximately 1.46 hectares (3.61 acres), with a frontage of 115 metres on Hurontario Street and a frontage of 43.9 metres on Kirwin Avenue.

The Site is generally flat. It is currently improved with a 2-storey, multi-tenant commercial structure, a parkade structure and surface parking areas. Access is provided via a driveway off of Hurontario Street, a driveway off of Kirwin Avenue and drive aisles internal to the Site. There are existing public sidewalks along Hurontario Street and Kirwin Avenue.

#### 3.2 / AREA CONTEXT

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

**NORTH** Two (2) low-rise converted dwellings (on lands municipally known as 3115 Hurontario Street and 3121 Hurontario Street, respectively) and Kirwin Avenue are immediately north. Further north is a detached commercial structure with accessory drive-through, a converted detached dwelling, a 6-storey, mid-rise apartment structure, surface parking areas and John Street. The Cooksville GO

Station is situated to the northwest of the Site.

A local retail plaza comprised of a 3-storey, mixed use structure, a 2-storey, multi-tenant commercial structure and surface parking areas as well as a 3-storey apartment structure and surface parking area are immediately south. Further south is a mixed-use segment of the Downtown Cooksville community, comprised of low-rise, multi-tenant commercial structures with frontages on Hurontario Street and Dundas Street, as well as low-rise apartment structures with frontage on Jaguar Vally Drive.

Hurontario Street is immediately west. Further west is a further mixed-use segment of the Downtown Cooksville community, comprised predominantly of the former T.L. Kennedy Secondary School, townhouse dwellings, low- and mid-rise apartment structures, Sergent David Yakichuk Park and low-rise, multi-tenant commercial structures with frontage on Hurontario Street and Dundas Street West.

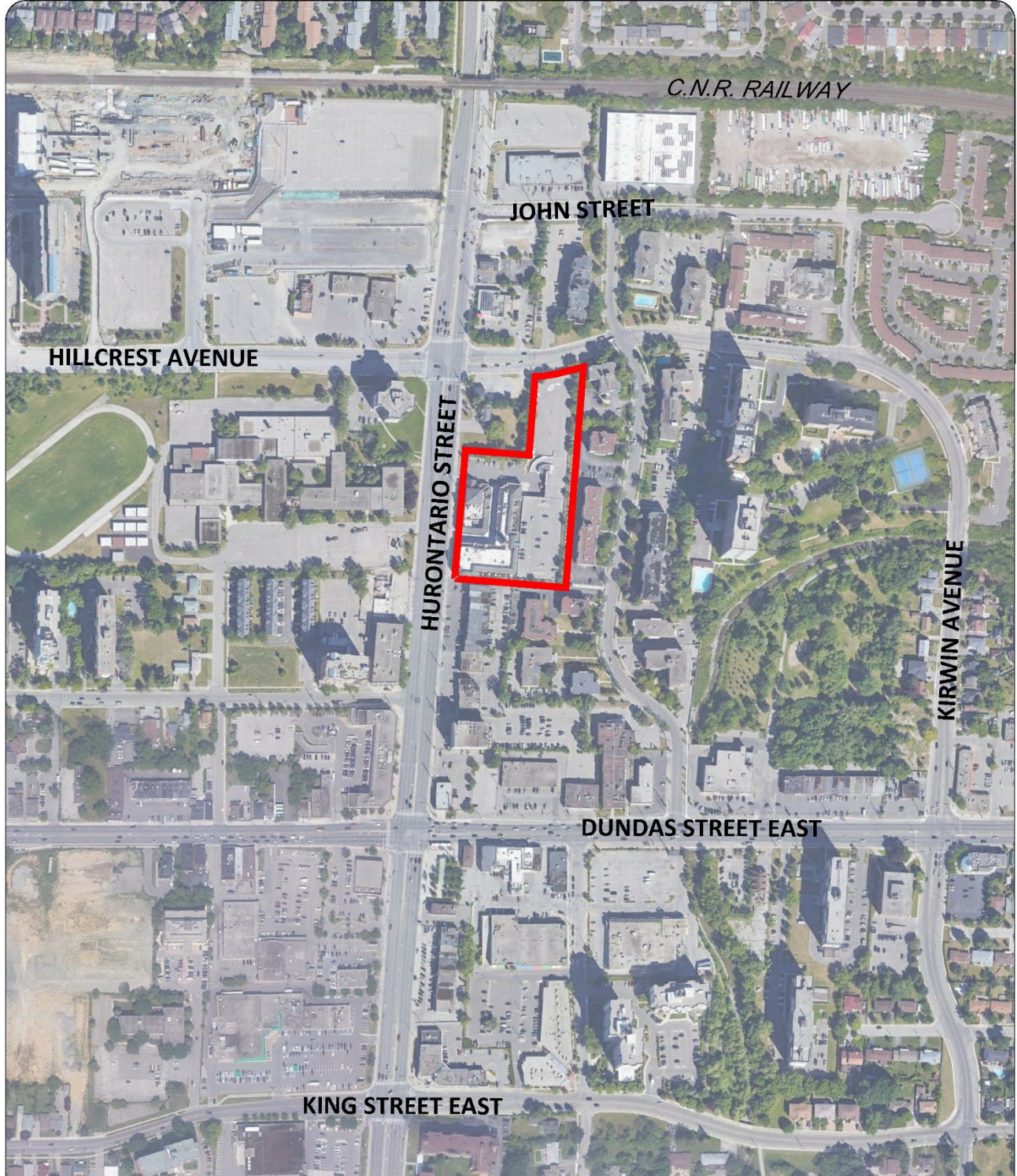
Three (3), low-rise apartment structures and surface parking areas are immediately east. Further east is Jaguar Valley Drive, additional low-rise apartment structures with frontage on Jaguar Valley Drive and two (2), tall (16-storeys and 21-storeys, respectively) apartment structures. Cooksville Creek is present to the southeast.

**SOUTH**

**WEST**

**EAST**

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**FIGURE 1**  
**AERIAL CONTEXT PLAN**  
MISSISSAUGA, ONTARIO

**LEGEND**

 Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023

### 3.3 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces within a comfortable walking distance of the Subject Lands, including John C. Price Park, Sergeant David Yakichuk Park, Richard Jones Park and the Cooksville Creek. The Site is also located within a 500 metre radius of extensive retail areas along the Hurontario Street and Dundas Street corridors. These retail areas include a diversity of uses and services which support the daily needs of residents.

### 3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services and has nearly every transit option available within a comfortable walking distance. A summary of these transit services is provided below.

#### LOCAL PUBLIC TRANSIT

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

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

are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands are directly in front of the Hurontario Light Rail Transit ('HuLRT') network and within walking distance of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, these networks will provide connectivity across Mississauga and beyond.

#### REGIONAL PUBLIC TRANSIT

The Cooksville GO Station, located approximately 334 metres northwest of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday. We note that the Milton GO Transit Line does not currently operate during the off peak periods, Monday to Friday or on weekends and holidays.

In addition to the Dixie GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('HuLRT') network. This network, which is to operate directly in front of the Subject Lands, will provide frequent service and provide connectivity between Port Credit GO Station and Downtown Brampton, including connections at the intersection of Dundas Street East and Hurontario Street and at the intersection of Hurontario Street and John Street. Overall, the HuLRT network will provide a multitude of inter-regional connections. The network is presently under construction, with completion expected in Fall 2024.



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**FIGURE 2 SURROUNDING DESTINATIONS**

MISSISSAUGA, ONTARIO

**LEGEND**

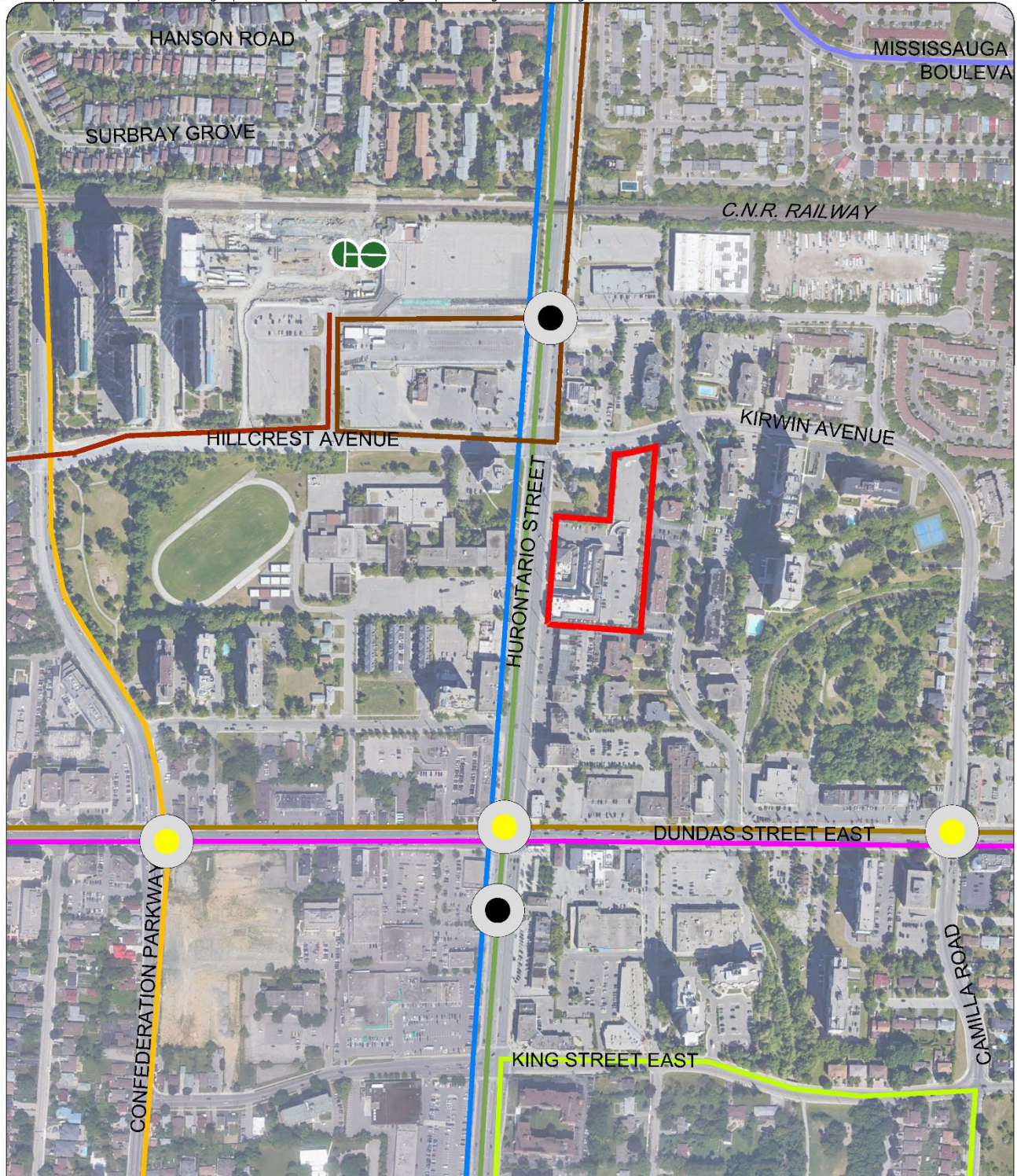
- Subject Lands
- Buffer Limits

3065 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023

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**FIGURE 3** **TRANSIT CONTEXT PLAN**  
MISSISSAUGA, ONTARIO

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023

- Subject Lands
- Miway Route 3
- Miway Route 91
- Miway Route 1/1c/BRT
- Miway Route 4
- Miway Route 103
- Miway Route 2/LRT
- Miway Route 53
- Miway Route 101/101a
- GO Station
- HuLRT Station
- Dundas BRT Station

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

#### **ROAD NETWORK**

Hurontario Street is classified as an 'Arterial Road' with an ultimate Right-of-Way ('ROW') width of 36 metres by the in-effect Mississauga Official Plan, while Kirwin Avenue is classified as a 'Major Collector' with an ultimate ROW width of 26 metres. The Subject Lands are surrounded by and have frontage on both Hurontario Street and Kirwin Avenue. The current approximate widths of both are 36.5 metres and 24.2 metres, respectively.

Additionally, Hurontario Street is identified as an 'Intensification Corridor' by the in-effect MOP. Furthermore, the Subject Lands are identified as being located within a 'Mobility Hub' by the in-effect MOP. These classifications recognize that this segment of the Hurontario Street corridor is to incorporate upcoming transit connections, including the HuLRT network.

### 3.5 / SURROUNDING DEVELOPMENTS

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

**Table 1 \** *Surrounding Developments*

<i>ADDRESS</i>	<i>APPLICANT OR OWNER</i>	<i>CITY FILE NO.</i>	<i>NO. OF UNITS</i>	<i>DENSITY</i>	<i>HEIGHT</i>	<i>NOTES</i>
25, 33 Hillcrest Avenue and 3146, 3154, 3168 Hurontario Street	33HC TAS LP, 33HC Corporation, 3158HS LP, 3168HS Corporation	OZ/OPA 22-19 W7	2,224	7.5 FSI	Variable (34, 39, 43, 43, 46 storeys)	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development contemplates a mixture of grade-related non-residential uses, community uses and residential uses
60 Dundas Street East	Gold Star Plaza Ltd.	OZ/OPA 22-16 W7	1,224	6.32 FSI	Variable (29, 33, 36 storeys)	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development contemplates a mixture of grade-related non-residential uses along the Dundas Street frontage and residential uses
86 - 90 Dundas Street East	Emblem Developments		336	2.25 FSI	17 storeys	OPA and ZBA applications were approved. The proposed development, referred to as Artform Condos, is currently under construction
3016, 3020, 3026, 3032 Kirwin Avenue and 3031 Little John Lane	DVB Real Estate Investments inc.	OZ/OPA 21-5 W7	148	1.74 FSI	8 storeys	OPA and ZBA application is under review. The proposed development contemplates an irregularly shaped residential, mid-rise structure to be provided on the Site

## 4 / PROPOSAL

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

### 4.1 / THE PROPOSAL

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

The proposed development contemplates four (4) structures (Buildings '1', '2', '3', and '4') of varying heights, organized around the Hurontario Street corridor, a central private road, a southern private road, a Privately Owned Publicly Accessible Space ('POPS'), a private park and public realm enhancements (see **Figure 4** on the next page). Overall, the proposed development is to have a total gross floor area ('GFA') of 104,203 square metres (1,121,632 square feet), resulting in a density of 7.88 Floor Space Index ('FSI'). Of this, approximately 103,055 square metres (1,109,279 square feet) is residential GFA, while 1,148 square metres (12,353 square feet) is non-residential GFA.

Building '1' is proposed in the central quadrant of the Site and is a 40-storey structure. The proposed structure, which features stepbacks along the Hurontario Street frontage, incorporates a terraced built form. This is achieved through variations along the Hurontario Street frontage (see image on the right) and stepbacks above the podium level.



*View of the proposed development  
(image courtesy of Diamond Schmitt Architects)*

A mixture of grade-related, non-residential uses are to be provided and positioned to frame the street edge and to open onto and address the public realm. Direct pedestrian connections are to be provided to individual non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. A residential lobby, indoor amenity areas, shared servicing area and residential units are also to be provided. A rooftop outdoor amenity area is to be provided above the 4<sup>th</sup> level.

Building '2' is proposed in the southwestern quadrant of the Site, south of Building 1 and is a 44-storey structure. The proposed structure features a pedestrian-oriented, 4-storey podium that includes a mixture of grade-related non-residential areas that wrap the northern and western frontages. A principal

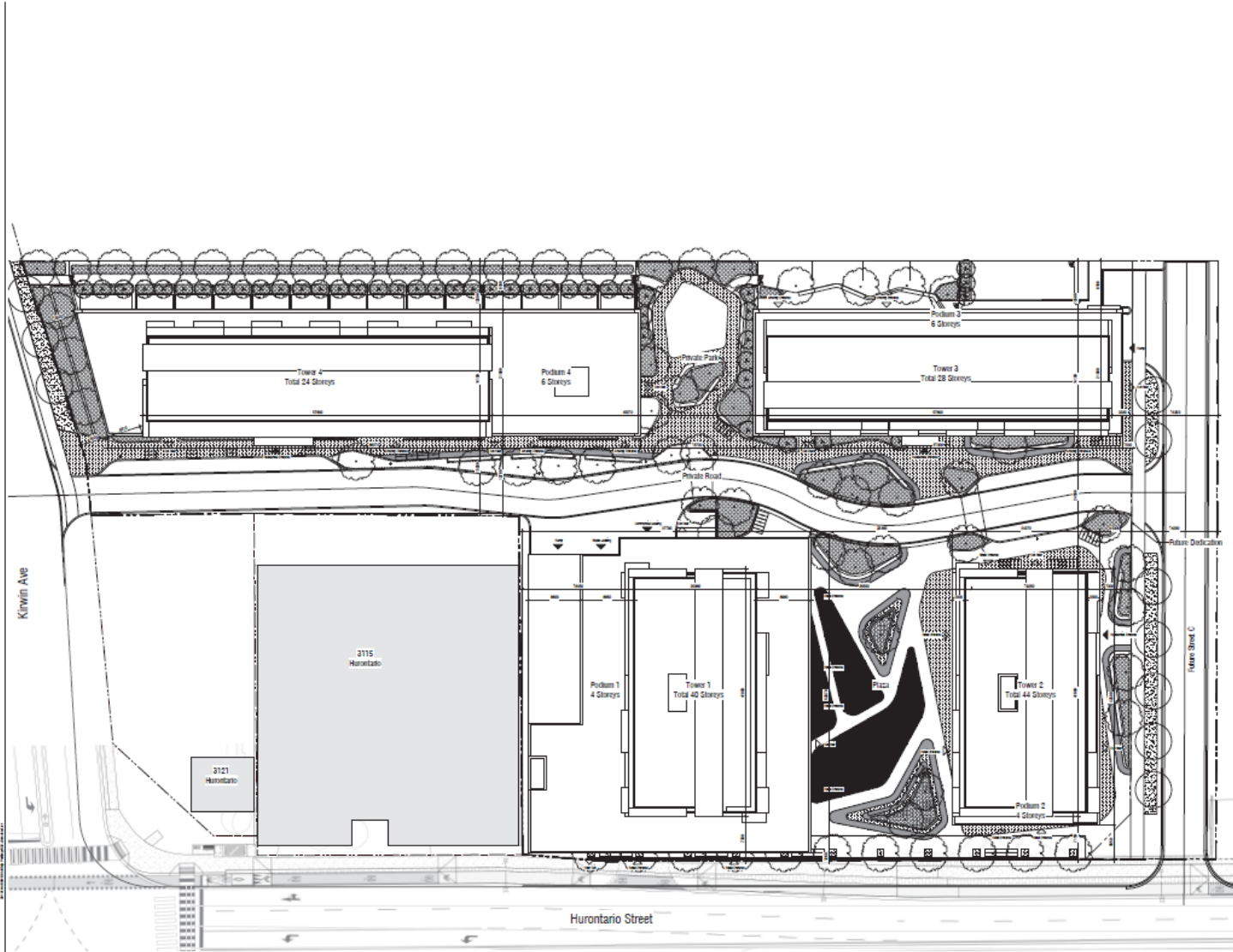


FIGURE  
**4**

Refer to drawing A010 - SURVEY PLAN



3085 Hurontario St  
MISSISSAUGA, ONTARIO

SITE PLAN  
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**A012**

residential lobby and residential units are also to be provided within the podium. Rising above the podium, a 40-storey point tower is to be provided. The point tower is positioned to stepback above the podium and features a mixture of residential units and amenity areas.

Tower '3' is positioned in the southeastern quadrant of the Site, east of Tower '2'. It is a 28-storey residential structure, which incorporates a 6-storey podium and a terraced built form. The proposed podium includes a principal lobby, indoor amenity areas and an integrated below-grade parking structure entrance ramp.

Tower '4' is positioned in the northern quadrant of the Site and is a 24-storey residential structure. The proposed structure includes a 6-storey podium and a slab structure that rises above. The slab structure component features stepbacks above the podium level and a rooftop outdoor amenity area. The rooftop outdoor amenity area is positioned to be directly visible and accessible from an adjacent indoor amenity area.

Rising above the podiums, the proposed structures of Tower '1', '2', '3' and '4' have incorporated stepbacks. The proposed structures have also been oriented in a manner that provides for stepbacks to facilitate appropriate transition to the surrounding area, adequate tower separation, positively contributes to the City's evolving skyline and does not contribute to adverse shadow impacts.

Overall, a variety of landscaped open spaces and amenity areas are to be provided. This includes a centrally located, highly visible POPS, a private park, a dog park area, outdoor amenity areas and landscaped open spaces along the property lines. Overall, the proposed development includes 5,932 square metres (63,851 square feet) of amenity areas. Of this, 2,514 square metres (27,060 square feet) is dedicated to

indoor amenity areas and approximately 3,419 square metres (36,801.8 square feet) is to be dedicated to outdoor amenity areas. This is in addition to the Privately Owned, Publicly Accessible Space ('POPS') along the western property line. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided.

A network of pedestrian pathways are also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 1,658 residential dwelling units of varying size and configurations are to be provided. This includes a mixture of studio, one-bedroom, two-bedroom and three-bedroom configurations. Collectively, this mixture of apartment-style units will support greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

1,056 shared parking spaces are to be provided via a 4-level below-grade shared parking structure. Secure bicycle parking spaces are also to be provided at-grade and within the below-grade parking structure. Three (3) integrated, shared loading spaces are to be provided within the podium of Tower '1' accessible from the proposed central private road. Access to the proposed development is to be provided via a new private road network comprised of a new central private road extending from Kirwin Avenue and a new private road along the southern property line, extending from Hurontario Street. Pedestrian drop-off areas, access to shared loading spaces and access to the below-grade parking structure are to extend from the private road network.

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

**Table 2/ Summary of Proposed Development Statistics**

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	1.46 hectares (3.61 acres)
Proposed Gross Floor Area (GFA)	104,203 square metres (1,121,632 square feet)
<i>Tower '1'</i>	28,019 square metres (301,595 square feet)
<i>Tower '2'</i>	31,873 square metres (343,076 square feet)
<i>Tower '3'</i>	21,839 square metres (235,070 square feet)
<i>Tower '4'</i>	22,439 square metres (241,531 square feet)
<i>Overall Residential GFA</i>	103,055 square metres (1,109,279 square feet)

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
<i>Overall Non-Residential GFA</i>	1,148 square metres (12,353 square feet)
Proposed Density	7.88 FSI
Proposed Building Heights	
Tower '1'	40 storeys
Tower '2'	44 storeys
Tower '3'	28 storeys
Tower '4'	24 storeys
Proposed Residential Dwelling Units	1,658
<i>No. of Studio Units</i>	46
<i>No. of One-Bedroom Units</i>	1,054
<i>No. of Two-Bedroom Units</i>	503
<i>No. of Three-Bedroom Units</i>	55
Proposed Parking Spaces	1,056
Proposed Bicycle Parking Spaces	1,303
Proposed Loading Spaces	3
Proposed Amenity Area	5,933 square metres (63,862 square feet)
<i>Proposed Indoor Amenity Area</i>	2,514 square metres (27,060 square feet)
<i>Proposed Outdoor Amenity Area</i>	3,419 square metres (36,801.8 square feet)



## 4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. These studies were identified during the initial DARC Meeting process and in response to Staff and Agency comments provided to date.

For ease of reference, the following supporting studies were prepared and are provided under separate cover in support of the proposed development:

- An Arborist Report, prepared by Kuntz Forestry Consulting, dated September 14, 2023;
  - A Functional Servicing and Stormwater Management Report, prepared by Urbantech, dated August 2023;
  - A Geohydrology Assessment, prepared by MCR Engineers Ltd., dated August 2023;
  - A Geotechnical Investigation, prepared by MCR Engineers Ltd., dated August 2023;
  - A Housing Report, prepared by GSAI, dated September 2023;
  - A Noise and Vibration Impact Study, prepared by Howe Gastmier Chapnik, dated August 16, 2023;
  - A Parking Justification Letter, prepared by LEA Consulting Ltd., dated August 30, 2023;
  - A Pedestrian-Level Wind Study, prepared by RWDI, dated September 19, 2023;
  - A Phase One Environmental Site Assessment, prepared by WSP, dated November 1, 2019;
  - A Phase Two Environmental Site Assessment, prepared by WSP, dated November 1, 2019;
- A Streetscape Feasibility Study, prepared by Primary Eng, dated July 31, 2023;
  - A Sun / Shadow Study, prepared by Diamond Schmitt Architects Inc., dated August 16, 2023;
  - A Transportation Impact Study, prepared by BA Group, dated September 2023;
  - An Urban Design Brief, prepared by NAK Design Strategies, dated September 2023; and,
  - A Waste Management Plan, prepared by Walmsley Environmental, dated August 24, 2023.

## 5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policy and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect Provincial and Regional policy and regulatory framework.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

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

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

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

#### *1.0 / Building Strong Healthy Communities*

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

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

Mississauga, on a site designated for redevelopment and intensification by both

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

- the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing 1,686 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by local policies for Cooksville and the Hurontario Street corridor as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density, mixed-use development on lands that are currently underutilized given the current use as a low-rise commercial retail plaza and surface parking areas;
- by locating a mixture of residential and employment uses, including but not limited to a broad range of retail and service-oriented non-residential units, within the City of

### *1.1.3 Settlement Areas*

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

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

*of land, infrastructure and public service facilities.'*

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

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

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

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

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

The Subject Lands are located within a Settlement Area and a designated growth area. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

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

### *1.5 Public Spaces, Recreation, Parks, Trails & Open Space*

*'1.5.1 Healthy, active communities should be promoted by:*

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

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, an outdoor private park, a POPS, a dog park area, landscaped open spaces and a vibrant, highly visible and well-planned sidewalk zone along the Site's frontages.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated in the accompanying on the accompanying Conceptual Landscape Plan, the landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's frontages. This will enable direct pedestrian connections to non-residential units from the public sidewalk, street furniture and other public realm enhancements to be provided. It will also facilitate connections with the wide sidewalk zones to be provided along the Hurontario Street corridor. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors and community members.

#### *1.6.6. Sewage, Water & Stormwater*

*'1.6.6.1. Planning for sewage and water services shall:*

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

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

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

*'1.6.6.7. Planning for stormwater management shall::*

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

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

### *1.6.7. Transportation Systems*

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

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

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the Hurontario LRT network is directly in front of the Subject Lands, and MiWay operates a number of existing bus routes in the surrounding area. There is an existing bus stop for MiWay Route 2 (Hurontario) directly in front of the Site. Furthermore, the Cooksville GO Station and the planned Dundas BRT network are within a comfortable walking distance of the Site. There is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Hurontario Street corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, the provision of various local employment opportunities, the use of active transportation, including bike lanes planned along Hurontario Street and enable residents and visitors alike to walk to destinations.

Cooksville as a complete community where residents are able to live, work, play and shop within the community or even the same building. The proposal

### 1.7. Long-Term Economic Prosperity

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

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

The proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of

will also facilitate housing choice and high-quality, refined built forms that are compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

### 1.8. Energy Conservation, Air Quality & Climate Change

*'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

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

*mitigating effects of vegetation and green infrastructure.'*

*designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

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

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

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

#### ***4.0 / Implementation & Interpretation***

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

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

*Official plans shall identify provincial interest and set out appropriate land use*

#### ***SUMMARY / CONFORMITY STATEMENT***

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

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing



impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

## 5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

### *Section 2/ Where and How to Grow*

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

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

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Cooksville as a complete community. It will also support optimizing the existing land supply and investments in higher order transit.

*and contribute to environmental sustainability; and*  
g) *integrate green infrastructure and appropriate low impact development.'*

*'2.21.4. Applying the policies of this Plan will support the achievement of complete communities that:*

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

The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mix of residential, retail / service and employment uses, located in proximity to local transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for more than 1,600 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units will further support the range and mix of housing options available in the Cooksville community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates high-quality, compact built forms that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Hurontario Street, Kirwin Avenue and the new private C Street along the southern property line. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces. This will be further enhanced by the provision of a dog park area, a private park area and a Privately Owned, Publicly Accessible Space ('POPS') along the western property line.

Urban Growth Centre and by supporting the achievement of the Downtown Mississauga Urban Growth Centre minimum density target of 200 residents and jobs combined per hectare.

### 2.2.3. Urban Growth Centres

Section 2.2.3 of A Place to Grow establishes the policy framework for how growth is to be managed on lands located within an Urban Growth Centres. The Subject Lands are located within the Downtown Mississauga Urban Growth Centre in accordance with A Place to Grow. As such, the following apply.

*'2.2.3.1. Urban growth centres will be planned:*

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

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

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

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre. As such, the proposal supports the above-noted Urban Growth Centre policy objectives by situating higher density development at an appropriate location, by supporting the achievement of population and employment growth and uses within the Downtown Mississauga

Based on the above, the Subject Lands are an appropriate and desirable location for the form, scale and density of development contemplated to occur.

### 2.2.4. Transit Corridors & Station Areas

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

For clarity, A Place to Grow defines an MTSA as follows:

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

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

*'2.2.4.1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors,*

including zoning in a manner that implements the policies of this Plan.'

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**FIGURE 5 DUNDAS MAJOR TRANSIT STATION AREA**

**MISSISSAUGA, ONTARIO**

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023

*'2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.'*

*'2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

*'2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'*

In accordance with Schedule 5 of A Place to Grow, Hurontario Street is identified as a priority transit corridor. Furthermore, the HuLRT network, the planned Dundas BRT network and the surrounding bus routes operated by MiWay are considered to be frequent transit services as defined by A Place to Grow. Given this, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density.

Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Dundas MTSA minimum density target of 160 residents and jobs combined per hectare.

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

Overall, the proposed development supports the Provincial policy objectives for development in MTSAs by providing for a compact, high-density, transit-supportive development that includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

### 2.2.5. Employment

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

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

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities, will facilitate a right-sizing of non-residential space to be provided to meet community needs and will facilitate existing retail and service use tenants to remain. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks and at an appropriate location. Furthermore, the proposal will support the achievement of Cooksville as a complete community.

### *SUMMARY / CONFORMITY STATEMENT*

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

## 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within an Urban Growth Centre (Schedule E-1, Regional Structure), within a Strategic Growth Area (Schedule E-2, Strategic Growth Areas), within a Major Transit Station Area (Schedule E-5, Major Transit Station Areas), along a Regional Intensification Corridor (Schedule E-2, Strategic Growth Areas) and along a Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The ways in which the proposed development conforms to the previous office consolidation of the Peel Regional Official Plan is further outlined in the Planning Justification Report, prepared by GSAI, dated July 2021.

The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.

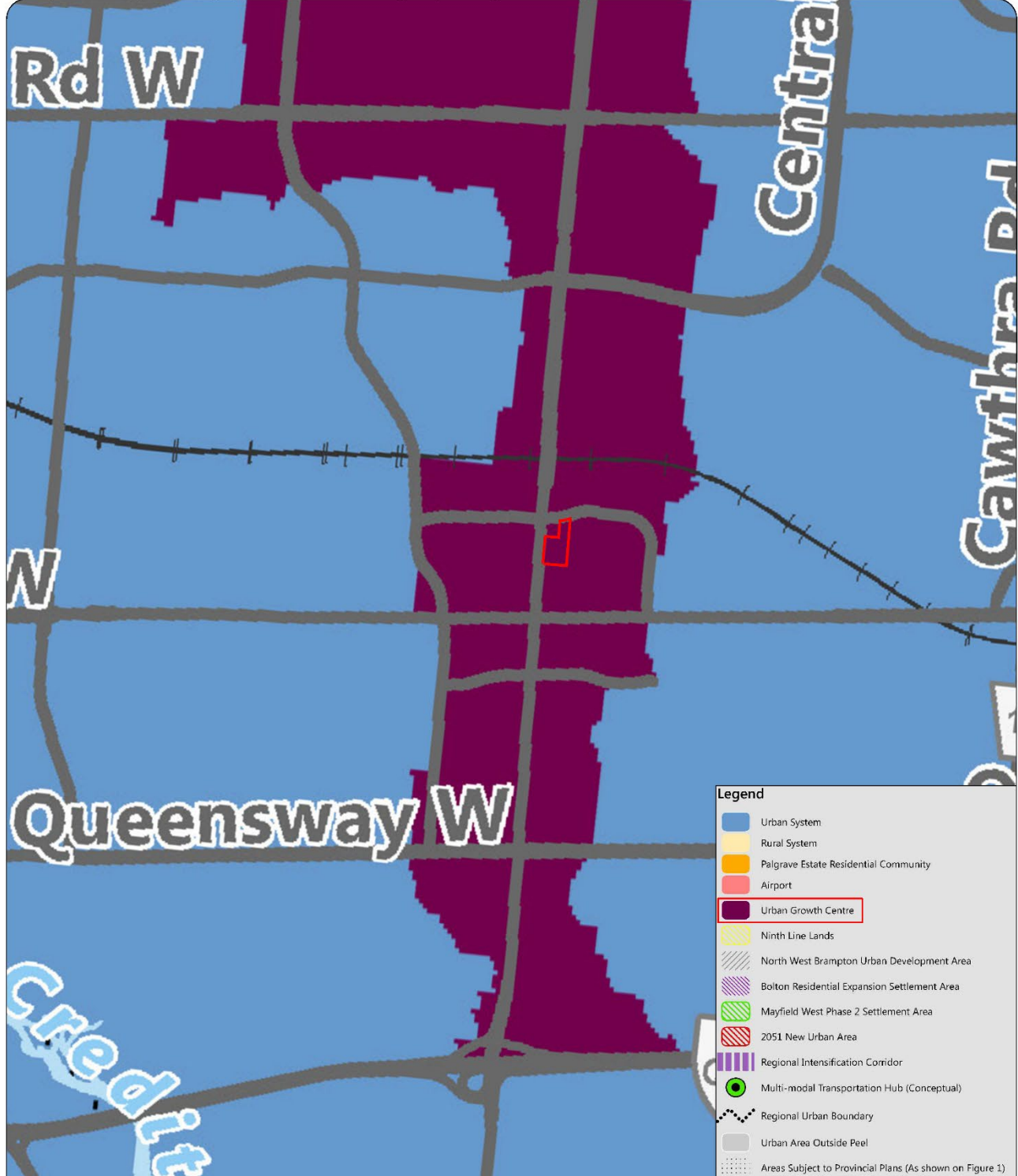
#### **5.4 Growth Management**

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.'
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'
- '5.4.18.1 To achieve efficient and compact built forms.'
- '5.4.18.2 To optimize the use of existing infrastructure and services.'
- '5.4.18.4 To intensify development on underutilized lands.'
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

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**FIGURE 6 REGION OF PEEL OFFICIAL PLAN**

**SCHEDULE E-1 - REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023



It is the policy of Regional Council to:

*'5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'*

*'5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*

*'5.4.18.10. Facilitate and promote intensification.'*

*'5.4.18.11. Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area, within the Downtown Mississauga Urban Growth Centre, within a Strategic Growth Area, within a Major Transit Station Area and along a Light Rail Transit ('LRT') Corridor.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, mixed-use, transit-supportive development in close proximity to transit services. This will contribute to the creation of Cookville as a complete community where residents

and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

### **5.6 The Urban System**

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

It is Regional objectives to:

*'5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'*

*'5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'*

*'5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*

*'5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*

It is the policy of Regional Council to:

- '5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'*
- '5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'*

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture of studio, 1-, 2, and 3-bedroom dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

#### **5.6.17. Strategic Growth Areas**

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre, within the Dundas Major Transit Station Area ('MTSA') and along the Hurontario Regional Intensification Corridor. Based on these above-noted attributes, the Subject Lands are located within a Strategic Growth Area and the following apply.

It is Regional objectives to:

- '5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*
- '5.6.17.2. To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'*
- '5.6.17.4. To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'*
- '5.6.17.5. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

*'5.6.17.7. Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.'*

*'5.6.17.11. Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.'*

*'5.6.17.15. Encourage the local municipalities to adopt alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards.'*

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

**5.6.18. *Urban Growth Centres and Regional Intensification Corridor***

In accordance with the ROP, the Subject Lands are identified as being located within the Downtown Mississauga Urban Growth Centre and along Hurontario – a Regional Intensification Corridor. As such, the following apply.

It is Regional objectives to:

*'5.6.18.1. To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.'*

*'5.6.18.2. To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.'*

*'5.6.18.3. To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.'*

*'5.6.18.4. To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.'*

It is the policy of Regional Council to:

*'5.6.18.5. Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:*

- a. provide opportunities for compact built forms of urban development and redevelopment ... ; and*
- b. encourage residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the GTHA.'*

*'5.6.18.9. Identify the Hurontario corridor linking the two Urban Growth Centres as a Regional Intensification Corridor that provides:*

- a. prime opportunities for intensification;*
- b. opportunities for residents to live and work within the Regional Intensification Corridor;*
- c. a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and / or defined in local municipal official plan;*
- d. transit-supportive and pedestrian-friendly urban forms;*
- e. opportunities for higher order transit.'*

In accordance with Schedules E-1 and E-2 of the ROP, the Subject Lands are located within the Downtown Mississauga Urban Growth Centre and along the Hurontario Regional Intensification Corridor. As such, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted objectives and

policies for Urban Growth Centres by directing higher density, compact, mixed-use development to an appropriate location. This includes a mixing of residential and employment-related uses, which enable a mixture of uses on the same lot and within the same building. Furthermore, the proposal provides for a mixture and range of uses that support the Urban Growth Centre minimum gross density target and that are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs. Finally, the proposal contemplates compact, higher intensity built form where such scale and type of development ought to be directed.

#### *5.6.19. Major Transit Station Areas*

In accordance with Schedule E-5 and as demonstrated in **Figure 5**, the Subject Lands are identified as being located within the Dundas MTSA – which is a Primary MTSA. As such, the following apply.

It is Regional objectives to:

*'5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.'*

*'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.'*

It is the policy of Regional Council to:

*'5.6.19.7. Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan'*

*'5.6.19.8. Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed in Table 5. ....'*

As stated throughout this Report, the Subject Lands are located within the Dundas MTSA which is a Primary MTSA. As such, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted objectives and policies for Major Transit Station Areas by directing higher density, compact, mixed-use development to an appropriate location, at an appropriate transit-supportive density. This includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

Furthermore, the proposed development will assist in the achievement of the Dundas MTSA minimum density target of 160 residents and jobs combined per hectare.

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

### *5.10 Transportation System in Peel*

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along a LRT Corridor – which is a Rapid Transit Corridor. As such, the following apply.

*'5.10.13. Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'*

*'5.10.16. Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*

As stated above, the Subject Lands are located along Hurontario Street – a recognized 'LRT Corridor', a Regional Intensification Corridor and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. It will also enable optimization of underutilized lands. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Downtown Cooksville community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

## 5.4 / MISSISSAUGA OFFICIAL PLAN, 2023

### *SUMMARY / CONFORMITY STATEMENT*

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in built forms that are consistent and compatible with the envisioned evolution of the Downtown Cooksville community as outlined by the Growth Management, Urban System, Urban Growth Centre, Strategic Growth Area and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

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

The in-effect MOP (April 2023) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including the Downtown. The Subject Lands are located within the Downtown component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Downtown Cooksville Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Hurontario Street – an identified Intensification Corridor.

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Peel 2051+ initiative (the Region of Peel Municipal Comprehensive Review process), and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

For the purpose of this Report, the April 2023 Office Consolidation of the MOP was reviewed and evaluated. The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Amendments serve to better implement Provincial and Regional policy.

### *5/ Direct Growth*

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located along an Intensification Corridor. As such, the following apply.

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

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

As a Site located along an identified Intensification Corridor, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the

creation of Downtown Cooksville as a vibrant, complete, 15-minute community where residents are able to live, work, play and shop within the community or even the same building.

### *5.3.1. Downtown*

As demonstrated on Schedule 1, the City is comprised of various components and areas, each with its own identity. As a Site located with the Downtown component of the City Structure, the following policies apply.

*'5.3.1.2. The Downtown will be divided into four Character Areas:*

- a. Downtown Core;*
- b. Downtown Fairview;*
- c. Downtown Cooksville; and*
- d. Downtown Hospital.'*

*'5.3.1.3. The Downtown is an Intensification Area.'*

*'5.3.1.4. The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 and 400 residents and jobs combined per hectare in the Downtown.'*

*'5.3.1.9. The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.'*

*'5.3.1.11. Development in the Downtown will be in a form and density that achieves a high quality urban environment.'*

*'5.3.1.12. The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.'*

*'5.3.1.13. The Downtown will be developed to support and encourage active transportation as a mode of transportation.'*

As a Site located within the Downtown component of the City Structure, the Subject Lands are recognized as an appropriate location for compact, transit-supportive growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents and to support the provision of a diversity of uses and activities across the Downtown Cooksville community. Furthermore, the built forms contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to and compatible with the surrounding area. The proposal will enable a seamless integration with the surrounding community and provides for transit-supportive development at an appropriate location to occur.

#### **5.4 Corridors**

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors and Schedule 2, Intensification Areas, Hurontario Street is identified as an Intensification Corridor. The following policies apply.

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

*'5.4.4. Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood...'*

*'5.4.7. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.'*

*'5.4.8. Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements ....'*

*'5.4.11. Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas.'*

In accordance with Schedule 2, Intensification Areas, the Subject Lands are located along the Hurontario Street Intensification Corridor.

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along the Hurontario Street corridor and along a recognized Intensification Corridor. and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street and provide for an appropriate transit-supportive density to encourage transit usage. The proposal also contemplates pedestrian-oriented built forms through the provision of terraced built forms and human-scaled podium components. Overall, the proposed structures conform to the 2-storey minimum building height requirement for development along Corridors.



The Site's appropriate location for high density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Hurontario / Main Street Master Plan, the Cooksville Mobility Hub Study, the Dundas Connects Master Plan and the recently completed Downtown Cooksville Policy Review. As further described in Sections 5.5 through 5.9 of this Report, the above-noted initiatives have continually identified the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, mid-rise development to occur.

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

### **5.5 Intensification Areas**

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

- '5.5.1. *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.'*
- '5.5.4. *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'*
- '5.5.5. *Development will promote the qualities of complete communities.'*

'5.5.7. *A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'*

'5.5.8. *Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.'*

'5.5.9. *Intensification Areas will be planned to maximize the use of existing and planned infrastructure.'*

'5.5.13. *Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.'*

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

In accordance with Schedule 2 of the MOP, the Subject Lands are located within an Intensification Area and are located within a Major Transit Station Area. The proposal supports the above-noted policy objectives by introducing a range and mixture of residential and non-residential uses in order to meet the daily needs of residents. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

The proposed development will support the above-noted policy objectives and will support the creation of Downtown Cooksville as a vibrant, complete, walkable, 16-minute community. As described throughout this Report, there is inconsistent policy direction in relation to the Site. More specifically, the Site is recognized as having development potential given its locational attributes, yet the form of development was limited by the Downtown Cooksville Character Area policies. We note that the in-effect policy permissions are evolving due to the completion of the City of Mississauga Major Transit Station Area Study and the Downtown Fairview, Cooksville and Hospital Policy Review initiatives. Collectively, these initiatives, which culminated in City-initiated Official Plan Amendments 143, 144, 145 and 146, identify the Subject Lands as appropriate location for higher density, taller development to occur. The Amendments also sought to modify these policy inconsistencies as further discussed in Section 5.9 below.

Overall, the proposed development and corresponding Amendments will facilitate development that is appropriate and in our opinion, serve to further implement the envisioned policy directions of the MOP as well as the Provincial and Regional policy objectives (as further discussed in Sections 5.1 to 5.3 of this Report above) to direct growth to appropriate locations and to facilitate compact, mixed-use development in close proximity to existing and planned higher order transit services where development can and should be concentrated. The proposed development and corresponding Amendments will also facilitate development with heights (up to 44 storeys) that are appropriate for the location, while still respecting the City Structure hierarchy.

### *7/ Complete Communities*

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

- '7.1.1. *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'*
- '7.1.6. *Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

### *7.7. Distinct Identities*

In terms of community character, the following apply.

- '7.7.1.2. *Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'*
- '7.7.1.3. *A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*

*'7.7.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.'*

Given the Subject Lands are located within the Downtown Cooksville community, the proposed development has been planned and designed to provide for a high-quality, refined built form that integrates with and is complimentary to the established and evolving character of the community. Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community through architectural and urban design elements. The ways in which the proposal provides for compatibility with the established character of the Downtown Cooksville community is further described in the accompanying Urban Design Brief.

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

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

*'9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.'*

### *9 / Build a Desirable Urban Form*

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

*'9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.'*

*'9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the Downtown Cooksville community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

### **9.2.1. Intensification Areas**

In terms of urban form considerations within Intensification Areas, the following policies apply.

*'9.2.1.1. Development will create distinctive places and locales.'*

*'9.2.1.2. Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.'*

*'9.2.1.4. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*

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

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates consolidated access points and shared parking and servicing areas in efforts to provide an optimal site design.

*'9.2.1.8. The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.'*

*'9.2.1.9. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.'*

*'9.2.1.10. Appropriate height and built form transitions will be required between sites and their surrounding areas.'*

*'9.2.1.12. Tall buildings will be sited to preserve, reinforce and define view corridors.'*

*'9.2.1.13. Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.'*

*'9.2.1.14. In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.'*

*'9.2.1.15. Tall buildings will address pedestrian scale through building articulation, massing and materials.'*

*'9.2.1.17. Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*

*'9.2.1.19. The public realm and the development interface with the public realm will be held to the highest design standards.'*

*'9.2.1.21. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'*

*'9.2.1.22. Development will be designed to support and incorporate pedestrian and cycling connections.'*

*'9.2.1.23. Active uses will be required on principal streets with direct access to the public sidewalk.'*

- '9.2.1.24. *Development will face the street.'*
- '9.2.1.25. *Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'*
- '9.2.1.26. *For non-residential uses, at grade windows will be required facing major streets and must be transparent.'*
- '9.2.1.28. *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.'*
- '9.2.1.29. *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'*
- '9.2.1.30. *Development will provide open space... appropriate to the size, location and type of the development.'*
- '9.2.1.31. *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.'*
- '9.2.1.32. *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.'*
- '9.2.1.33. *Open spaces will be designed to promote social interaction.'*

The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of four (4) structures, including structures with a human-scaled, refined podium element. Overall, each structure is appropriately situated on the Subject Lands such that development frames the street and is pedestrian-scaled. As demonstrated on the accompanying Conceptual Site Plan, the structures nearest Hurontario Street are to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm.

A series of landscape and public realm enhancements are also to be provided. This includes landscaped open spaces, rooftop outdoor amenity areas, a centrally located POPS, a private park and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social interaction and enjoyment of the outdoors.

Based on the above, it is our opinion that the proposal complies with the City's urban form policy objectives. The ways in which the proposal further conforms to the City's urban design policy objectives is described in the accompanying Urban Design Brief.

### 9.3. Public Realm

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

*'9.3.1.4. Development will be designed to:*

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

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

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

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

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

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

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

The proposed development supports the above-noted City's public realm policy objectives by providing for high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies the City's public realm policy objectives through the provision of built forms that frame the street edge, provide direct pedestrian connections to the public realm, provide cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development. Furthermore, the development has been planned and organized around landscaped open spaces and public realm enhancements.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

### *11 / Land Use Designations*

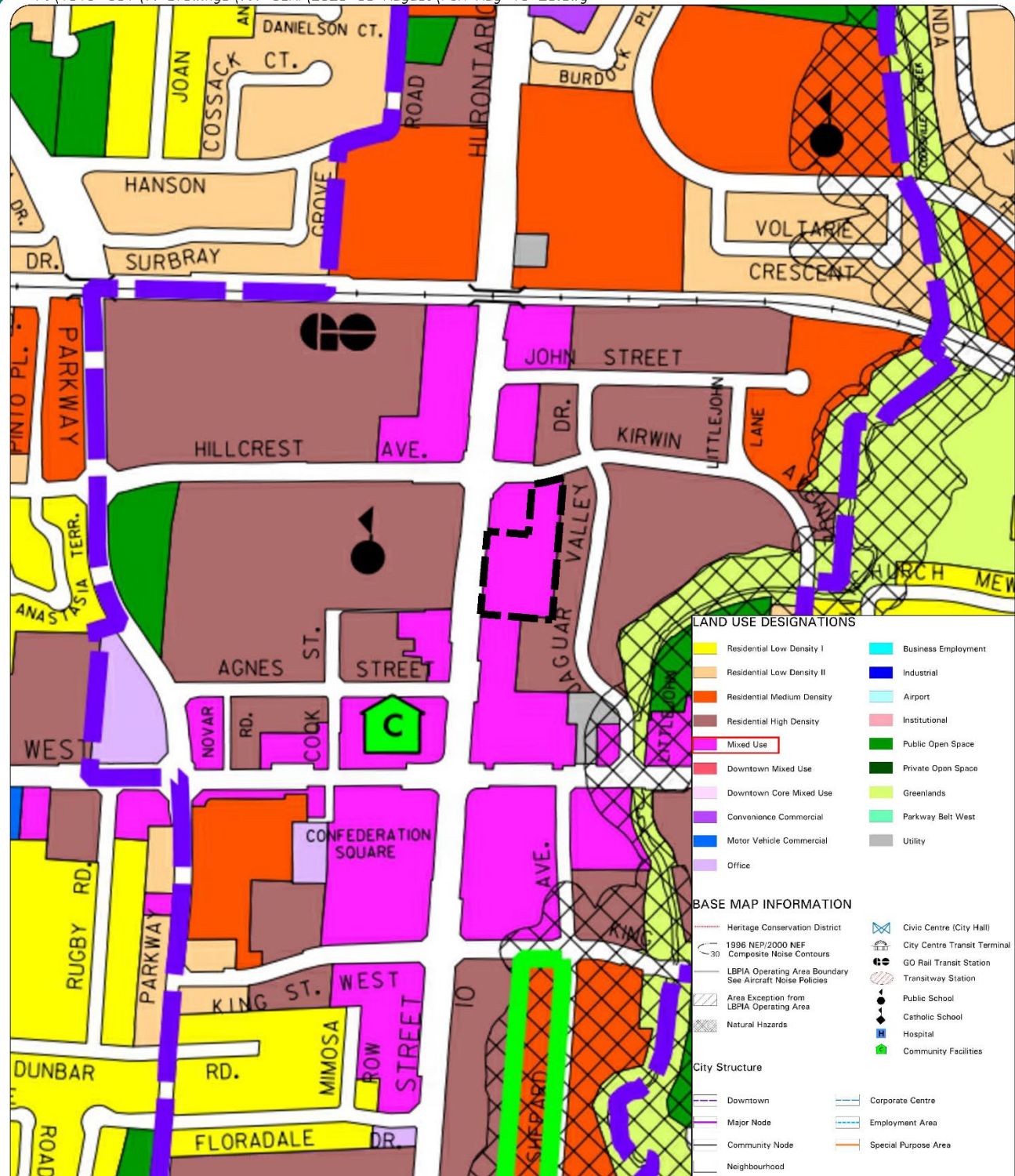
Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on nineteen (19) land use designations. As demonstrated on **Figure 7**, the Subject Lands are designated 'Mixed Use'. In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal. The following policies apply.

*'11.2.5.6. Lands designated Residential High Density will permit the following use::*

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

The proposed development will provide for a mixture of high-quality, grade-related non-residential, accessory uses that will meet the needs of current and future residents. This will support the achievement of Downtown Cooksville as a complete community where residents are able to live, work, play and shop within the community or even within the same building. Overall, the proposal represents an appropriate and desirable compact, mixed-use, transit-supportive and pedestrian-oriented development that advances the City's development and Residential High Density policy objectives. In our opinion, the proposed development conforms to the above-noted Residential High Density policy objectives.

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**FIGURE 7 MISSISSAUGA OFFICIAL PLAN**

**SCHEDULE 10 - LAND USE DESIGNATION**

**LEGEND**

Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
AUGUST 10, 2023



## 12 / Downtown

Chapter 12 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Downtown components of the City Structure. As stated throughout this Report, the Subject Lands are located within the Downtown component of the City Structure and are located within the Downtown Cooksville Character Area (see **Figure 8**). The following policies apply.

### *'12.1.1. General*

*'12.1.1.2. A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. ...'*

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

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

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

As further discussed in Section 5.9 of this Report, there is an evolving policy framework for lands within the Downtown Cooksville community. This evolving policy

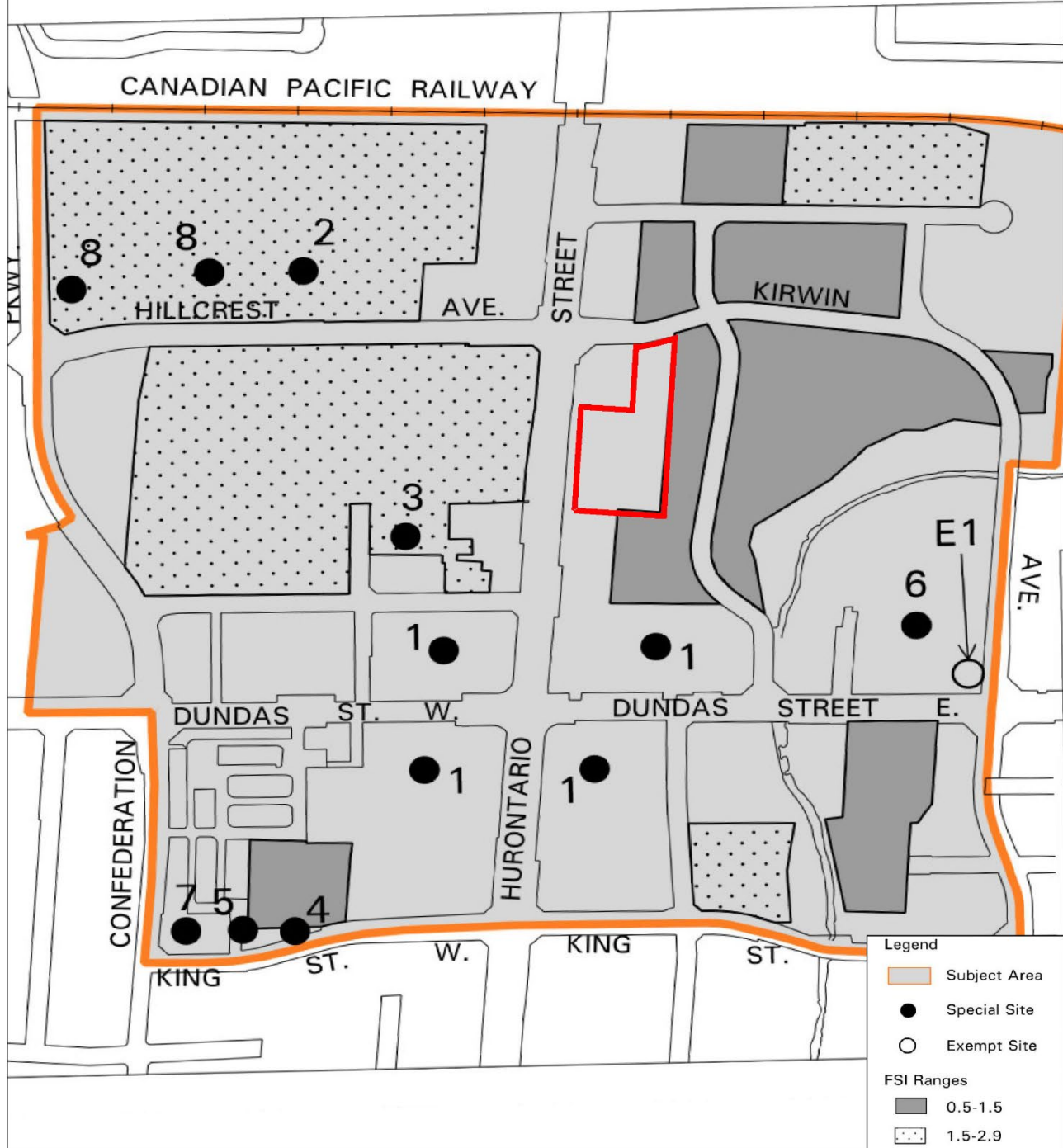
framework, as further discussed in Section 5.9 of this Report, seeks to modify the height permissions for select lands in order to direct higher density, tallest development in Downtown Cooksville to occur in proximity to the Cooksville GO Station. Based on this evolving policy framework, the Subject Lands continue to be identified as an appropriate and desirable location for compact, higher density, tall development to occur. It is our opinion that the proposed development conforms to the above-noted General Downtown policy objectives through the provision of compact, high-quality built forms that will facilitate an appropriate transition to be provided. Furthermore, the scale, massing and height of the development are appropriate for the Subject Lands' locational attributes, will not compromise the City Structure hierarchy and conforms to the evolving policy context for the Hurontario Street corridor. The corresponding Amendments request that the maximum height permission of 44 storeys be formalized.

### **12.4. Downtown Cooksville**

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

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

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**FIGURE 8**  
**MISSISSAUGA OFFICIAL PLAN**  
MAP 12-4: DOWNTOWN COOKSVILLE CHARACTER AREA

**LEGEND**  
 Subject Lands

3055 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

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**'12.4.1.2** *The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.*

**'12.4.1.3.** *Street Edge Uses – Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and / or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk. '*

**'12.4.1.4.** *Street Scale and Enclosure – Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:*

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

**'12.4.1.6.** *Development Fabric – Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:*

- a) commercial frontages should be broken up into smaller rental units and accessed directly from the public sidewalk with frequent access doorways;*
- b) no parking should be provided between the buildings and street line;*
- c) blank walls should be avoided along the street in favour of fenestration;*
- d) service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;*
- e) split level commercial frontages should be avoided;*
- f) periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;*
- h) pedestrian weather protection should be provided in the form of canopies and / or inset arcades...'*

**'12.4.1.7.** *Streetscape (Open Space and Landscaping) – Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street....'*

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

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

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

The proposed development conforms to the above-noted policy objectives by providing for high-quality, refined built forms that frame the street edge., maintain a building height of four (4) storeys along the Hurontario Street edge, and provide for built forms that sensitively integrate with the surrounding context. Streetscaping enhancements are to be provided in order to facilitate a wide sidewalk zone and accommodate high pedestrian activity, particularly along the Hurontario Street corridor. Furthermore, a broad range and mix of grade-related non-residential uses are to be provided along the Site's Hurontario Street frontage. Additionally, direct pedestrian connections from these grade-related units to the public sidewalk will be provided. Overall, the proposal contemplates built forms that will support the creation of this segment of Hurontario Street as an urban corridor with a mix of uses and high pedestrian activity. The proposed built form, scale and massing are appropriate for the Subject Lands and will facilitate pedestrian-oriented development to occur.

***SUMMARY / CONFORMITY STATEMENT***

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Downtown Cooksville as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in built forms that are consistent and compatible with the envisioned evolution of the Downtown Cooksville community. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Downtown Cooksville Character Area of the Mississauga Official Plan.

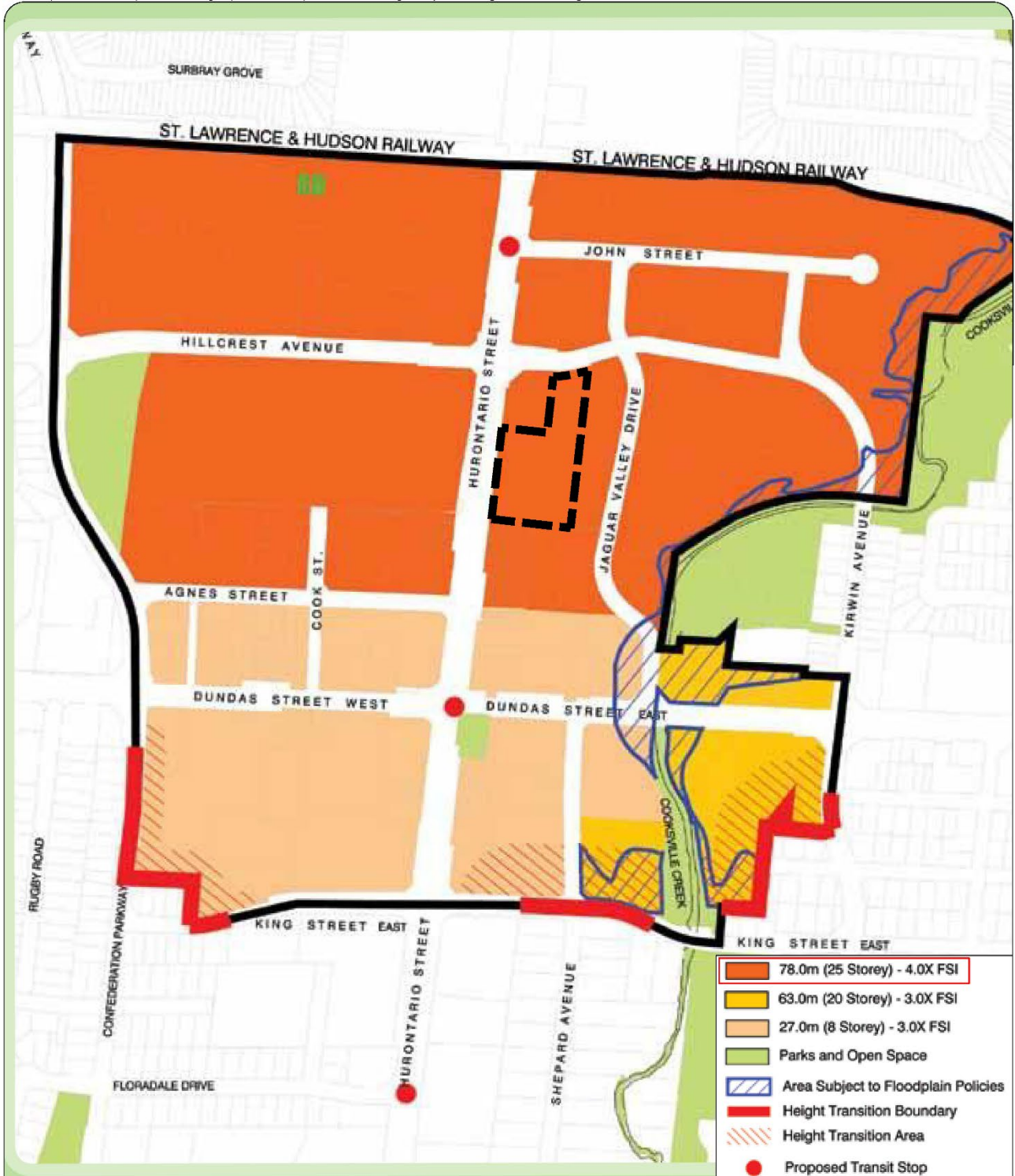
## 5.5 / HURONTARIO / MAIN STREET MASTER PLAN, 2010

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

As illustrated in **Figure 9**, the Subject Lands are identified as being located within the Downtown Cooksville Focus Area. Given this, the following policy directions apply and have informed the proposed development:

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

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**FIGURE 9 HURONTARIO / MAIN STREET MASTER PLAN**  
DOWNTOWN COOKSVILLE CHARACTER AREA

**LEGEND**

Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
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## 5.6 / COOKSVILLE MOBILITY HUB STUDY, 2011

The proposal provides for a compact, mixed-use, pedestrian-oriented and transit-supportive development that will support current and future transit ridership. As such, redevelopment of the Subject Lands as contemplated, at the heights and density proposed, is appropriate, desirable and will contribute to the creation of Downtown Cooksville as a complete community. The proposed development and corresponding Amendments represent an opportunity for the policy directions identified above to be further implemented and facilitate contextually appropriate development to occur.

The Cooksville Mobility Hub Master Plan Study ('Study') was adopted in September 2011. The Study was undertaken to identify policy recommendations that would serve to further implement Provincial, Regional and local policy objectives regarding compact, mixed-use, transit supportive development centred on the Cooksville GO Station. The Subject Lands are located within the Mobility Hub Study Area (see **Figure 10** on the next page) and as such, the following policy recommendations apply and have informed the proposed development:

- Redevelopment should facilitate the creation of Cooksville as a lively, attractive, safe, sustainable, transit-oriented neighbourhood;
- A mix of land uses and appropriate densities are to be provided;
- Pedestrian-oriented built forms are encouraged;
- A 15-metre mews is encouraged along the Site's southern property line to facilitate a mid-block connection;
- Redevelopment is to support investments in transit infrastructure;
- Minimal yard setbacks are encouraged to position structures close to a street's edge;
- A minimum building height of five (5) storeys, and a maximum building height of 25 storeys is to be provided;
- A maximum density of 4.0 FSI is to be provided;
- 5 – 6 storey podium heights are encouraged to create a strong street edge;

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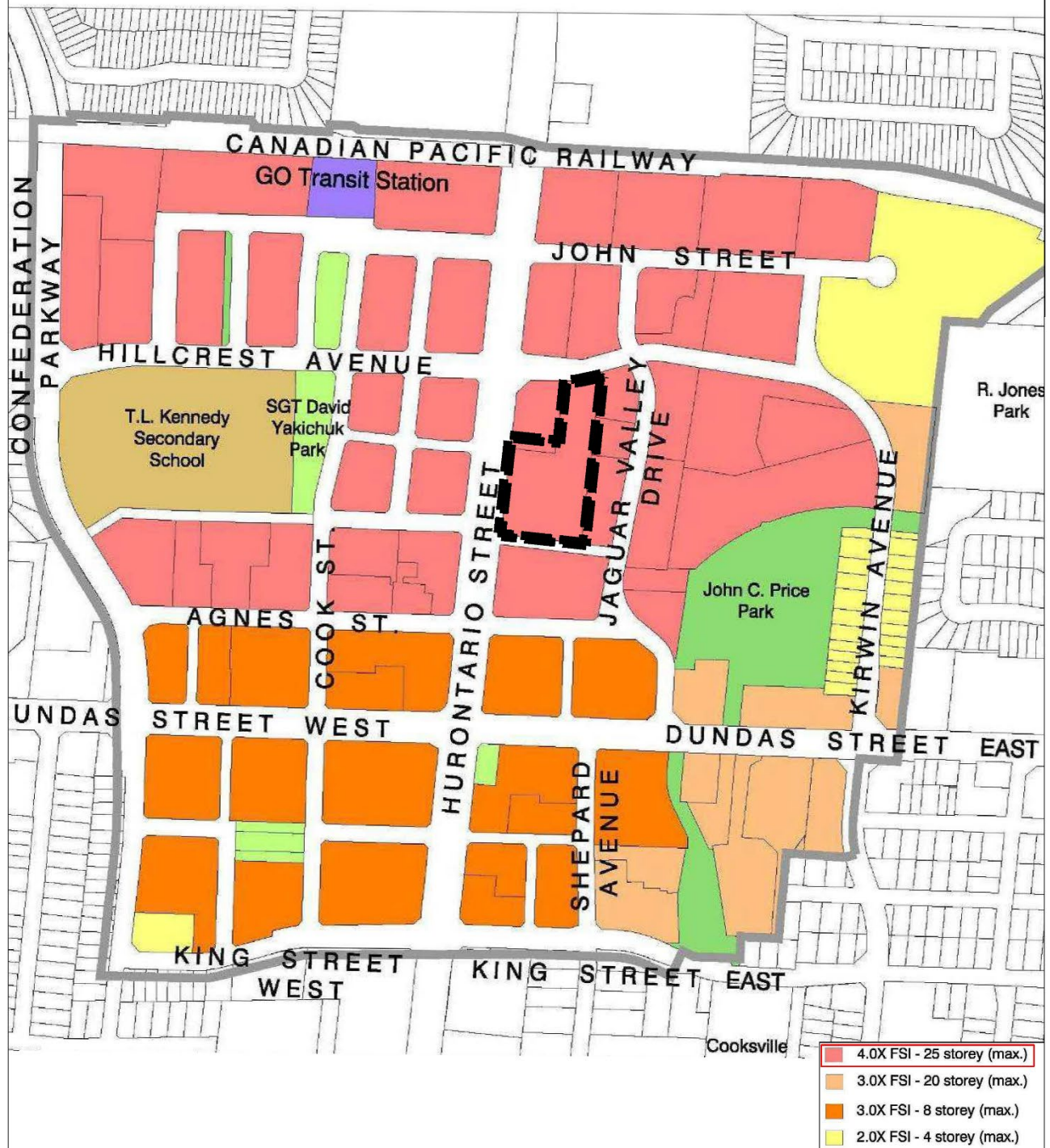


FIGURE **10** **COOKVILLE MOBILITY HUB STUDY**

FIGURE 15 - PROPOSED HEIGHT AND DENSITY

**LEGEND**

Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



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## 5.7 / VISION COOKSVILLE

- At-grade non-residential uses are encouraged to position Hurontario Street as having a retail character, capable of supporting a high volume of pedestrian activity;
  - Shops, restaurants and cafes with outdoor display and seating areas are encouraged;
- At least 95% of the development's frontage is to have grade-related non-residential uses;
- Appropriate transition is to be provided through the application of 2.5 metre setbacks above the podium;
- Compatibility with the surrounding context is encouraged;
- Shared access and amenity areas are encouraged; and,
- Below-grade parking structures are encouraged.

The Subject Lands are identified as an appropriate and desirable location for higher density, compact, mixed-use development to occur. As such, the proposed development has been planned and designed to apply the policy recommendations outlined above.

Vision Cooksville was a City of Mississauga led initiative to develop a long-range vision for the Downtown Cooksville community. Following extensive community and stakeholder consultation, Vision Cooksville culminated in a June 2016 Report which identifies the long-range vision for the Community. This vision is as follows:

*'Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation; existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville's urban design, signage and public art.'*

The above-noted vision is to be achieved through adherence to six (6) Guiding Principles and nineteen (19) Community Recommendations. These Recommendations are varied and organized by Guiding Principles. The proposed development has been planned and designed to further implement the following Recommendations:

### ***1.1. Provide Improved Pedestrian Amenities***

*The introduction of amenities such as benches, planters, pedestrian scaled lighting, weather-protected transit shelters, garbage receptacles, and attractive and clear wayfinding signage will encourage walking and contribute to a vibrant, active street life. The important main streets, Hurontario and Dundas, as well as smaller neighbourhood streets, will become more*

comfortable and enjoyable, offering increased safety, shade, visual interest and a place to interact and rest.'

***'1.2. Ensure Pedestrian-Friendly Building Design***

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

***'2.3. Encourage Publicly Accessible Private Open Spaces***

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

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

*New housing will take on a mix of built forms, including new low-rise, mid-rise and high-rise residential and mixed-use buildings to ensure there are housing opportunities for a range of*

*socioeconomic levels, and people at all stages of life. Given the urban context, high density developments are appropriate in Downtown Cooksville and as this new housing is developed, opportunities to integrate ground floor and family-oriented units will be sought. New ground floor housing will diversify the existing residential stock.'*

***'4.3. Create Opportunities for Homeownership***

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

***'5.2. Support Small Independent Retail***

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

## 5.8 / DUNDAS CONNECTS MASTER PLAN, 2018

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

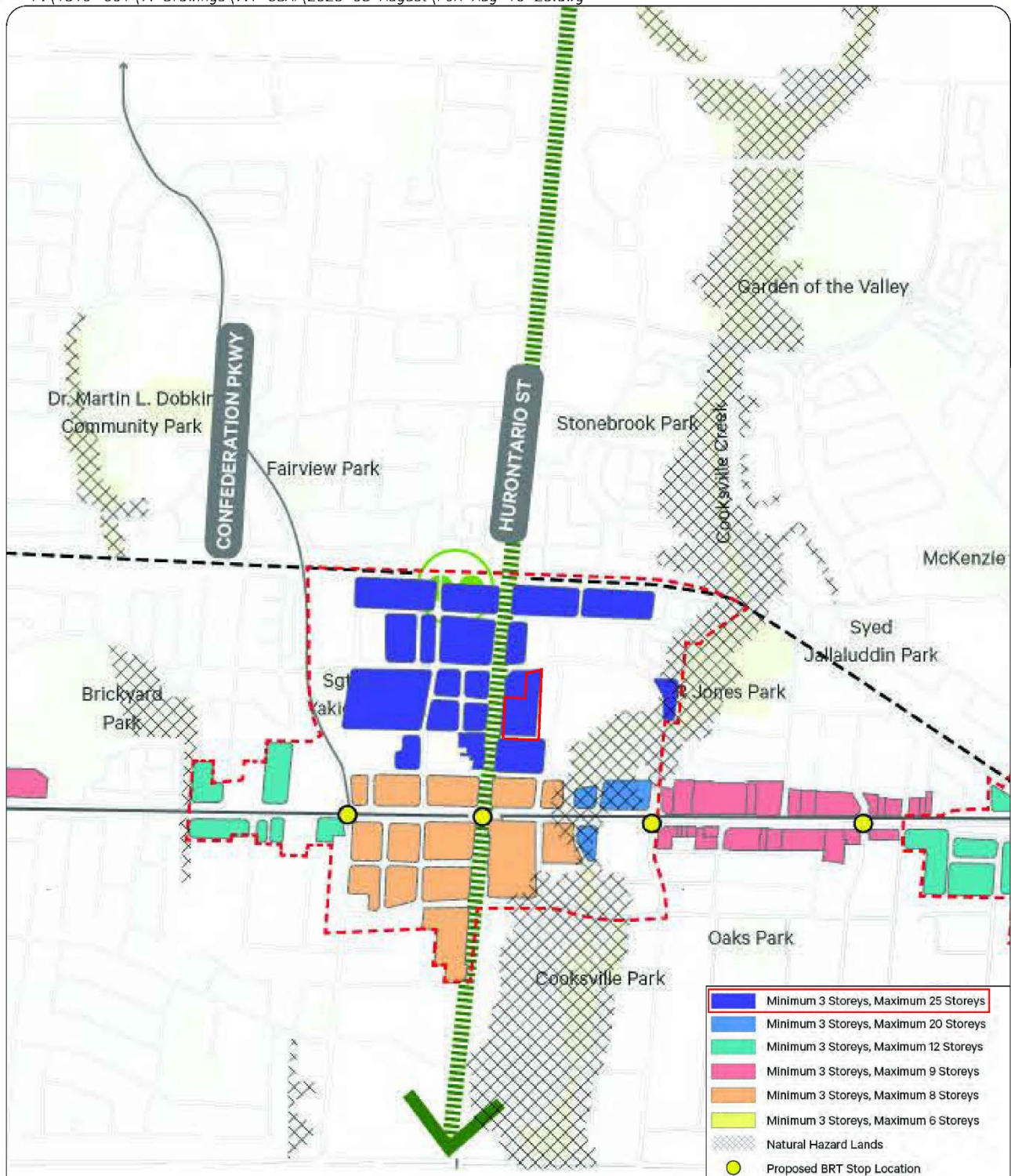
- Public realm enhancements, including pedestrian amenities are to be provided;
- Active grade-related uses are to open onto and address the public realm, providing opportunities for social interaction and animated street life;
- Terraced built forms are to be provided, including setbacks above the podiums,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

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

In efforts to facilitate redevelopment in appropriate locations and at appropriate densities, Dundas Connects identifies a series of policy directions, organized by seven (7) Focus Areas. As illustrated in **Figure 11**, the Subject Lands are located within the Cooksville Focus Area. As such, the following policy directions apply and have informed the proposed development:

- Compact, mixed-use, pedestrian-oriented and transit-supportive development is to be concentrated along the Hurontario Street and Dundas Street corridors;
- Uses that promote active frontages (such as restaurants and retail stores) are to be provided at-grade;
  - Grade-related non-residential uses are to open onto and address the public realm;
- A continuous streetwall is encouraged;

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**FIGURE 11** **DUNDAS CONNECTS MASTER PLAN**  
FIGURE 5-31 - BUILT FORM CONCEPT PLAN  
**LEGEND**  
[Red Outline Box] Subject Lands

3085 HURONTARIO STREET  
PART OF LOT 15, CONCESSION 1 NDS,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



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AUGUST 10, 2023

## 5.9 / DOWNTOWN FAIRVIEW, COOKSVILLE & HOSPITAL POLICY REVIEW, 2022

As stated above and throughout this Report, the City of Mississauga completed the Downtown Fairview, Cooksville and Hospital Policy Review Initiative ('Initiative') in 2022. The Initiative culminated in City-initiated Official Plan Amendments ('OPAs') that modified the policy permissions for lands across the Downtown Fairview, Downtown Cooksville and Downtown Hospital Character Areas, including the Subject Lands. We note that these OPAs were informed by the City-initiated Major Transit Station Area ('MTSA') Study and subsequent OPAs, among other matters. When considered collectively, the Downtown Fairview, Cooksville and Hospital Policy Review OPAs and MTSA OPAs will further implement the land use, transportation and urban design policy directions provided by the Hurontario / Main Street Master Plan, the Cooksville Mobility Hub Study, the Dundas Connects Master Plan and recent Provincial legislative changes.

The Downtown Fairview, Cooksville and Hospital Policy Review Initiative culminated in Official Plan Amendments 145 and 146. Both Official Plan Amendments were adopted by City Council on August 10, 2022. However, OPA 145 is under appeal and OPA 146 remains before the Region of Peel for approval. As such, the policy directions provided by these OPAs are understood to represent the evolving policy framework. Furthermore, the evolving policy framework is informed by the February 9, 2023 Letter from the Province of Ontario indicating that maximum heights cannot be prescribed to delineated Major Transit Station Areas identified in OPA 146.

For clarity, the Subject Lands are located within the Dundas MTSA, which is an MTSA identified in OPA 146 and are therefore located within an area where maximum building heights are not to be assigned.

Overall, the evolving policy framework for lands within the Downtown Cooksville community continues to encourage compact, mixed-use, transit-supportive and pedestrian-oriented development to occur. It also encourages fine-grain development forms and a concentration of higher density, tallest development in proximity to the Cooksville GO Station while still respecting the surrounding context and the City Structure hierarchy.

In our opinion, the proposal as contemplated has regard for the evolving policy framework in the following ways:

- Compact, mixed-use, pedestrian-oriented and transit-supportive development is appropriately located within the Downtown Cooksville community;
- The Subject Lands are identified as an appropriate, desirable and logical location for higher density, tall (more than 12 storeys in height) development to occur. As stated throughout this Report, while the evolving policy framework identifies building heights of up to 33 storeys as being permitted, this building height is restrictive and contrary to recent Provincial policy direction. It is our opinion that the proposed building heights are appropriate, while facilitate an appropriate and desirable transition to the surrounding

context and better reflect the Provincial and Regional policy directions to encourage this form of development in appropriate locations, such as on the Subject Lands;

- A range and mixture of grade-related non-residential uses are to be provided. This will promote active frontages, development that frames the street edge and supports the vision for Hurontario Street as a vibrant, high pedestrian activity urban corridor;
- Setbacks of sufficient width to the Hurontario Street property line are provided. This will support the provision of a sidewalk zone along the Hurontario Street frontage, plantings and street furniture;
- Human-scaled podiums (up to 4 storeys in height) are provided along the Hurontario Street frontage. Human-scaled podiums (up to 6 storeys in height) are to be provided within the interior of the Site;
- There is a variation in building heights across the Site to positively contribute to the City's skyline;
- Pedestrian connections of sufficient width to provide safe, comfortable, convenient access and landscaping opportunities are provided across the Site. These connections also support pedestrian movements across the Site and beyond;
- A private C Street is to be provided along the southern property line. This C Street has been planned and designed to implement the policy directions for C Streets; namely, to support the pedestrian environment and vehicular access to parking and servicing areas;

- A POPS and private park are to be provided in central locations. Collectively, these areas will provide opportunity for outdoor enjoyment and social interaction for residents, visitors and community members; and,
- High-quality, refined built forms are to be provided. Through the integration of architectural and urban design elements, the built forms are able to respond to and sensitively integrate with the character of the surrounding community.

For the reasons outlined above, it is our opinion that the proposed development implements the evolving Downtown Cooksville policy framework given compact, mixed-use, pedestrian-oriented and transit-supportive development is contemplated. Furthermore, the proposal will facilitate an appropriate and desirable mixture of non-residential and residential uses on the same lot, in proximity to transit, services and facilities, contributing to the creation of Downtown Cooksville as a vibrant, complete, 15-minute community.

## 5.10 / ZONING

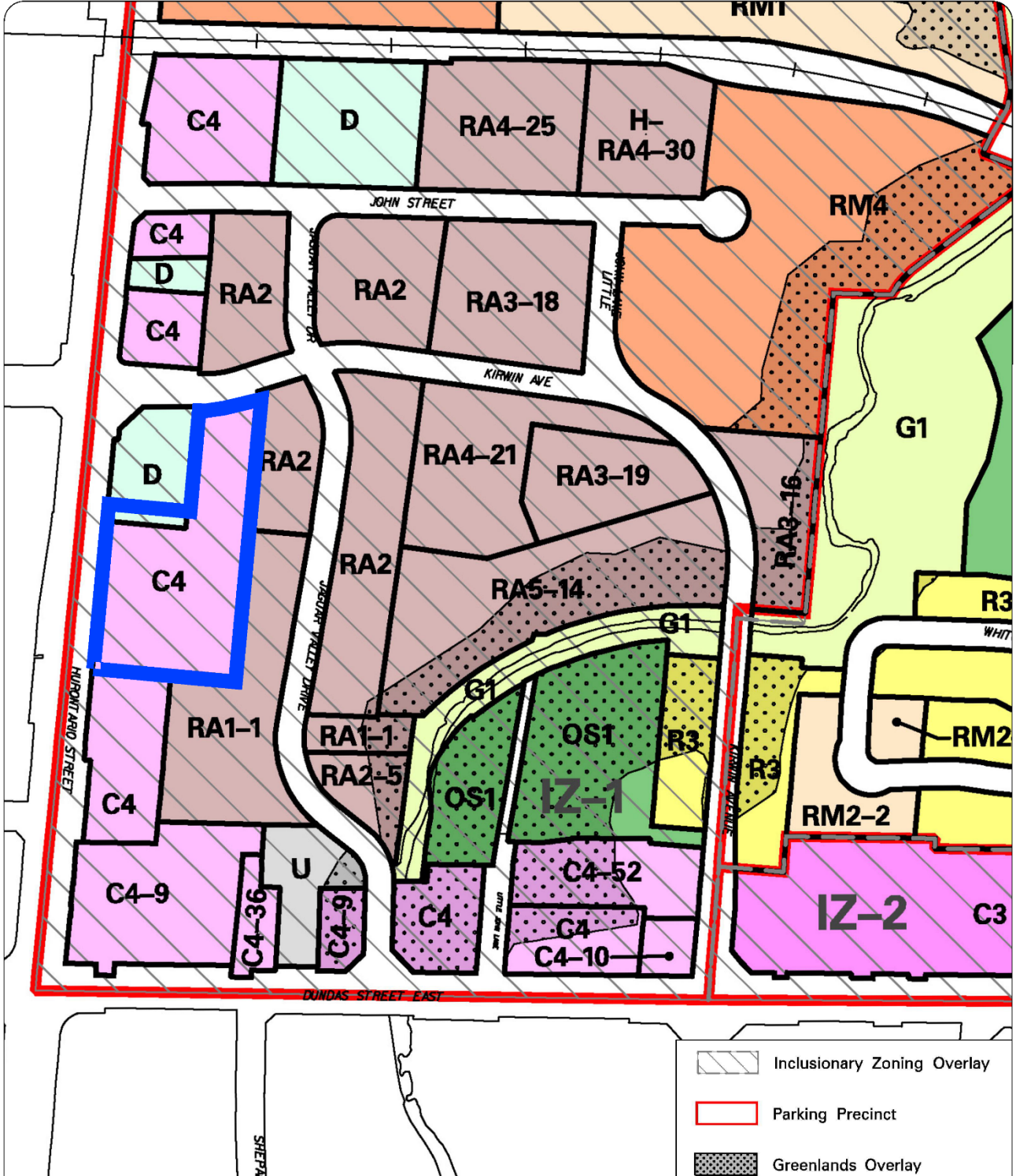
The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Mainstreet Commercial (C4)' and 'Future Development (D)' (see **Figure 12**). The current zoning permits current conditions, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA5)' with site-specific provisions.

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

- To permit a range of complimentary, accessory uses;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific loading standard;
- To permit a site-specific amenity area standard; and,
- To permit a site-specific landscaping standard.

**Table 3** on page 63 summarizes the proposed site-specific exceptions to the RA5 Zone and the rationale for these exceptions.

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**FIGURE 12 MISSISSAUGA ZONING BY-LAW**

ZONING BY-LAW 0225-2007 - MAP 21

**LEGEND**  
 Subject Lands

3085 HURONTARIO STREET  
 PART OF LOT 15, CONCESSION 1 NDS.  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL



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*Table 3 / Summary of Requested RA5 Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Use Permissions</i>	To implement the desired range of complimentary uses that are appropriate for a mixed-use development
<i>Modified Building Envelope</i>	To implement the desired built forms, while maintaining appropriate compatibility and transition to the surrounding community
<i>Modified Parking Standard</i>	In order to implement the desired built forms and range of uses, a site-specific shared parking standard is requested. As further discussed in the accompanying Parking Justification Letter, the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design
<i>Modified Loading Standard</i>	In order to implement the desired built forms, site design and range of uses, a site-specific loading standard is requested. As discussed in the accompanying Transportation Impact Study (TIS), the proposed loading standard is appropriate and is capable of accommodating proposed loading demands

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Amenity Area Standard</i>	In efforts to accommodate the desired built forms and optimized site design, a site-specific amenity area standard is requested. The requested standard seeks to implement reduced amenity area requirements in order to accommodate a range of well-designed, strategically located indoor and outdoor amenity areas to serve the needs of residents. Furthermore, the requested amenity area standard will support the provision of at-grade landscaped open spaces, a private park, a POPS and a dog park, while also providing for a site design that accommodates sufficient building separation distances and sufficient setbacks from the property lines
<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built forms, sustainable building strategies and , a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of rooftop outdoor amenity areas and a large, central outdoor feature. As demonstrated on the accompanying Conceptual Landscape Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable

## 6 / SUMMARY & CONCLUSION

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

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the Downtown Cooksville community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Region of Peel Official Plan;
6. The proposal conforms to the policy directions of the in-effect Mississauga Official Plan;
7. The proposal can be adequately serviced by existing municipal services;
8. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
9. The proposal is in keeping with the character and planned context of Downtown Cooksville community, it provides an opportunity for intensification within the City's Built-Up Area, within the Downtown, within an Intensification Area, within a Major Transit Station Area and along an Intensification Corridor where development of this scale ought to be encouraged. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Hurontario / Main Street Master Plan, the Cooksville Mobility Hub Study, Vision Cooksville, Dundas Connects Master Plan and the Downtown Fairview, Cooksville and Hospital Policy Review.

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

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Glen Broll, MCIP, RPP  
**Managing Partner**



Stephanie Matveeva, MCIP, RPP  
 Associate

*APPENDIX I / Draft Official Plan Amendment*

Amendment No. XXX  
to  
Mississauga Official Plan

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

## **PURPOSE**

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

## **LOCATION**

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

## **BASIS**

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

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

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

The Subject Lands are located within the Downtown Cooksville Character Area of the MOP. As per the Downtown Cooksville Character Area, a maximum building height of six storeys is permitted on the Subject Lands and a density is not specified. The City anticipates that a Special Site policy will be added to the MOP for increases in proposed building height where intensification is proposed. This Amendment proposes to revise the Downtown Cooksville Character Area to add the Subject Lands as

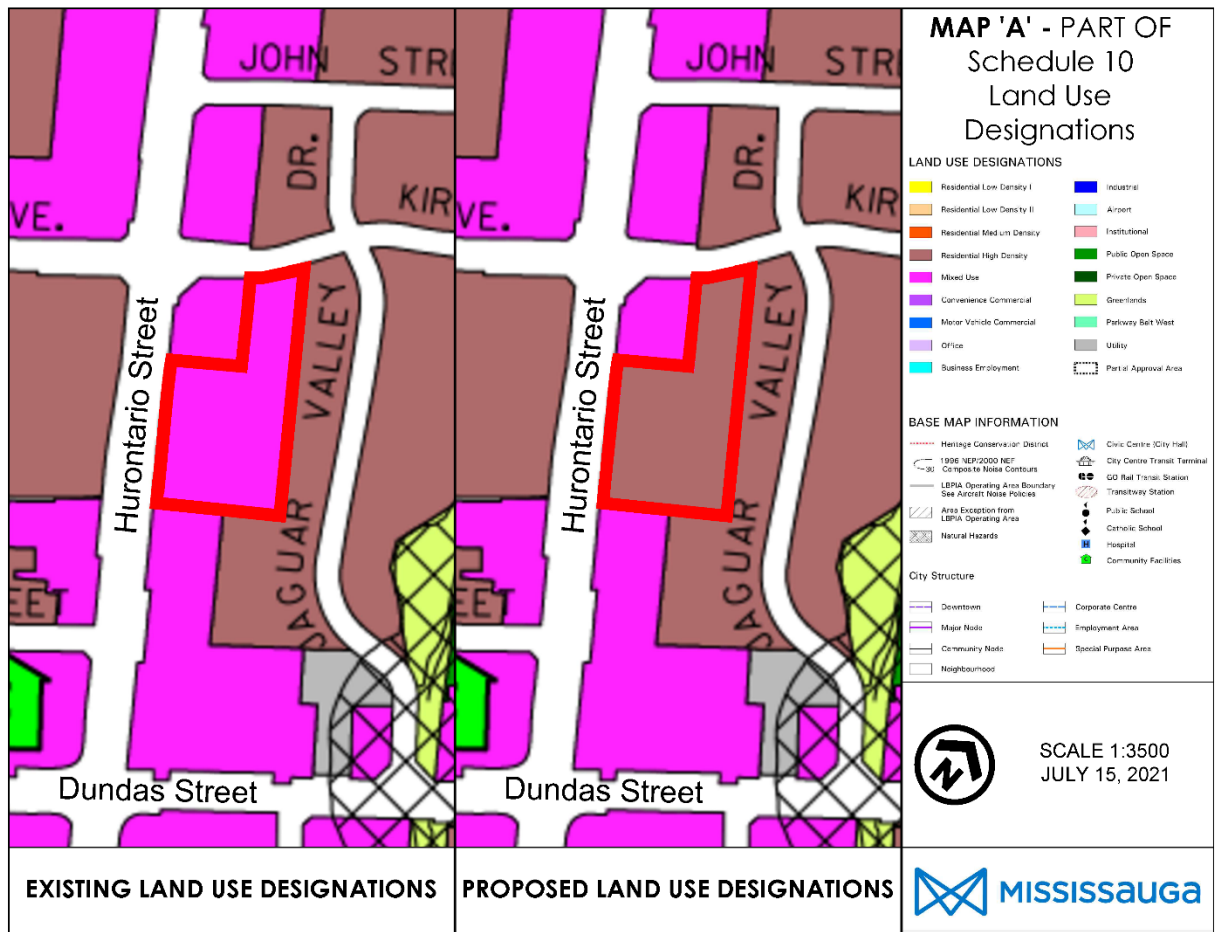
a Special Site. This proposed Special Site policy will permit maximum building heights of up to 44 storeys.

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

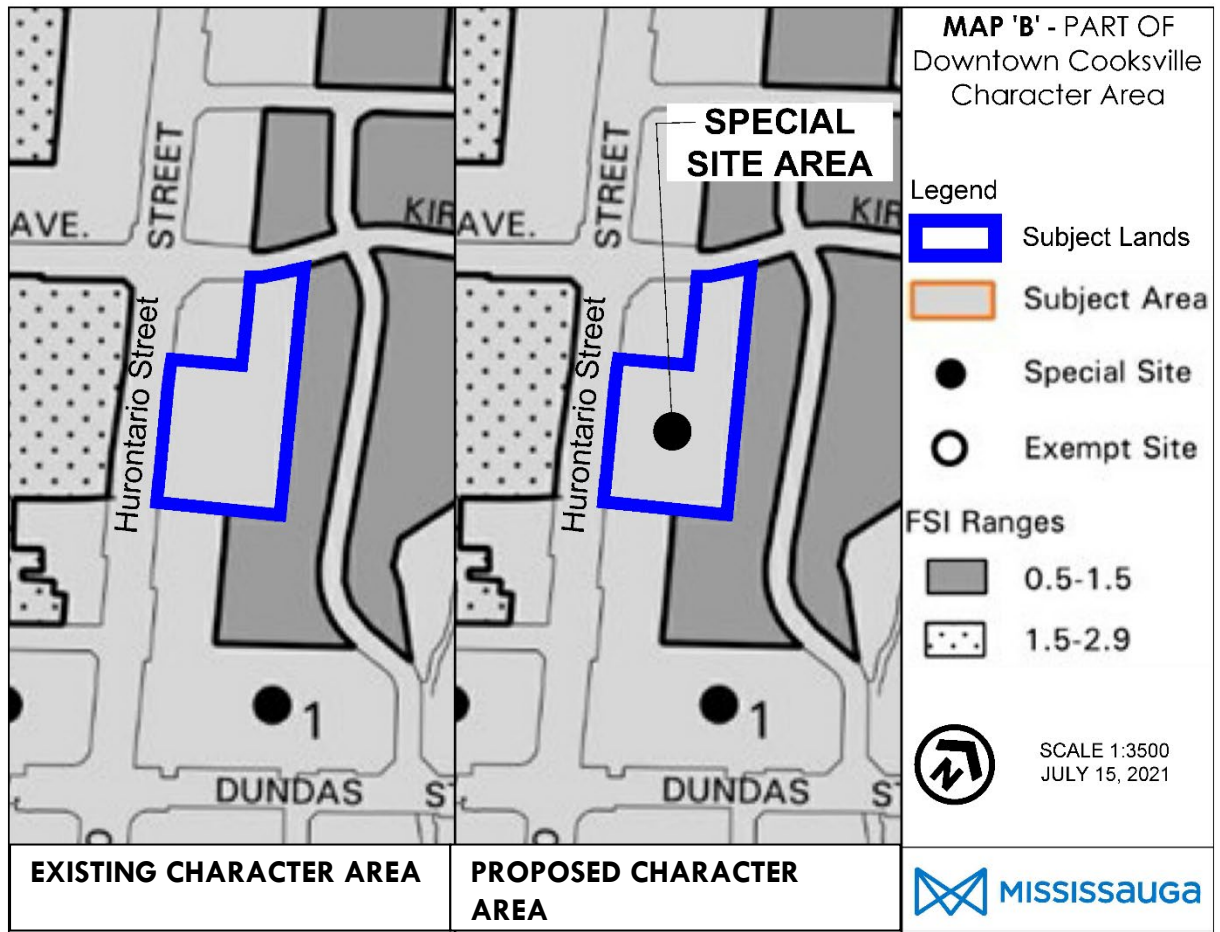
1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Region of Peel Official Plan (2022). In addition, the proposed development will bring the Mississauga Official Plan (2023) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow and the Region of Peel Official Plan as each applies to the Subject Lands. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located: within an Urban Growth Centre, within a Major Transit Station Area, and within 5-minute walking distance of three higher order transit networks; the Cooksville GO Station, the Hurontario Light Rail Transit (currently under construction) network and the future Dundas Street Bus Rapid Transit network. Furthermore, the Subject Lands are located along an Intensification Corridor and a Regional Intensification Corridor. As noted in A Place to Grow, the Region of Peel Official Plan and the Mississauga Official Plan, Intensification Corridors are areas for intensification and compact, mixed-use, high density development where transit-supportive development should be directed.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient manner.
4. With buildings heights of 24 to 44 storeys, the proposal is a transit-supportive development on lands that are well-served by existing and future transit networks, active transportation networks and infrastructure networks. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of retail, services and greenspace, contributing toward the goals of a complete, walkable community.
5. The proposed development will improve and contribute towards the Hurontario Street streetscape by providing an animated podiums situated close to the streetline, with a mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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



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



3. Section 12.4.3, Special Site Policies Downtown Cooksville Character Area, of the Mississauga Official Plan, is hereby amended by adding the following:

12.4.3.XX      The lands identified as Special Site X are located on the east side of Hurontario Street, south of Kirwin Avenue.

12.4.3.XX      Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 44 storeys will be permitted.

## IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.



This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 3, 2023.

## **INTERPRETATION**

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

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

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

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

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

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

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

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

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

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

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

*APPENDIX II / Draft Zoning By-law Table*

3085 Hurontario Street

City Files: OZ/OPA 21-11 W7

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

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

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete provision - Lines 1.0 and 3.0 of Table 2.1.2.1.1 shall not apply
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 12.0 [36 m ROW – 18.0 m + required yard / setback] Line 16.0 [26.0 m ROW – 13.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection]	Delete provision - Lines 12 and 16 of Table 2.1.14.1 shall not apply. Setbacks shall be in accordance with Schedule B attached to this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a	Delete provision – permit a parking space width of 2.6 m where the length of one side of the parking space abuts a

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
		building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space	building, structure or part thereof
3.1.1.4.5	Accessible Parking Space Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Provision met
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater</p> <p>Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces - 10% of the total required parking space or 1.0 space, whichever is greater</p>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Precinct 1</p> <p>Condominium Apartment:          0.8 resident spaces per dwelling unit;          0.20 visitor spaces per unit</p>	Delete provision – a shared, comingling parking standard of 0.63 spaces per dwelling unit for all uses on the lot is requested. This includes 0.5 residential spaces per dwelling unit

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.2.2	Required Number of Parking Spaces for Non-Residential Uses	Precinct 1: Education and Training Facility – 5.0 spaces per 100 square metres GFA-non-residential; Financial Institution – 3.0 spaces per 100 square metres GFA-non-residential; Office – 2.0 spaces per 100 square metres GFA-non-residential; Medical Office – 3.8 spaces per 100 square metres GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 square metres GFA-non-residential; Retail Store – 3.0 spaces per 100 square metres GFA-non-residential; Restaurant, less than or equal to 220 sq m GFA – 3.0 spaces per 100 square metres GFA-non-residential; Take-Out Restaurant – 3.0 spaces per 100 square metres GFA-non-residential; Service Establishment – 3.0 spaces per 100 square metres GFA-non-residential; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA	Delete provision – a shared, co-mingling parking standard of 0.63 spaces per dwelling unit for all uses on the lot is requested. This includes 0.13 residential visitor spaces and non-residential spaces per dwelling unit
3.1.2.4	Mixed Use Development Shared Parking	A shared parking formula may be used for the calculation of required parking for a mixed use development. ...  Shared parking is to be calculated in compliance with Table 3.1.2.3. – Mixed Use Development Shared Parking Formular. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users	Provision met
3.1.3.1.	Required Number of Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m <sup>2</sup> – no loading spaces are required	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.4.3	Required Number of Loading Spaces	<p>Where required, loading spaces for uses other than office and/or medical office uses, shall be provided as follows:</p> <p>Where Gross Floor Area – Non-Residential of Building is greater than 250 sq m but less than or equal to 2,350 sq m – 1.0 loading space required</p>	Delete provision – permit 2 shared loading space for all residential and non-residential uses on the lot
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	Delete provision – permit 2 shared loading space for all residential and non-residential uses on the lot
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	<p>Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit;</p> <p>Apartment and stacked townhouse without exclusive garages – the greater of 0.1 [Class B] spaces per unit; or 6.0 spaces</p>	Provision met
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	<p>Recreational Establishment - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Education and Training Facility – 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Financial Institution - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Take-Out Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Retail Store – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p>	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
		<p>Service Establishment - 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Medical Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential</p>	
4.1.15.1	Apartment Zone – Accessory Uses	Accessory uses are permitted within RA1 to RA5 zones, subject to the following provisions:	Provision met
4.1.15.1.1		Additional uses are limited to a retail store, 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"> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> <li>• Medical Office;</li> <li>• Office;</li> <li>• Service Establishment;</li> <li>• Restaurant;</li> <li>• Take-out Restaurant;</li> <li>• Recreational Establishment;</li> <li>• Veterinary Clinic</li> </ul>
4.1.15.1.2		An additional use shall be contained within an apartment building	Provision met
4.1.15.1.3		An additional use shall not be permitted above the first storey of an apartment	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.1.15.4		Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Provision met
4.15.1	RA5 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision – permit the following as accessory uses to Apartment: <ul style="list-style-type: none"> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> <li>• Medical Office;</li> <li>• Office;</li> <li>• Service Establishment;</li> <li>• Recreational Establishment</li> <li>• Retail Store;</li> <li>• Restaurant;</li> <li>• Take-Out Restaurant;</li> <li>• Veterinary Clinic</li> </ul>
4.15.1	RA5 – Zone Regulations	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA5 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 1.9	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 2.9	Delete provision – permit a maximum FSI of 8.0
4.15.1	RA5 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone per Storey For Each Storey Above 12 Storeys – 1,000 m <sup>2</sup>	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Height – 77.0 m and 25 storeys	Delete provision – permit building heights up to 44 storeys
4.15.1	RA5 – Zone Regulations	<b><i>Minimum Front and Exterior Side Yards</i></b>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit front and exterior side yard setbacks

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	in accordance with Schedule B to this By-law.  For the purposes of zoning, Kirwin Avenue shall be the front lot line
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA5 – Zone Regulations	<b><i>Minimum Interior Side Yard</i></b>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Delete provision – permit an interior side yard setback in accordance with Schedule B to this By-law.
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA5 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable

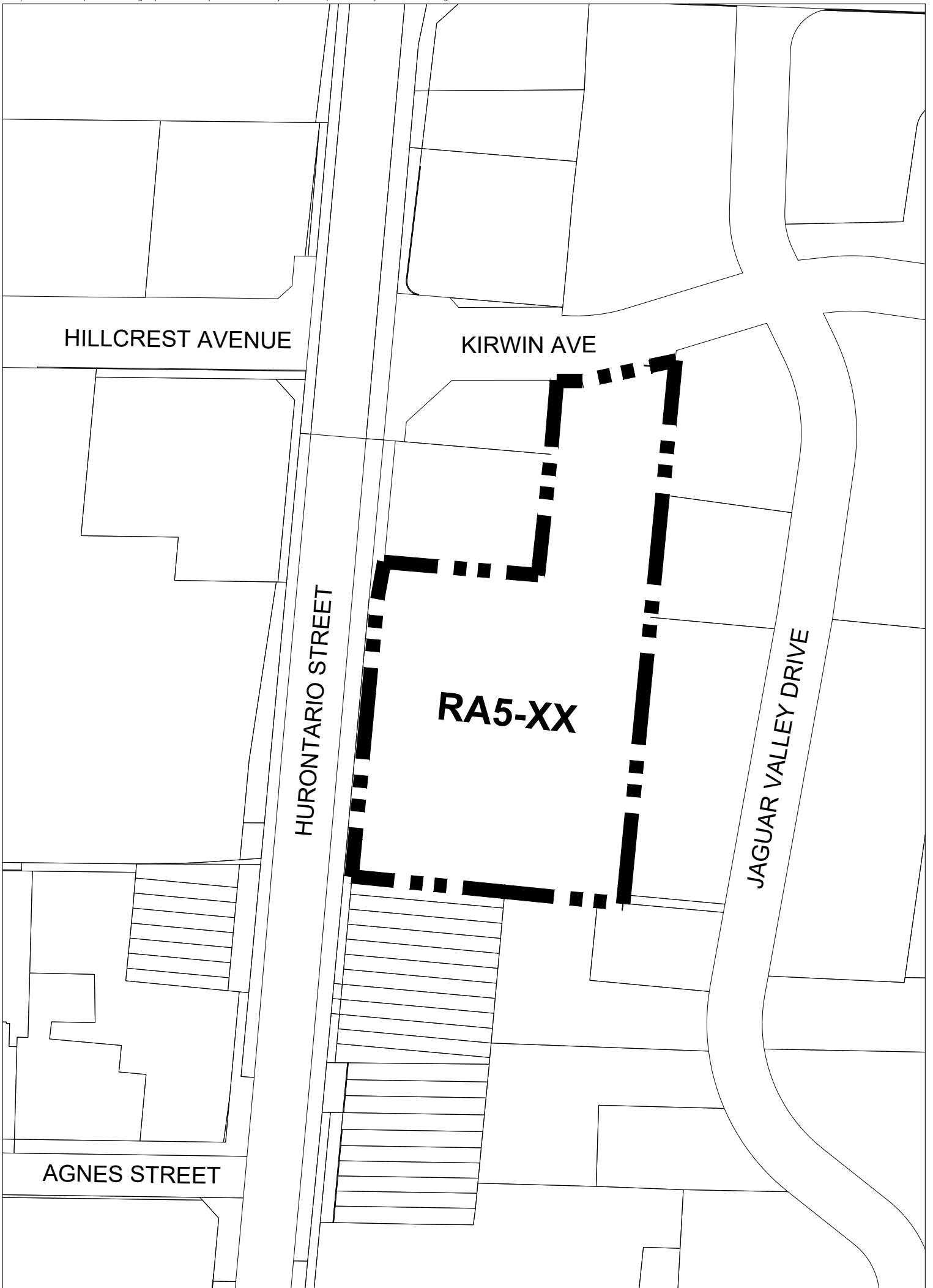
BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA5– Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit a rear yard setback in accordance with Schedule B to this By-law
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA5 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Delete provision - permit a maximum encroachment of 2.0 metres

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA5 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision - permit maximum balcony projection of 2.0 metres
4.15.1	RA5 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Delete provision – permit above-grade separation between building in accordance with Schedule B attached to this By-law
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA5 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a 1.3 metre setback to any lot line in accordance with Schedule B of this By-law
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA5 – Zone Regulations	Minimum landscape area – 40% of the lot area	Delete provision – permit a minimum landscaped area of 1,200 square metres
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete provision – permit landscape buffers in accordance with Schedule X to this By-law
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	
4.15.1	RA5 – Zone Regulations	Minimum amenity area – the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	Delete provision – permit a minimum indoor amenity area of 1.5 square metres per unit and a minimum outdoor amenity area of 1.5 square metres per unit
4.15.1	RA5 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m <sup>2</sup>	Delete provision – permit a 0.0 square metre outside at-grade amenity area

DRAFT



PLAN OF SURVEY OF LOT 15, CONCESSION 1 NORTH  
OF DUNDAS STREET, PART OF BLOCKS A AND B,  
REGISTERED PLAN 645 AND PART OF VILLAGE LOT 9,  
SAVIGNEY'S PLAN OF COOKSVILLE (PLAN TOR-12)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

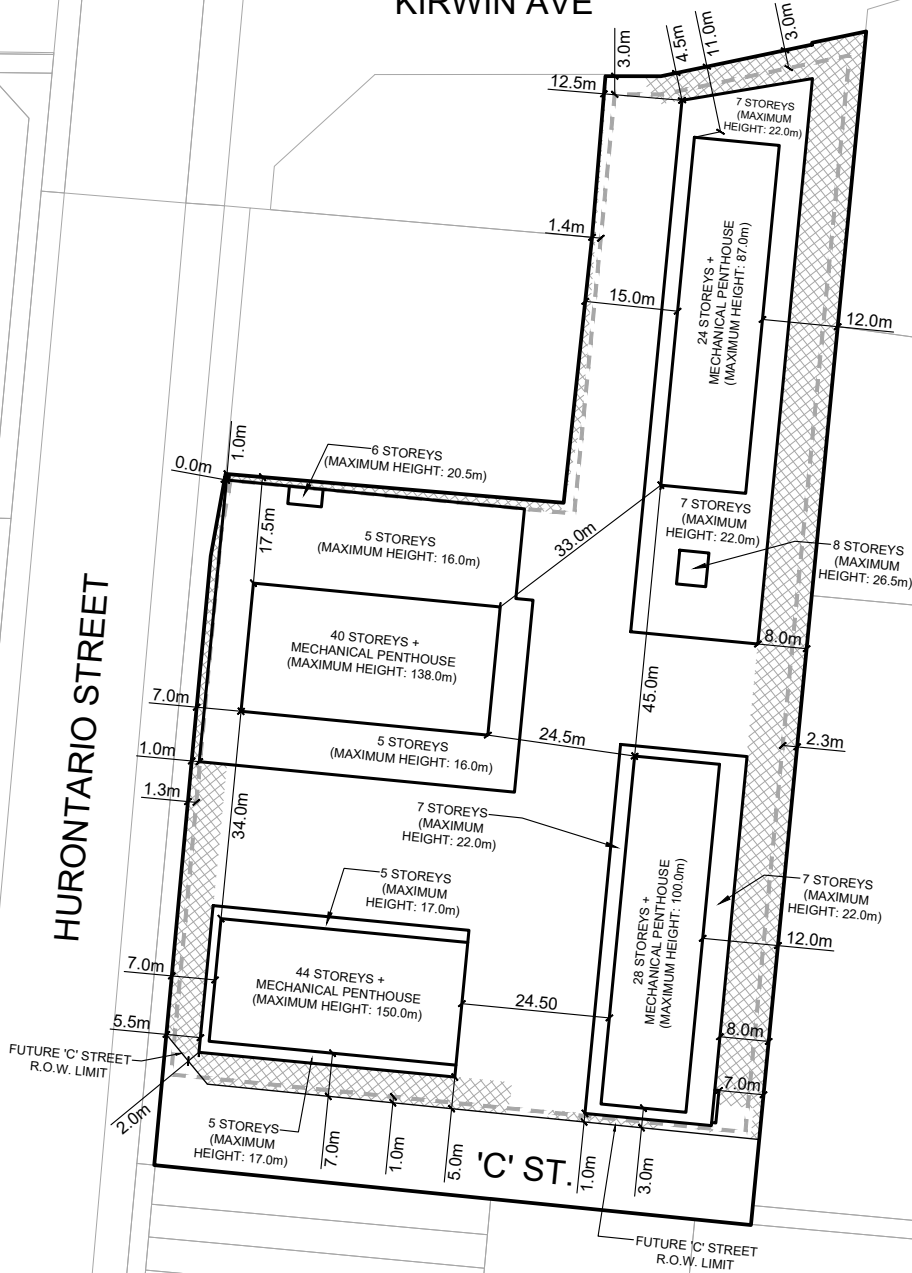
THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

HILLCREST AVENUE

KIRWIN AVE

HURONTARIO STREET

JAGUAR VALLEY DRIVE



**NOTES:**

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
- HEIGHT MEASURED BASED ON THE CALCULATION OF ESTABLISHED GRADE.

**LEGEND**

- BUILDABLE AREA
- LIMIT OF PARKING STRUCTURE
- LANDSCAPE BUFFER



**SCHEDULE 'RA5-XX'  
MAP XX**