

# **PLANNING JUSTIFICATION REPORT**

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## **OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS**

**69 and 117 John Street East, City of  
Mississauga**

**May 2024**

13545130 Canada Inc.  
GSAI File # 1569-001

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## **Planning Justification Report Official Plan Amendment & Zoning By-law Amendment City of Mississauga**

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### **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. ('GSAI') has been retained by 13545130 Canada Inc. (the 'Owner') to assist with planning approvals to facilitate development of the lands municipally addressed as 69 and 117 John Street East in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located within the Cooksville area of Mississauga and are generally located on the north side of John Street, abutting the Canadian Pacific Railway, east of Hurontario Street and are legally described as:

- PT LT 15 CON 1 NDS TORONTO AS IN R0899924; and,
- PT LT 15 CON 1 NDS TORONTO AS IN R0738018.

The Subject Lands are currently vacant. This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate the proposed development (described below) on the Subject Lands. The Amendments have been prepared to address the required modifications to the presently in effect official plan regulations and zoning standards. The appropriateness of the amendments will be discussed throughout this Report in relation to applicable Provincial, Regional and Local policies.

Consistent with the requirements set out in the Development Application Review Committee (DARC) checklist received from the City of Mississauga, various Reports and Studies have been submitted in support of the Amendments. These Reports/studies, consistent with the respective Terms of Reference, have been undertaken to satisfy the requirements or evaluation criterion of the City and other external departments and agencies. In addition to these studies, GSAI has reviewed, analysed and evaluated the policy frameworks in effect for the Cooksville area and specifically the subject lands over the past decade (or more, where relevant) including the Hurontario / Main Street Master Plan (2010), Cooksville Mobility Hub Master Plan (2011), Dundas Connects Master Plan (2018) and Vision Cooksville (2016), respectively. When considered collectively, the above-mentioned Reports and Studies emphasize the importance of compact, transit-supportive and pedestrian-oriented development in Downtown Cooksville and envision these lands as an appropriate and desirable location for high density, compact, mixed-use development. The appropriateness of the proposal in this regard, will also be discussed throughout this Report.

In summary, this Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the overarching policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, Mississauga Official Plan ('MOP') and City of Mississauga Zoning Bylaw 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.



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## **2.0 PROCESS AND ENGAGEMENT**

On September 13, 2023, a Development Application Review Committee meeting was held to present the Proposed Development and to determine the reports and studies required to prepare a complete application. Staff subsequently issued a Submission Requirements Checklist (December 05, 2023) and Project Status Report outlining the materials required to satisfy a complete application to permit the proposed development, and preliminary comments to inform the design and configuration of the subject lands. The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the City of Mississauga's Draft Plan of Subdivision and Zoning By-law and Official Plan Amendment process.

As outlined on the checklist and requested by the Ward Councillor's office, a Community Engagement Meeting was held in September 2023 to consult and engage with the local community. At this meeting, we heard concerns for height permissions, specifically related to sun/shadow impact, traffic generation and construction nuisances. To address the issues related to built form, traffic generation and the like, we refer the reader to the technical studies prepared in support of these amendments which speak to the viability of the development proposal.

We took a record of the comments heard at the meeting and conferred internally on the options and opportunities to address resident and staff commentary. Following the Councillor-led Community Meeting, this team has incorporated aspects of those comments into the development proposal as feasible. In response to those comments, we made the notable revisions, being:

- Decrease/revisions in proposed building/tower height(s);
- Increased size of public park block
- Relocation of the proposed vehicular access point from John Street;
- Undertook analysis of sun/shadow and 45 degree angular plane guidelines to assess the appropriateness of height and scale of the proposed built form, namely towers, and adjusted the height and scale/mass of the built forms in response to same;
- Increased tower separation distance; and,
- Reduced proposed parking standards.

We are of the opinion that these revisions resulted in an overall more favourable or palatable development concept, which we are excited to present to staff and residents. We note that these revisions do not constitute an exhaustive list of design changes made following the resident meeting, however we do feel these are amongst the most significant.

Consistent with the requirements of the Planning Act, we look forward to the City scheduling a statutory meeting at Planning and Development Committee at City Hall. This communication will assist in continuing engagement with local stakeholders and manage the communication of any revisions to the project as being proposed through the implementation of the planning and redevelopment of the subject lands. We look forward to continuing to collaborate with the City as required, and to meet with the Community if necessary, in order to address or work through specific

concerns. As required, GSAI will respond to City and resident concerns raised throughout the development application process.

## **2.1 SUMMARY OF CURRENT OFFICIAL PLAN DESIGNATION AND PROPOSED OFFICIAL PLAN AMENDMENT**

The Subject Lands are designated “Residential High Density” as per Schedule 10 – Land Use, which permits apartment dwellings, as well as limited commercial uses at grade. Further, Schedule 1 and Schedule 9 shows the subject lands are located in the Hurontario Intensification Corridor, Downtown Cooksville Character Area and Cooksville Go Major Transit Station Area.

We recognize that at the time of this submission, there is an ongoing review of the MOP which was recently released in draft. We felt it was appropriate to review both the in-effect MOP policies as well as the draft MOP policies. Under the in effect and draft MOP, the subject lands are designated as "High Rise Residential" suggesting a greater potential for taller and more intensive developments. Additionally, the subject lands fall within a Primary Major Transit Station area, as recognized in the Region of Peel Official Plan. This strategic location provides an opportunity for transit-oriented development and increased accessibility, further emphasizing the significance of the proposed project.

While the proposed OPA seeks to retain the permission for High Density Residential uses, the OPA will propose amendments to the in-effect designation to facilitate the development of the Subject Lands, allowing a wider range of uses, greater heights and FSI amongst other regulations. This will be implemented through the introduction of a new Downtown Cooksville Character Area Special Site policy in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in Appendix I of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

## **2.2 SUMMARY OF IN-EFFECT ZONING AND PROPOSED ZONING BY-LAW AMENDMENT**

The subject lands are zoned RA4-25 (69 John Street) and H-RA4-30 (117 John Street) in the City of Mississauga Zoning By-law (0225-2007). The RA4 zone permits apartment, long-term care, and retirement building uses. The zoning also permits heights up to 18 storeys (56m). Both zones prescribe site specific zoning regulations such as, but not limited to, setbacks, floor space index maximums and unit caps. We also note that there is currently a holding symbol on 117 John Street (H-RA4-30) which stipulates several conditions to be resolved prior to any land disturbing activities or other land use approvals. These conditions are items such as the provision of hydro-electric power services as well as other infrastructure such as sanitary sewer, storm sewer and water services as well as site access (amongst other matters). Therefore, an amendment to the City of Mississauga Zoning By-law will be required.

The proposed ZBA seeks to rezone the total site to a new site-specific exceptions 'Residential Apartment (RA5)' category to reflect the proposed development. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Sites from 'RA4-25' and 'H-RA4-30' to '**RA5-XX**';
- To permit a selection of accessory, non-residential uses;
- To permit an additional site-specific residential use for 'live-work units';
- To permit a site-specific maximum density;
- To permit site-specific maximum building heights;
- To permit a site-specific parking and loading standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect RA4 zone provisions and the requested RA4-XX zone provisions has been prepared. A copy of this summary, 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: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

### **3.0 EXISTING SITE & CONTEXT**

This section of the report will discuss the site location and general context, including surrounding land uses relevant to the subject property.

#### **3.1 SITE DESCRIPTION**

As demonstrated in Figure 1: Aerial Context Plan, the Subject Lands are generally located on the north side of John Street, adjacent the Canadian Pacific Railway corridor. The Subject Lands are  $\pm 1.0641$  hectares (2.629 acres) and  $\pm 0.8145$  hectares (2.013 acres) in size with frontages of  $\pm 114.56$  metres and  $\pm 87.75$  metres on John Street East. Access to the subject lands provided directly from John Street.

The Subject Lands are relatively flat however have a grading differential from north to south of approximately 3m towards the southeastern corner of the property. On the northern boundary along the Canadian Pacific Railway corridor, is an existing berm which is part of this significant grade change. The property is currently vacant and was most recently used for truck or contractor parking and outdoor storage per our review of historical aerial imagery.

The site at 69 John Street has been subject to a series of historical development applications processed under the Planning Act which included an Official Plan Amendment and Zoning By-law Amendment and subsequent Site Plan application (and Building Permits) to permit for an Auto Collision Facility.

We understand the site was used for that purpose for a number of years. Most recently (2019), the two sites being 69 and 117 John Street, pursued a Minor Variance Application to permit for the storage of trucks. This was ultimately refused.

### **3.2 AREA CONTEXT**

The Subject Lands are located within the Downtown Cooksville area of the City. The surrounding area can be generally described as having a mix of uses, including existing townhouse developments, mid to high-rise residential developments and mixed-use developments. Surrounding land uses are as follows:

<b>North:</b>	3-storey townhouses and single-storey semi-detached dwellings separated by a Canadian Pacific Railway corridor
<b>South:</b>	10-storey and 4-storey apartment buildings and 3 storey townhouses
<b>East:</b>	3-storey townhouses
<b>West:</b>	Self-storage facility.

The Subject Lands are located approximately 400m east of the Cooksville GO station. Further south of the Subject Lands, in the broader Cooksville community, a range of uses can be found which including a variety of retail, commercial and restaurants.

Development in the area is described further in Section 3.6 of this Report.

### **3.3 FACILITIES, SERVICES AND RECREATION**

As demonstrated in Figure 2, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces within comfortable walking distance of the Subject Lands, including Richard Jones Park Cooksville Park, Stonebrook Park, and John C. Price Park. 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.

#### **Parks/Open Space/Recreation**

1. Stonebrook Park
2. Richard Jones Park
3. Red Oaks Park
4. Cooksville Park
5. John C. Price Park
6. Sgt. Yakachuk Park
7. Mississauga Valley

#### **Commercial**

8. Panchvati Supermarket
9. Dundas Fruits & Vegetables
10. Indian Town Supermarket
11. Kaveri Supermarket
12. Scotiabank
13. Midnight Pharmacy
14. Al-Quds Supermarket

## **Institutional**

15. TL Kennedy Secondary School
16. Arirang Age-Friendly Community Centre
17. Thornwood Public School
18. Cooksville Library

## **Emergency Services**

19. Cooksville Community Station
20. MRA Medical Centre
21. Mississauga Fire Station 101

The area is presently, and is expected to continue to be in the future, well serviced or supported by services and amenities.

### **3.4 TRANSIT & CONNECTIVITY**

As demonstrated in Figure 2, the Subject Lands are well-served by existing and planned transit services. A summary of these transit services is provided below.

#### **3.4.1 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 north of the Subject Lands, at the intersection of John Street and Hurontario Street. Route 2 operates between City Centre Transit Terminal and the Port Credit GO Station. As exhibited in the Transportation Impact Study, the site is also served by the following MiWay routes:

- MiWay 1 Dundas with a stop at Dundas Street & Kirwin Avenue/ Camilla Road;
- MiWay 4 Sherway Gardens with a stop at Cooksville GO Station;
- MiWay 28 Confederation with a stop at Cooksville GO Station;
- MiWay 38 Creditview with a stop at Cooksville GO Station;
- MiWay 53 Kennedy with a stop at Cooksville GO Station and Hurontario Street & John Street; and,
- MiWay 103 Hurontario Express with a stop at Hurontario Street & John Street.

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

Th subject site will also benefit, from a transit perspective, from the fully funded Hurontario Light Rail Transit (LRT) line, which is presently under construction. The LRT not only provides opportunities for local connections, but also extends north to Brampton and connects to existing transit facilities which provide connections beyond Peel Region.

In addition to the above-noted existing transit services, the Subject Lands will be within a comfortable walking distance of Bus Rapid Transit ('BRT') services planned to operate along Dundas Street. When complete, the Dundas BRT network will provide connectivity across Mississauga.

### **3.4.2 REGIONAL PUBLIC TRANSIT**

The Cooksville GO Station, located approximately 250 metres west of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. The Milton GO Transit Line, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday.

In addition to the Cooksville GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('LRT') network. This network will provide frequent service and provide connectivity between Port Credit GO Station in the south and Downtown Brampton in the north, including connections at City Centre Hub, providing a multitude of inter-regional connections. The Hurontario LRT network is presently under construction, with completion expected in Fall 2024. A future LRT Station is to be provided approximately 210 metres west of the Subject Lands on Hurontario Street on the north side of John Street.

We note that the MOP identifies the Subject Lands as being within 800 metres of two (2) Major Transit Station Areas ('MTSAs'). The first MTSA is centred on the Cooksville GO Station, while the second is centred on the future Hurontario LRT Station at Dundas Street West (see Figure 6).

Currently, the Region of Peel identifies the Subject Lands as being located within the Cooksville GO MTSA which is centred on a planned Hurontario LRT Station at John Street (see Figure 8). Based on the ongoing Region of Peel efforts, the Downtown Cooksville community contains four (4) draft MTSA delineations. The presence of these MTSAs across Downtown Cooksville supports the evolving policy vision to direct growth to this area of the City.

Based on the above, the Subject Lands are well connected by existing regional transit networks. This will be further enhanced by the planned regional transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional transit systems to access various areas and destinations in both a north/south and west/east direction.

### **3.4.3 ROAD NETWORK**

Hurontario Street is classified as an 'Arterial Road' with an ultimate Right-of-Way ('ROW') width of 35 metres on Schedule 5, Long Term Road Network (see Figure 3) and Schedule 8, Designated Right-of-Way Widths (see Figure 4) of 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 front along John Street which does is not included as a recognized rights-of-way in Schedule 5 of the MOP.

Additionally, Hurontario Street is identified as an 'Intensification Corridor' and 'High Order Transit Corridor' by the MOP (see Figure 6). This identification recognizes that Hurontario Street is to incorporate upcoming transit connections, including future LRT services.

### 3.4.4 CYCLING

Hurontario Street is identified as being a ‘Primary On-Road / Boulevard Cycling Routes’ (see Figure 5), connecting the Subject Lands to the broader cycling network. Per the Traffic Impact Statement prepared by CF Crozier & Associates, the area is or is planned to incorporate features supporting alternative modes of transportation:

*The City of Mississauga’s Cycling Master Plan (June 2018) proposes cycle tracks on both sides of Hurontario Street, north of the Queen Elizabeth Way (QEW) and a multi-use trail, south of the QEW. These cycling facilities will be implemented as part of the Hazel McCallion LRT works and thus is expected to be built out prior to 2029, consistent with the Hazel McCallion LRT. The cycle tracks, located within the study area, will be raised and separated from vehicular traffic.*

The LRT is a fully funded project from our understanding and is presently under construction. We anticipate that the build out of the bike lanes will be part of this project works. Further, the City’s Cycling Master Plan provides that there will be a new multi-use trail situated for a length 200m west of Hurontario Street (Table I-2: Recommended Primary On-Street Cycling Routes—Upgrades to Existing Routes). This trail will provide direct cycling connection to existing and planned transit infrastructure.

### 3.5 OPEN SPACES AND AMENITY AREAS

Open spaces and amenity areas play an important role in fostering sustainable and vibrant neighbourhoods for present and future residents. They serve as to contribute to the creation of liveable communities, contributing to the overall well-being and general quality of life of residents.

In proximity to the subject lands, there exists a network of public open spaces and amenity areas, as illustrated in Figure 2. As described above, surrounding Parks and Open Spaces include:

- Stonebrook Park
- Richard Jones Park
- Red Oaks Park
- Cooksville Park
- John C. Price Park
- Sgt. Yakachuk Park
- Mississauga Valley

These spaces are designed to cater to recreational and leisure needs, offering facilities and spaces for activities to enhance community engagement and enjoyment. Among these amenities are parks equipped with playgrounds, providing safe and accessible areas for children to play and families to gather. This feature is most closely located in John C. Price Park. Parks such as Mississauga Valley Park provide a host of community facilities such as baseball diamonds, a soccer field, tennis courts,



splash pad, playground and a community centre with plenty more community orientated services and facilities. Additionally, the presence of tennis courts encourages outdoor physical activity and social interaction, fostering a sense of community among residents. Moreover, interconnected trails including one under the railway line to access facilities to the north, provide opportunities for walking, jogging, and cycling, promoting active lifestyles and connecting residents with nature.

This development proposal presently includes the introduction of a public park block on the east side of the site which would contribute to the inventory of parks and open spaces in the area. Considering the evolving and largely urban nature of future Cooksville (as we could anticipate, presently), the inclusion of more public parks to offer a visual break up from development and to increase availability and inventory is important for Cooksville's future as a complete community. The development proposal is further described in Section 4.0 of this Report.

### **3.6 SURROUNDING DEVELOPMENTS**

Ward 7 and the neighbouring Ward 4 has several active development applications that are supporting reinvestment and revitalization of Downtown Cooksville and surrounding areas. Table 1 below summarizes active development applications in the surrounding area:

*Table 1: Surrounding Developments*

<b>ADDRESS</b>	<b>CITY FILE</b>	<b>UNITS</b>	<b>FSI</b>	<b>HEIGHT</b>
25 & 33 Hillcrest Avenue; 3146, 3154 & 3168 Hurontario St	OZ/OPA 22 19	2224	7.5	43, 43, 46, 39 and 34 storeys
3115 Hurontario Street	OZ/OPA 22 24	431	10.89	35-storey
3085 Hurontario Street	OZ/OPA 21 11	1,658	7.88	24, 28, 40 and 44 storeys
3051 Cook Street	SP 21 102	312		28-storey
65 Agnes Street	OZ/OPA 22 17	379	6.47	29 storey
1 Fairview Road East	SP 21 121	418		32 storey

### **4.0 DEVELOPMENT PROPOSAL**

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

The development proposal generally contemplates the construction three towers above podiums and some ancillary commercial uses proximate to John Street. All towers are designed with a separation of approximately 30.0m to satisfy the City's tower distance separation guidelines. At this time, there are a total of 1,301 residential units (a combination of 1-, 2- and 3-bedroom units including 4

live/work units) being proposed as part of the development proposal and a total FSI of 5.0 across the entirety of the site. As the current market conditions will determine the tenure type a final decision has not been made if the development will be purpose built rental or condominium or a combination.

As previously stated, the subject lands abut a Canadian Pacific Railway corridor towards the rear. The proposed development has accommodated a 30 m setback from the shared property line, to the north face of the building and has included design solutions in order to address rail safety as well as noise and vibration impacts (as outlined in the Acoustical Feasibility Study prepared by Valcoustics, submitted in support of this application). We acknowledge that rail safety staff may have additional comments in this respect however we are confident that the design and site programming are generally acceptable based on our review and understanding of the Rail Safety Guidelines issued by Metrolinx and AECON.

At this time, approximately 700m<sup>2</sup> of potential commercial space is proposed primarily in the central tower fronting John Street. The amount of and details of non-residential uses and GFA will continue to be refined through the planning process. The Zoning By-law amendment has been structured in order to provide flexibility for same.

Towards the north eastern corner of the subject lands an outdoor amenity area is proposed, including a playground with outdoor seating and soft landscaping as well as other amenity features. Details of these features will be further refined through the detailed site plan process. Above the parking structure, to the rear of the development, more outdoor amenity space with soft landscaping is being proposed. Additional amenity space is provided on the podiums connecting buildings A, B and C for the residents. A total of 7,620m<sup>2</sup> of combined outdoor and indoor amenity space are currently being proposed in the development. To contribute to the liveability of the development a public park is being proposed along the eastern boundary with an approximate area of 1,870m<sup>2</sup>. Pending their acceptance of this block, GSAI anticipate this will be designed by the City of Mississauga in a future detailed design process. The areas of landscaping on the Subject Lands total approximately 9,304m<sup>2</sup>.

Two vehicular and pedestrian accesses to the development are proposed from John Street East with 70 bicycle parking spaces located at grade. Pedestrians and cyclists will be provided with safe, convenient and uninterrupted access to and from the site.

At this time, parking ratios proposed are 0.5 per unit and 0.15 for visitors per unit giving an overall ration of 0.65 per unit. A total of 888 parking is currently being proposed in support of the proposed development. To encourage active transportation a total of 860 bicycle parking spaces will be provided which includes 70 spaces at grade (Class B Visitor) and 790 on the basement levels (Class A Resident). We look forward to engaging with City staff to explore the reduction of parking requirements during the application process.

Site Statistics	
Total Site Area	18,690m <sup>2</sup>
Proposed Gross Floor Area (GFA)	94,060m <sup>2</sup>
Proposed Density (FSI)	5.0
Proposed Building Heights	
Building 'A'	31 storeys
Building 'B'	26 storeys
Building 'C'	20 storeys
Proposed Residential Dwelling Units	1,301 (100%)
No. of One-Bedroom Units	1,051 (80% of units)
No. of Two-Bedroom Units	191 (15% of units)
No. of Three-Bedroom Units	55 (4% of units)
No. of Live-Work Units	4 (1% of units)
Proposed Parking Spaces	888
Proposed Bicycle Parking Spaces	860
Proposed Amenity Area	
Proposed Indoor Amenity Area	1,300m <sup>2</sup>
Proposed Outdoor Amenity Area (At grade)	4,920m <sup>2</sup>
Proposed Shared Outdoor F4 and F13	1,400m <sup>2</sup>
Landscaped Areas	9,304m <sup>2</sup> (34%)
Proposed Park Block	1, 870m <sup>2</sup> (10% of site)

## 5.0 POLICY AND REGULATORY CONTEXT

As required by Section 2 and 3 of the Planning Act, the following section demonstrates consistency of the Amendments with the Planning Act, Provincial Policy Statement (2020), conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the Regional of Peel Official Plan (2022), the City of Mississauga Official Plan (2023) and City of Mississauga Zoning By-law 0225-2007 (as amended).

### 5.1 PLANNING ACT (2023)

Section 2 of the Planning Act requires decision makers in carrying out their responsibilities under the Planning Act, to have regard to, among other matters, matters of provincial interest. The following matters of provincial interest are relevant to the evaluation of the proposed development:

- a. the protection of ecological systems, including natural areas, features and functions;*
- h. the orderly development of safe and healthy communities;*
- j. the adequate provisions of a full range of housing, including affordable housing;*
- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians*
- r. the promotion of built form that;*
  - i. is well-designed,*
  - ii. encourages a sense of place, and*

- iii. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Based on a review of Section 2 of the Planning Act, the approval of the proposed development would not conflict with the above-mentioned matters of provincial interest. Other matters of provincial interest identified in Section 2 of the Planning Act are not relevant to these applications. Adherence of this proposal to these matters outlined above are spoken to throughout this Report. On this basis, it is our opinion that the proposed Amendments have regard for matters of provincial interest under the Planning Act.

## **5.2 PROVINCIAL POLICY STATEMENT (2020)**

The Provincial Policy Statement ('PPS'), 2020 is 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. 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, generally, 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.

### *Section 1.0 - Building Strong Healthy Communities*

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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, liveable, 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, livable 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and affordable housing for older persons), employment (including industrial and commercial), institutional (including places*

- of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
  - e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society”*

The Subject Lands fall within a Settlement Area designation, as defined by the Provincial Policy Statement (PPS). The proposed development aligns with the Provincial objectives aimed at fostering healthy, liveable, and safe communities, contributing to urban vitality and sustainability in several keyways. We have grouped the relevant policies into themes and outlined the ways in which the policies are satisfied, below:

- **Putting to better use otherwise Underutilized Lands:**  
The site as it exists today can be characterized as underutilized and incompatible with the surrounding character and greater vision for the neighbourhood. The proposal seeks to revitalize this site by introducing higher-density development with a mix of uses and aims to capitalize on the development potential of the land based on its locational attributes and serviceability. The feasibility of the development proposal is exhibited in the supporting studies submitted with this application.
- **Diverse Land Use Mix:**  
The project provides for a mix of residential, open space, and some employment opportunities. The Zoning By-law will be structured to permit for a range of ancillary uses including retail and service uses, and live/work units. This mix of uses adheres to the directives outlined in both the Region of Peel Official Plan and the Mississauga Official Plan with regard to complete communities in strategic areas of the Region/City.
- **Residential Opportunities:**  
The introduction of 1,301 residential dwelling units, helps to address the demand for housing in an area well-connected (inter and intra regionally, and beyond) by existing and planned transit networks. This thoughtful integration of land use planning and transportation planning targets ease of access and provides convenience for future residents. This site will also be subject to Inclusionary Zoning (Area 1) per its location within a Major Transit Station Area and therefore include affordable or attainable housing options along with market-based units in either a condominium or rental tenure in a well serviced area.

- **Urban Design:**  
Aligned with the local policies for Cooksville and the Hurontario Street corridor, amongst other relevant design-oriented policies/guidelines, the vision is to create a development that contributes to the creation vibrant, compact, and complete community. The Urban Design Brief submitted in support of this application helps to illustrate the ways in which the proposal satisfies the various urban design guidelines and considerations put forward by the City (and others). The Urban Design merits of the development proposal are spoken to further in the MOP section of this Report.
- **Promotion of Public Health and Safety:**  
The development has prioritized active public frontages where appropriate and public landscaped open spaces, contributing to public health and safety objectives and encouraging natural surveillance through the eyes on the street concept. Such design elements create a conducive environment for formal and informal areas for congregation, fluid or uninterrupted pedestrian movement and general quality of life and perceived safety.

The proposal provides for private space that allow for opportunities for recreational activities and congregation or socialization. The proposal also includes the creation of a new park which both serves existing and future residents. These elements combined will assist in meeting the long-term needs of a healthy, liveable and safe community.

The subject lands are adjacent a railway corridor and are subject to regulations regarding proximity to this corridor. All technical requirements with respect to noise and train derailment considerations have been incorporated into the site and building designs.

The removal of physical barriers and designing for accessibility have been facilitated through this proposal, are best suited for apartment building residences, and will further be refined through the detailed design process.

- **Optimizing Public Sector Investments and Infrastructure:**  
By strategically locating a relatively greater number of people and some jobs, this proposal makes more efficient use of underutilized lands and minimizes land consumption while capitalizing on existing services and infrastructure investments.

The proposal can be serviced through an extension of existing municipal infrastructure as exhibited in the Functional Servicing Report as prepared by CF Crozier & Associates. The proposal therefore supports minimizing land consumption through capitalization on underutilized lands and minimizing servicing costs by connecting to existing infrastructure that has the capacity to support the development. The details of

the servicing connections are outlined in the Functional Servicing Report as prepared by CF Crozier & Associates

The project lands can also take maximum advantage of proximate existing and future transit infrastructure thus optimizing the use of publicly-funded transit opportunities.

- **Low Impact Development Strategies:**

The project plans to incorporate low-impact development strategies where feasible. We note that the proposed LID features will be refined through the detailed design process when feasibility can be more accurately determined.

The proposed development reinforces principles of environmental stewardship and cost-effective development patterns. The proposed development employs environmental stewardship through the conservation of environmentally significant lands through intensification of already built-up areas. Policy directives noted above reference the importance of the interconnectedness of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Further, consideration of environmental stewardship and cost-effective development patterns have been considered by co-locating uses that are complimentary and providing more residents the opportunity to engage with multiple transit opportunities which may reduce reliance on private automobile trips. The non-residential portion and uses therein will continue to serve the existing and future residents which also provides opportunities to reduce length of or eliminate private vehicular trips.

The development proposal is in keeping with these policy directives since it can be serviced efficiently from an infrastructure perspective (sanitary, water), utilizes transit opportunities thereby enhancing transit utilization by providing for a density that is supportive of public transit, and minimizes land consumption through land development intensification.

The proposed development contributes positively to the social, economic, and environmental fabric of the community and aligning with the broader objectives of provincial and municipal planning policies.

Section 1.1.3, Settlement Areas, provides policy guidance on the growth and development of Ontario's Settlement Areas to encourage growth that varies in size, density, population diversity and intensity of land use. In an interest to utilize land efficiently, the following policies are relevant to the proposed development:

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

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

*a. effectively 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. support active transportation; and,*
- e. 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.*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The proposed development conforms to Section 1.1.3 of the PPS as the subject property is located within the Settlement area. Land use patterns within the Settlement Areas are generally encouraged to support intensification in areas supported by transit and a mix of uses. The proposed development will allow for an efficient use of land by accommodating additional housing stock on lands which include existing municipal services and are situated within a Major Transit Station Area (discussed further throughout this Report). The proposal will make efficient use of existing municipal infrastructure and allow for a cost-effective development which will reduce land consumption and servicing costs. The Subject Lands are located within walking distance from the Cooksville GO station which includes a MiWay transit terminal and near several public transportation bus routes, with additional nearby access to inter-regional GO service to support regional connectivity and contribute to the creation of complete communities. The proximity of the Subject Lands to a variety of transit services as well as the physical connections (sidewalks) and features (bike parking spaces and upcoming and future bicycle lanes/trails) promotes active transportation and will support transit ridership.

The proposed development intensifies the existing site and will be supported by existing infrastructure and public service facilities. *Figure 2 – Surrounding Destinations* shows the surrounding area and location of certain select services and facilities. *Figure 2 – Surrounding Destinations* shows the parks in the surrounding area. This proposal provides additional support to



the usage of existing parks and open space network as well as community and private services or businesses in the area. It is important to recognize that this is an area in transition and is likely, in the future, to accommodate features such as new parks and other features/amenities, upon build out.

The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design and architectural design which have regard for the findings and recommendations found in the rail safety report, sun shadow studies, Wind Study and Noise Study. The Noise and Wind study conclude that the development is supportable with certain mitigation measures. These mitigation measures will be further refined at the detailed design stage when more detailed reports are provided.

As exhibited in the Shadow Study and accompanying summary, the proposal largely achieves the City's sun access factor criterion internal and external to the site. The requirements are mostly met, and impacts can be considered non-material, as evidenced in the justification provided in the Sun Shadow Study as prepared by TCA Architecture. The massing of the building has gone through iterations and is primarily based on controlling the shadow impact. The proposal including the building shapes and floorplates aim to provide maximum sunlight penetration on the streetscape, outdoor amenity areas, adjacent open spaces and buildings consistent with the intent of the sun shadow design guidelines.

The proposal will offer an appropriate means of regeneration within the area and will improve and animate the interface with the public rights-of-way through thoughtful urban design strategies.

The proposal will promote the efficient use of land through a more compact built form, which is encouraged by the PPS where it can be accommodated. Based on the supporting technical studies, the site and the area can reasonably accommodate the development proposal, in terms of density and built form, consistent with the PPS policies. The development also proposes non-residential uses which will provide opportunities for existing and future residents. Incorporating this land use further promotes the efficient use of the subject site.

Efficient use of existing transportation options and the provision of opportunities for active transportation with both on-site resident and visitor bicycle parking facilities generate the possibility of reductions in greenhouse gas emissions and improved air quality. As outlined in the TIS prepared by CF Crozier & Associates, there are additional transportation demand management items that are recommended for the proposal, specific to cycling amenities, such as; secure and excess bicycle parking spaces as well as a bicycle repair station (both on site).

The proposed development includes connections to existing sidewalks and proximity to public transportation systems thereby encouraging walking and engagement with public transit as options for alternative modes of transportation. John Street is also proposed to host a multi use trail connection, consistent with the City's Transportation Master Plan.

In addition to the justification provided in the section above, related to Section(s) 1.1.1 and 1.1.2 of the PPS, which we believe also generally provides justification for Section 1.1.3, we provide the following commentary.

Pursuant to the above noted policies in the PPS, the proposed development is consistent with Section 1.1.3 as it is located within the settlement area and further satisfies the locational criteria outlined in Section 1.1.3 regarding capitalization on existing infrastructure, access to transit, increases in densities where it can be accommodated and providing or promoting active transportation options.

Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed Amendments are therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

Housing policies are found in Section 1.4 of the PPS. These policies provide for an appropriate range and mix of housing typologies and densities as follows:

*“1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;”*

To achieve this, the PPS encourages the redevelopment of new housing through residential intensification and redevelopment in appropriate locations where it can take advantage of existing and planned infrastructure and community amenities. The applicable policies indicate the following:

*“1.4.3 planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations”*

The proposed development is consistent with the above-noted policies put forward by the PPS. The proposed development contributes to the range of housing options by introducing a mix of unit sizes which can cater to different households and to accommodate families and individuals in various stages of life. The proposed development can be supported by existing municipal infrastructure including municipal services and existing and planned transit.

Policy 1.4.1 (a) references the need for an intensification first approach which utilizes the existing land supply. The proposed development will direct development to a currently underutilized parcel of land, within a well serviced neighbourhood and providing connectivity to accommodate projected growth requirements of current and future residents. Therefore, the proposed development is consistent with Policy 1.4 of the PPS as it provides for housing which can be supported by existing public services and the use of available transit infrastructure.

Consistent with the above noted policies, the development presents the introduction of new housing which is appropriately directed to a location where there is an appropriate level of infrastructure available to support the projected needs. The subject lands are situated along an “Intensification Corridor” and within a “MTSA” and therefore warrants a certain degree of intensification (as feasible through evaluation of technical merits). The proposed density efficiently uses land, resources and infrastructure and supports the use of active transportation and transit, beyond that in which it is presently utilized.

It is for the reasons provided above in response to Section 1.4 of the PPS, and where applicable, for those provided in previous sections of this Report in response to Sections 1.1-1.3 of the PPS, that we are of the opinion that the proposed development demonstrates consistency with Section 1.4 of the PPS.

Section 1.5 of the PPS provides policies relating to public spaces, recreation, parks, trails and open spaces:

*“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 undergone thorough planning and design to introduce a series of landscape and public realm enhancements. These elements incorporate indoor, rooftop and at-grade outdoor amenity areas, as well as landscaped open spaces flanking the northern, western, and eastern boundaries of the property. The easterly ‘block’ described in the development concept plan is planned to be dedicated to the City as a public park for use of area residents, both existing and future. Direct and continuous pedestrian access along the John Street frontage has been incorporated into the design.

The overarching goal of the landscaped open spaces and outdoor amenity areas is to create environments that offer residents and visitors safe, comfortable, and convenient access, fostering

opportunities for enjoyment and socialization. The architecture package attached to the application, illustrates the strategic placement of these areas, including above the rear parking structure. It is anticipated that these amenities will not only enhance the quality of life for residents but also promote social interaction and community connectivity as well as a feeling of safety through the provision of natural surveillance.

The inclusion of rooftop outdoor amenity areas, combined with strategically positioned indoor amenity spaces, provides opportunity for enjoyment and social interaction. The active streetscape planned along the John Street frontage aims to contribute to a vibrant, safe, and enjoyable urban environment. A sidewalk zone is planned to facilitate direct pedestrian connections to individual non-residential uses, street furniture, and other public realm enhancements, creating a lively streetscape capable of accommodating higher levels of pedestrian activity.

The site has been thoughtfully planned and designed to implement a vibrant streetscape along John Street, emphasizing not only aesthetics but also functionality and accessibility with various streetscape design attributes for different building programming as seen in the architect's sections.

The proposed development proposes an improved sidewalk network condition by providing new and/or improved pedestrian access points via contiguous sidewalks from the existing public right of way. A larger opening or frontage along the proposed park block from previous iterations of the concept plan also promotes both the visual and physical connection opportunities.

Section 1.6 of the PPS provides policies relating to infrastructure and public service facilities:

*“1.6.6.2        Municipal 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 the services.”*

The proposed development will utilize existing public service facilities to minimize increased municipal servicing and optimize the use of services. The submitted Functional Servicing Report as prepared by CF Crozier & Associates confirms that municipal services will be utilized. Therefore, the subject property conforms to Section 1.6 of the PPS by utilizing existing municipal services to accommodate the proposed development.

Section 1.6.7, Transportation Systems, provides direction to support the integration of transportation and land use to support the efficient movement of people and goods. The following policies are relevant for the proposed development.

*“1.6.7.2        Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

- 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.*
- 1.6.8.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent land to existing or planned corridors and transportation facilities should be designed to avoid, mitigate or minimize negative impact on and from the corridor and transportation facilities.”*

The Subject Lands benefit from existing and planned transportation infrastructure including active transportation routes. Mississauga Transit (‘MiWay’) operates three (3) existing Bus Routes along Hurontario Street and two (2) along Dundas Street West. With a service frequency of approximately 10 minutes, these routes provide connections to diverse destinations across Mississauga. Additionally, it is approximately 800 meters north of a planned Bus Rapid Transit (‘BRT’) Station at Dundas Street West and Hurontario Street. The Cooksville GO Station acts as a pivotal transit hub, linking commuters within Mississauga through MiWay buses and providing connections to Milton/Toronto through GO Trains (as described in Section 3.4.1 of this Report and in the

Transportation Impact Statement as prepared by CF Crozier & Associates). Notably, the Cooksville GO Station is located approximately 250 meters west of the site, ensuring convenient walking access for residents and visitors engaging in day to day activities. Recent public investments in the Cooksville GO Station have provided opportunities for both bus transit and GO train service in one convenient location. The MiWay bus terminal at the Cooksville GO Station is pictured here.



Based on the subject lands’ proximity to the Cooksville GO Station, the Site falls within the Cooksville GO Major Transit Station Area (‘MTSA’). The site is also positioned approximately 220 meters east of a planned Light Rail Transit (‘LRT’) Station at John Street and Hurontario Street.

The proposal supports the existing and planned transportation assets and their locational attributes, appropriately proposing a higher-density, mixed-use development to promote ridership. By encouraging the use of active transportation modes and strategically placing the development within walking distance of transit nodes, the project seeks to foster a community where residents and visitors can easily walk to their destinations, reducing reliance on private automobiles. In response to this, the team has proposed a parking rate of 0.5 spaces per unit and 0.15 spaces per unit for residents and visitors (consistent with the City's newly introduced, but not yet in effect at the time of authoring this report, parking ratios for sites along the HuLRT – including Downtown Cooksville). This rate is expected to support the development proposal based on the City's most recent work and specifically with respect to the site's location and serviceability from a transit perspective. The proposal will also aim to implement the proposed Transportation Demand Management recommendations (outlined in the Traffic Impact Study as prepared by CF Crozier & Associates) which are implemented generally to promote more options in travel choices for the users (or residents/visitors of the development in this case), promoting a lesser reliance or preference on private automobile travel. While the area does provide existing TDM opportunities, there are TDM measures being explored as part of the development of this site which are a direct response to the site's locational attributes and access to various modes of transit/travel. More information on the parking rates as well as the supporting TDM measures is provided in the Traffic Impact Study as prepared by CF Crozier & Associates.

In addition to its transit-oriented advantages, the Subject Lands benefit from proximity to commercial plazas within walking distance. These commercial establishments offer a diverse array of services to cater to the day-to-day needs of both current and future residents. This integrated approach to transportation and land use planning supports the comprehensive and forward-thinking nature of the proposed amendments related to the future for the Cooksville area.

Section 1.7.1, Long-Term Economic Prosperity, provided guidance on how developments should be economically sustainable to benefit future generations.

- 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 strategic approach to land uses provided through the amendments not only provides more local employment opportunities but also aims to assist in addressing anticipated local needs, contributing to shaping Cooksville into a more complete community. The development aspires to contribute to a holistic environment where residents can live, work, play, and shop, fostering a sense of cohesion and self-sustainment within the community. The building also provides live/work units, which may be economically helpful for a new business, and dedicated commercial spaces which could be occupied by future residents which promotes opportunities for a diverse workforce. Based on statistical evidence, this project will likely contain the kinds of employees typically seen in census surveys in the City: working from home employees, running a business employees, or contractors that base their business at home but conduct the business at various locations. This all contributes to the evolving market place needs of employers and employees.

As exhibited in the Housing Report, the proposal will provide a mix of unit types and sizes acknowledging the importance of diverse residential options to accommodate the varied needs of the population, including an aging population. By providing for a greater amount and range of housing in a strategic area (based on serviceability) the proposal supports the wise use of land, resources and infrastructure. Through the better utilization of the subject site, the proposal will be able to encourage a stronger sense of place.

The planned landscape and streetscape improvements are described in the Urban Design Brief and are further articulated in the Streetscape Feasibility Study. The provision of landscaping and amenity space(s) into this area creates a better environment than that which currently exists in terms of green space and open spaces. It is the goal of this team to provide an upgraded urban experience while incorporating natural elements.

Through the integration of non-residential uses, promoting housing diversity, emphasizing architectural excellence and incorporating ecological considerations, the plan envisions a vibrant and sustainable Cooksville, assisting in meeting the needs of both present and future generations. This approach aligns with the broader goal of complete communities that enhance the overall quality of life for residents.

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

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

*Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

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

Section 5.5 of the report delves into the particulars of the Mississauga Official Plan (MOP) and the appropriateness of the amendment(s) when evaluated against the MOP. The MOP requires an amendment to permit for the redevelopment of the Subject Lands to optimize the utilization of available land, resources, and infrastructure. Recognizing this limitation, and other inconsistencies in policy frameworks, along with existing zoning which doesn't match the policy ambitions for this area, the proposed Official Plan Amendment and Zoning By-law Amendment (Amendments) are requested.

In essence, the proposed Amendments serve as a strategic tool to bridge the regulatory gaps and enable the realization of a development that not only complies with Provincial and regional planning goals but also maximizes the potential of the Subject Lands in a manner that is sustainable, transit-friendly, and in harmony with contemporary urban design principles. This approach ensures that the redevelopment is not constrained by outdated or generic policies, but rather, is guided by a forward-looking, context-specific regulatory framework. These Amendments are appropriate in the context of the Provincial Policy statement.

### **5.3 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 1.2.1 – Guiding Principles*

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Section 1.2 of the Growth Plan provides overarching policy guidance with respect to complete communities, a range and mix of housing and the protection of natural heritage features and systems.



- “ 1.2.1        The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*
- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
  - Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
  - Protect and enhance natural heritage, hydrological and landform systems, features, and functions.”*

The Proposed Development will contribute to complete communities by providing housing which supports the demographic and the changing character of the area. The proposed 1,301 residential units will be supported by existing and proposed amenities, facilities and services to meet the needs for daily living. The proposed development will additionally provide convenient and accessible non-residential uses supporting the concept of complete communities.

## *Section 2 – Where and how to Grow*

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Section 2 of "A Place to Grow" establishes a comprehensive policy framework dictating the management of forecasted growth. The overarching principle is the strategic direction of growth toward settlement areas capable of fostering complete communities. Additionally, the framework acknowledges that limited growth is anticipated within rural areas. The policies outlined in this section specifically pertain to the appropriateness of the Amendments and ultimately, development of the Subject Lands.

The policies in Section 2 of "A Place to Grow" provide a framework to accommodate growth in a manner that is sustainable and responsible, and also contributes to the creation of vibrant and inclusive communities.

- “2.2.1.2        Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a. the vast majority of growth will be directed to settlement areas that:*
    - i. have a delineated built boundary;*
    - ii. have existing or planned municipal water and wastewater systems; and*
    - iii. can support the achievement of complete communities;*
  - c. within settlement areas, growth will be focused in:*
    - i. delineated built-up areas;*
    - ii. strategic growth areas;*
    - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned;*
    - iv. areas with existing or planned public service facilities;”*

The Subject Lands fall within the delineated Built-Up Area of the City of Mississauga. Built-Up Areas are designated zones where growth and development are anticipated to take place. The contemplated redevelopment of the Subject Lands is in accordance with this.

Further, the proposal aligns with the vision for optimizing lands within a strategically identified area for growth (refer to the Region of Peel Official Plan and Mississauga Official Plan section(s) of this Report).

The Subject Lands can be serviced by an extension of the existing municipal water and wastewater infrastructure. As exhibited in the Functional Servicing Report, the existing infrastructure that is available and can be upgraded where needed is key to the implementation of the proposed redevelopment.

The subject site is positioned in an area served by existing and planned transit services. This strategic location aligns with the broader goal of promoting sustainable transportation and reducing reliance on private vehicles.

The proposal is designed to support the realization of Cooksville as a complete community and supporting its planned role as a Major Transit Station Area. This includes strategic planning such as offering a range of amenities, services, and housing options to meet the diverse needs of its residents. By aligning with this vision, the redevelopment of the Subject Lands contributes to the overarching objectives outlined in "A Place to Grow" and facilitates the development of a vibrant, sustainable, and complete community in Cooksville.

With respect to the establishment of complete communities, Policy 2.2.1 Managing Growth provides that:

*"2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:*

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

- e. provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f. mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g. integrate green infrastructure and appropriate low impact development.'*

The proposed development is strategically designed to contribute to the realization of a complete community, representing a thoughtful and comprehensive approach to city planning.

The development is intended to promote the efficient use of land and provide a mix of residential, and non-residential uses, including opportunity for employment. This vision seeks to create a vibrant urban environment where residents can live, work, and have access to day to day services and amenities. The development will support the creation of a complete community. The proposal provides a publicly accessible park and includes the provision of walkways and streetscape elements that help to create a vibrant public realm – internal and external to the site. The Elevations and Renderings prepared by TCA Architecture as well as the Streetscape Feasibility Study prepared by C.F. Crozier & Associates Inc. illustrates how the proposed buildings interact with the public streets and internally to the site. Implementation of urban design strategies and landscaping strategies will be a priority through the detailed design process. The development also incorporates space for shopping opportunities which allows new residents to be able to walk to these services directly adjacent their homes, and for existing residents to use new commercial uses.

The development demonstrates conformity with the Growth Plan as it proposes transit supportive densities consistent with the level of service in this area (see Traffic Impact Statement prepared by CF Crozier & Associates). Given the subject lands' location, it's accessibility to existing transit options provides an opportunity for a reduced dependence on the automobile which in turn can result in a potential reduction in greenhouse gas emissions. Further, by locating new residential areas within the urban area, these new residents have access to work close to existing employment opportunities whether in dedicated employment character areas, nodes, or in other office and commercial settings in adjacent, or other City areas.

The development provides housing choice for people with varying incomes, life stages, and lifestyle preferences, promoting social diversity and inclusiveness within the Cooksville community. This is also referred to in the Housing Report submitted in support of this Application.

The proposal envisions high-quality, compact built forms that contribute to a vibrant public realm. Architectural and urban design elements, along with active street frontages along John Street, thereby enhancing the pedestrian and/or user experience. An attractive and continuous pedestrian realm supported by hard and soft landscaping features are guided by a combination of consulting professionals, examination of precedent setting cases around the City and previous consultation with Staff. Urban Design considerations have been an integral part and guiding principle throughout the site programming process and will continue to be a priority through the site design, and site development plan approval stages of this proposal. The proposed development in its current configuration offers an increase in landscape and open space. This would act as a resource by

contributing to the area's existing inventory of greenspace. The site provides an opportunity to introduce an upgraded streetscape condition along John Street. This in turn, fosters pedestrian interaction and foot traffic. It is the intention of this design team to work with guidelines put forth by the City of Mississauga to understand and implement particular urban design strategies that will create a visually appealing internal and external streetscape catering to pedestrian comfort. This will be supported through the provision of high-quality buildings in terms of design and material, as well as building orientation and general site programming.

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 Cooksville Urban Growth Centre. As such, the following policies apply.

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

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

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

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

The proposal aligns with the policy objectives outlined for Urban Growth Centres, demonstrating a commitment to fostering sustainable and vibrant urban development. The keyways in which the proposal supports the Urban Growth Centre policy objectives are:

**Appropriate Location for Higher Density Development:**

Through its location in an Urban Growth Centre, the proposal adheres to the strategic directive of concentrating higher density development in areas well-suited to accommodate growth. This approach ensures that the intensification efforts are targeted in locations with the necessary infrastructure and amenities to support increased population and employment.

**Support for Population and Employment Growth:**

The proposal actively contributes to the overarching goal of achieving population and employment growth within the Urban Growth Centre where jobs and housing can be easily accessed.

**Meeting Minimum Density Targets:**

The proposal is designed to support the attainment of the Urban Growth Centre minimum density target of 200 residents and jobs combined per hectare. This commitment to density aligns with the

principles of efficient land use, promoting a compact and vibrant urban environment that optimizes the use of space and infrastructure.

In summary, the proposal for the Subject Lands not only conforms to the specific designation within Schedule 2 but actively contributes to the broader objectives outlined for Urban Growth Centres. By concentrating higher density development in the Urban Growth Centre area, supporting population and employment growth, and meeting minimum density targets, the proposal exemplifies a strategic and sustainable approach to urban development in accordance with "A Place to Grow."

In section 2.2.4 of 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 8, the Subject Lands are identified as being located within the Cooksville-GO MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

- '2.2.4.1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.'*
- 2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station*
- '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.'*

The redevelopment of the Subject Lands aligns with the strategic vision outlined in Schedule 5 of "A Place to Grow," where Hurontario Street is designated as a priority transit corridor. This corridor designation, when planned properly, supports transit-oriented development. The Subject Lands therefore are ideally situated to accommodate higher densities which capitalize on transit options for residents and visitors. The proposed development contemplates the intensification of an underutilized location suitable for growth. The subject property's adjacency to various transit opportunities accommodates greater densities via intensification thereby reinforcing ridership and transit usage. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities.

The Hurontario LRT network, the planned Dundas BRT network, and the surrounding MiWay bus routes are classified as frequent transit services, as defined by "A Place to Grow." By providing access to each these transit services, the proposed redevelopment becomes an integral part of a transit-supportive development.

The proposed development actively supports the Provincial policy objectives for Transit Corridors and Station Areas. It is important that these policies be reviewed and evaluated in order to understand and capitalize on the intent of integrating the guiding principles of land use planning and transportation planning as they are not mutually exclusive, especially in the evolving context of cities targeted for population growth and with housing targets to fulfill.

The contemplated redevelopment of the Subject Lands and the associated Amendments adhere to the Provincial policy objectives by directing higher density, compact, mix of uses to an appropriate location along the transit corridor. This approach optimizes the use of the urban space and supports sustainable transit-oriented living.

The development also aligns with the objectives of the Cooksville GO Major Transit Station Area (MTSA) by assisting in achieving the minimum density target of 200 residents and jobs combined per hectare. This commitment to density contributes to the overall vitality and sustainability of the transit-oriented community.

The subject lands fall within the 500m radius of a Major Transit Station Area as identified in the ROP and MOP. This proposal is supportive of the policies put forth in section 2.2.4 of the Growth Plan as it proposes to increase the amount of potential transit users within walking distance of the major transit station area. The subject lands have access to a variety of bus routes that connect to higher order transit modes and direct access to the Cooksville GO Station. For these reasons, the proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject lands possess locational advantages related to ease of access to existing commercial uses and links to employment uses. A reduction in parking ratios has been proposed in response to area characteristics, the evolving vision of the area, as well as part of TDM measures for the site. The technical rationale for the proposed parking reduction is provided in the Traffic Impact Statement as prepared by CF Crozier & Associates.

The development offers an appropriate type and scale of intensification in the community as it will appropriately fit in with existing and from what we anticipate, proposed residential densities in the MTSA. The proposal is appropriate in its function as it utilizes lands in a Major Transit Station Area for higher density residential development.

Section 2.2.6 provides policy direction for housing for both upper and lower-tier municipalities in regard to growth targets and the creation of a diverse housing mix. Relevant policies within Section 2.2.6 include the following:

*“2.2.6.1 Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

*a. support housing choice through the achievement of the minimum intensification and density target in this Plan, as well as the other policies of this Plan by:*

*i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;*

*ii. establishing targets for affordable ownership housing and rental housing;*

*2.2.6.2 Notwithstanding policy 1.4.1 if the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

*a. planning to accommodate forecasted growth to the horizon of this Plan;*

*b. planning to achieve the minimum intensification and density targets in the Plan;*

- c. considering the range and mix of housing options and densities of the existing housing stock; and*
- d. planning to diversify their overall housing stock across the municipality.*

*2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

*2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The Proposed Development conforms with the policies contained in Section 2.2.6 of the Growth Plan through proposing a residential development which supports the City in reaching their housing targets.

The proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject land's adjacency to transit opportunities, links to major areas in the City, rationalizes the proposed residential density, parking ratio and dwelling unit typologies. The proposed development contemplates additional housing inventory in a location suitable for this scale of growth. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities and access thereto. While there are existing and proposed apartments in the area, the development proposal presents a logical land use in terms of the goals, visions and objectives of the overarching land use policy frameworks related to density or intensification in strategic growth areas. The proposal is appropriate in its function as it utilizes lands in proximity to, or with access to, transit corridors for residential development.

The subject lands possess locational advantages related to ease of access to existing commercial uses and links to employment uses. Existing employment opportunities and businesses, services, active transportation and recreation opportunities are accessible from the subject lands and will provide support for the proposed residential development, and the proposed residential development will provide support for these uses. This will contribute towards the development of a complete, healthy, active and vibrant Mississauga.

The commercial portion of the proposal will contribute to the existing inventory of services in the area. The intention is to maintain the land use permissions as originally intended by the existing municipal land use designation (being high density residential) while putting the site to better use by increasing permitted land uses based on its locational advantages.



## *Summary*

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The proposal's commitment to intensification is in line with the overarching goals of the Growth Plan, which encourages the efficient use of land resources within existing neighbourhoods. By choosing to intensify development on this parcel of land, the project demonstrates a conscientious approach to urban planning.

The proposed Official Plan and Zoning By-law Amendment provides conformity with the principles of facilitating complete communities, which emphasize well-rounded, accessible, and inclusive neighbourhoods that offer a range of housing types, amenities, and transportation options. The integration of the proposed development into the existing community's built form and design features reinforces its compatibility with the neighbourhood's character and the overarching planning objectives.

The proposed development will also facilitate the creation of complete communities by proposing 1301 units with a mixture of unit sizes and options to support a diverse range of lifestyles. In addition, the proposed Amendments conforms by proposing to intensify an underutilized parcel with servicing capacity, further increasing the supply of homes. The proposed Amendments therefore conform with the housing policies contained in Section 2.2.6 of the Growth Plan.

In summary, the proposed amendments conform to the policies of the Growth Plan by proposing a residential density that is supportable from a technical perspective in an area where it can be supported. Therefore, these land use planning tools (Official Plan Amendment and Zoning By-law Amendment) are considered to be in conformity with the Growth Plan policies identified above. The proposal conforms to the intent of the Growth Plan 2020 as it provides an opportunity to contribute to the concept of complete communities and the wise consumption of land through the provision of a mix of uses in an intensified nature where it can be supported. It provides for diversity of uses in the delineated built-up area, and further will assist in both achieving density targets and help to accommodate for growth forecasts. The location of the development is ideal in terms of providing for multi-modal transportation options, including active transportation and transit which will assist in furthering Provincially defined goals.

In light of the above analysis, it is the opinion that the proposed development conforms to the Growth Plan policies, particularly regarding the promotion of complete communities and the prudent use of land resources through intensification within an established neighbourhood. The consideration of the implementation and interpretation policies of the Growth Plan further substantiates the alignment of the proposed development with the broader policy framework.

## **5.4 REGION OF PEEL OFFICIAL PLAN (NOVEMBER 2022)**

The Region of Peel Official Plan (ROP) serves as a comprehensive and forward-looking guiding document that shapes land use planning and growth management across the three member municipalities: The City of Mississauga, the City of Brampton, and the Town of Caledon. The plan, extending its vision up to the year 2051, delineates strategies for managing growth and development within the Peel region, providing a framework for sustainable and organized urban development.

The Subject Lands fall within the 'Urban System' designation as per Schedule E-1 of the ROP, as illustrated in Figure 7. The Subject Lands are situated within an Urban Growth Centre (Schedule E-1, Regional Structure), which generally promote for higher-density, mixed-use development and overall intensification. The development falls within a Strategic Growth Area (Schedule E-2, Strategic Growth Areas), emphasizing its significance in accommodating growth and contributing to the broader vision of strategic and sustainable urban development. The Subject Lands are located within a Major Transit Station Area (Schedule E-5, Major Transit Station Areas), highlighting their proximity to major transit facilities and the potential for transit-oriented development and the integration of land use planning and transportation planning. Positioned along a Regional Intensification Corridor (Schedule E-2, Strategic Growth Areas), the development aligns with the goal of intensifying land use along designated corridors to support transit and urban growth. The Subject Lands are situated along a Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor), emphasizing their connectivity to efficient transit services.

The analysis takes into account the recently approved November 2022 Region of Peel Official Plan, reflecting the most current regional policies applicable to the proposed development.

The proposed Official Plan Amendment and Zoning By-law Amendment are designed to align with and implement the ROP. These amendments serve as tools to bring the development in line with regional policies, ensuring that it contributes effectively to the overall growth strategy and vision outlined in the ROP.

It is the goal of the Region of Peel to:

*“5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide and efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel”*

The subject lands are within the Region of Peel’s “Urban System” shown on Schedule E-1: Regional Structure of the Region of Peel Official Plan (*Figure 7 - Regional Structure Schedule E-1*). The subject lands are situated within a “Primary Major Transit Station Area”. On Region of Peel Schedule E-5, the subject site is designated as a Primary Major Transit Station Area and a Growth Plan Priority Transit Corridor (*See Figure 8 – Region of Peel Major Transit Station Area Mapping*). The evaluation of the policies related to these designations are provided below.

Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

- “5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*
- 5.3.1.6 To promote crime prevention and improvement in the quality of life.*
- 5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.”*

The goal of the defined Regional Plan's land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities will be served and connected by a transportation system that will enable the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region. The proposed amendments will bring the subject lands into conformity with the Regional Plan by creating a transit-supportive, serviced and pedestrian friendly development containing a mix of land uses.

The proposed development conforms to the policies in the Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an access to existing services including but not limited to, public transit, recreation and employment opportunities across the City, Region and beyond.

The proposal offers a compact urban form which efficiently utilizes the site and capitalizes on established services and infrastructure, promoting the efficient use of land. The proposal considers the characteristics of existing services in the area by providing for an increase in residential density in an area that provides access to a variety of day-to-day goods and services.

The proposal provides for transit-supportive densities in a PMTSA and will be aesthetically designed in a way that is conducive to fostering a desirable pedestrian realm, both internally to the subject lands and along the street frontages. Design techniques, such as stepped designs will be strategically implemented within the subject lands to create a space that is both intensified in terms of density, however sympathetic to the pedestrian realm and surrounding neighbourhood.

The development will reinforce CPTED guidelines to create spaces and places where people are able to safely interact with their surroundings with a sense of security. Informal surveillance of the street frontages to the site increases CPTED considerations for the existing neighbourhood in comparison to existing conditions on the subject lands.

Policy 5.3.1.8 speaks to aging in place. Through the provision of a range of housing types with access to existing services and infrastructure, residents will have the ability to live safely with independence, within the City of Mississauga. The site will be designed to prioritize accessibility to ensure that residents are able to freely move and interact with the amenities that the site has to offer. Uninterrupted connections, posing no physical barriers, will allow residents to also access off-site amenities such as public transit. These housing types can be generally seen as more affordable than detached dwellings or other forms of lower density housing, as well, making them more financially accessible.

Section 5.4, Growth Management, makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities. Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel.

#### ***5.4 Growth Management***

As per the Region of Peel Official Plan (ROP), the direction for development and redevelopment is to be strategically focused, emphasizing intensification in certain areas. The Subject Lands, falling within the Region's Built-Up Area and identified as a Strategic Growth Area, are subject to specific policies and considerations outlined in the ROP.

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.'*

The above noted policies from Section 5.5 of the Region of Peel Official Plan effectively rationalize the proposed development. The lands as they exist today can be considered underutilized as related to the PMTSA designation and as exhibited by the supporting studies, can support this scale of intensification as proposed under this application. The proposal supports the creation of complete communities as it proposes a compact, well designed development catering to people at all stages of life whilst providing ease of access to services and amenities across the City and beyond. The characteristics of the proposal, such as the provision of amenity spaces, transit to access services and amenities serves to protect and promote human health. With the proposed density increase at this location, it contributes towards less pressure on growth outside of the built-up areas of the Region.

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 proposed development aligns generally with the Growth Management objectives and policies outlined in the Region of Peel Official Plan as it contemplates the intensification of underutilized, strategically located lands.

The amendments put to better use otherwise underutilized lands within the Delineated Built-Up Area (and other areas of significance), and therefore adhere to the principle of intensification within already built up areas, where it can be supported. This approach optimizes land use in areas suited to support increased density which has been exhibited in supporting documents such as the Functional Servicing Report and Transportation Report. The location within the Cooksville PMTSA further emphasizes the significance of the proposed development in contributing to the broader vision of creating vibrant, mixed-use, and transit-oriented urban environments. PMTSA policies typically encourage higher density development with a mix of uses in close proximity to major transit facilities, promoting

accessibility and reducing reliance on private vehicles. As part of a Strategic Growth Area, the proposal aligns with policies that prioritize well-planned growth, fostering sustainable and strategic development patterns.

The proposal's proximity to a Light Rail Transit Corridor signifies a commitment to transit-oriented development. This location allows future residents and visitors to take advantage of existing and planned transit infrastructure. This provides residents and visitors have access to a variety of amenities, services, and travel modes within a walkable and transit-supportive environment. The proposal's commitment to a transit-supportive density aligns with the overarching goal of encouraging higher density development near transit nodes. This not only supports efficient transit operations but also contributes to the creation of a dynamic and interconnected urban community.

The proposed development exemplifies a strategic response to Growth Management objectives by concentrating intensification efforts within a designated Built-Up Area, Urban Growth Centre, Strategic Growth Area, Major Transit Station Area, and near a Light Rail Transit Corridor. The emphasis on high-quality, compact, mixed-use development enhances the overall urban fabric, contributing to the realization of Cooksville as a complete community with a strong focus on transit accessibility and a diverse range of services.

The proposal conforms to Section 5.5.2 of the Region of Peel Official Plan by providing for new growth within an already built-up area through intensification. The proposal does not require the establishment of a new settlement area. The proposed development takes advantage of the services and amenities available in the area and will continue to serve the existing community. The location of the subject lands offers opportunities for access to employment opportunities and access to commercial and retail services such as those located within the area and accessible via the various modes of transit. As outlined above, new growth is to be directed to the Region's Urban System in pedestrian friendly, transit-supportive urban development as the planned project will fulfil.

Intensification is encouraged where complete communities and transit supportive development can be achieved. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate a well-designed, transit-oriented area that offers new housing options in an existing community and will therefore reinforce the complete communities' objectives of the Regional Plan, specifically related to growth and intensification in appropriate areas within the defined Urban System.

## ***5.6 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 development 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 subject lands are within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land which through the proposed development, will utilize existing infrastructure and services, thereby capitalizing on infrastructure investment. The proposed development provides intensification in an area suitable for this type and scale of development when evaluated against the policies of a PMTSA. The proposed development is strategically aligned with the Urban System objectives and policies by incorporating several key elements that contribute to the overall vision for a dynamic and well-connected urban environment.

The proposal includes the intensification of the subject lands to be developed with uses and density beyond that which is envisioned under the local policy planning framework however, does remain compatible through purposeful built form design and site programming. In support of this, TCA Architecture has prepared a Urban Design Brief which speaks to the merits of the proposal in relation to the surrounding or area context.

The proposal supports the establishment of a vibrant neighbourhood by providing for regeneration of the subject site through creative urban design solutions, an enhanced streetscape along John Street and will contribute to the overall improvement and evolution of the area by providing for a development of an appropriate scale which does not materially offend existing development, nor preclude or hinder surrounding sites from redevelopment, consistent with the in-effect and evolving

land use policy framework. The proposal also includes a park block which is urbane in shape and form and has many programming opportunities. This new community space fits appropriately in this area targeted for compact urban form.

The proposal emphasizes high-density development, promoting efficient land use and intensification within the Urban System. The compact and mixed-use nature of the development enhances its vibrancy, contributing to a diverse and active community. The development's location in close proximity to existing and planned transit networks aligns with transit-supportive policies, encouraging residents to rely on public transportation. Additionally, the pedestrian-oriented design enhances walkability, promoting a healthier and more sustainable mode of transportation.

By being situated near active transportation infrastructure, the proposal encourages alternative modes of mobility such as cycling and walking. This aligns with the broader goal of creating a well-connected and accessible urban environment. The strategic placement of the development in close proximity to amenities that support daily living further enhances its appeal. Residents will have convenient access to services, retail, and recreational facilities, contributing to a more livable and generally desirable community.

The inclusion of both residential and non-residential uses aims to cater to a variety of needs, fostering a diverse and dynamic urban environment. The proposal's commitment to efficiently utilizing existing services aligns with the principle of sustainability. This approach minimizes the need for additional infrastructure while maximizing the benefits derived from the existing urban context.

The proposed mixture of work-live units, and 1-, 2-, and 3-bedroom dwelling units contributes to housing diversification. This diverse range of housing options addresses the needs of households with varying sizes, income levels, life stages, and lifestyle preferences, promoting inclusivity and choice. More information on the provision of housing is provided in the Housing Report Section of this Report.

The proposed development serves as a model for Urban System objectives and policies by providing for a higher-density, transit-supportive mix of uses.

#### *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 Cooksville, within the Cooksville GO Major Transit Station Area ('MTSA') and along the Hurontario Regional Intensification Corridor. This places the subject site within a Strategic Growth Area within the Region's Official Plan.

Relevant policies, objectives and excerpts are as follows:



*The Strategic Growth Areas identified on Schedule E-2 of this Plan, are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.*

*The Strategic Growth Areas identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:*

- 1. Urban Growth Centres*
- 2. Major Transit Station Areas*
- 3. Nodes/Centres*
- 4. Intensification Corridors*

The subject site is situated within an Urban Growth Centre, Major Transit Station Area and Intensification Corridor. Based on the heights and densities historically being approved in the Urban Growth Centres, we are of the opinion that the scale and density of this proposal in the context of its location represents good planning both from a City hierarchical perspective and technical feasibility perspective, as evidenced in the supporting documents.

Therefore, the following policies are applicable:

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.’*

The proposed Official Plan and Zoning By-law Amendment(s) are consistent with the objectives set forth in Section 5.6.17. The proposal will provide for a development that is supportive of contributing to complete communities and focuses on urbanizing an area that is largely underutilized based on its suitability for development and its locational advantages related to multi modal transportation options. The MTSA is well connected through a variety of multi modal transit networks. That being

said, the proposal also supports maximization of efficiencies in infrastructure, services and transit ridership.

The proposal plans to provide some direct and other indirect employment opportunities through the provision of commercial and retail services that continue to serve the existing area.

It is our opinion that based on the area characteristics and level of service, that the residential and non-residential split offered by this proposal is the most optimal use of land, responding to the Regional objectives as described above.

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 aligns with Strategic Growth Areas by providing higher-density development with a mix of uses on underutilized lands. Positioned near existing and planned transit networks, the project promotes transit-friendly living and reduces reliance on private vehicles. Its focus on a pedestrian-oriented design fosters walkability supporting more sustainable mobility options, contributing to a healthier community. The proposal supports the intent of Strategic Growth Areas by integrating key principles such as higher-density housing options, a mix of uses, transit support, and a pedestrian-friendly environment, all contributing to a vibrant urban space.

#### *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 Cooksville Urban Growth Centre – 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 Cooksville Urban Growth Centre and proximal to the Hurontario Regional Intensification Corridor. As such, the proposed amendments to facilitate the redevelopment of the Subject Lands will support the above-noted objectives and policies for Urban Growth Centres by directing higher density, compact, mixed-use development to an appropriate location. This includes the provision of residential and non-residential uses and a future park. 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. Finally, the proposal contemplates compact, higher intensity built form where such scale

and type of development is planned to be directed. The proposed development considers appropriate setbacks and step-backs through the building design, as directed by the City's Official Plan and guiding documents, to support a pedestrian friendly urban form.

The proposal exhibits an appropriate infill intensification opportunity. It is our opinion that the site is underutilized in its current function and planned function under the in-effect land use regulations based on its area and locational characteristics, especially when evaluated against the policies and priorities of MTSA's. The proposed residential density on this site supports the viability and investment in transit infrastructure. That said, based on the site's merits in terms of location and accessibility to transit, a reduced parking standard has been proposed. At the City of Mississauga Planning and Development Committee on April 8, 2024, staff brought forward a recommendation to further reduce the required parking rates along the Hruontario LRT line. This included the lands within the Downtown Cooksville area and impacts the subject lands. Ultimately, approval of the recommendation was moved and the by-law ratified at Council.

Based on the sites location within the (P)MTSA, the implementing By-laws are seen as appropriate in the context of the City and Region's visions, goals and objectives towards complete communities where residents can live, work and play while having access to higher order transit opportunities and a mix of uses in a neighbourhood wide scale.

The relevant excerpts and policies of Section 5.6.19 related to Major Transit Station Areas, per the Region of Peel Official Plan, are as follows:

*Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.*

*These areas are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.*

*Each station will be unique and be influenced by its local condition, growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development.*

As noted throughout this report, this development provides for an efficient, compact urban form with a mix of uses, including employment opportunities, complimented by a range of unit types and suite sizes establishing accessible and affordability in housing within the PMTSA, all while having access to existing transit infrastructure, thereby likely to increase transit ridership and enhancing commuter travel to and from the site. The uses and urban design strategies being employed on-site will create a vibrant destination.

### **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 Cooksville GO MTSA – which is a Primary MTSA. As such, the following apply.

It is Regional objectives to:

- 5.6.19.1 *Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.*
- ‘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.’*
- 5.6.19.5 *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*
- 5.6.19.6 *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:*
  - a) Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.*

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 Cooksville GO MTSA (Primary MTSA). Development 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 and transit-supportive density. The proposed amendments would permit for density that leverages infrastructure investments in public transit and support increased ridership by locating more people/residents closer to the source and by locating a destination and uses closer to the source. This area can be considered an area in transition and therefore, although it may not offer all characteristics of a walkable neighbourhood at this time, but the policy framework has envisioned it to be in the future. With more build out or development consistent with the goals and visions of PMTSA’s, this area will become a walkable neighbourhood, consistent with the vision in the Official Plan and guiding documents.

Furthermore, the proposed development will assist in the achievement of the Cooksville GO 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 related to the Dundas BRT network and the Cooksville GO Station.

### ***5.10 Transportation System in Peel***

The ROP directs that development and redevelopment is to be focused on strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located proximally to the 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 close to Hurontario Street, which is an ‘LRT Corridor’ and a Regional Intensification Corridor (which also provides active transportation options). The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a higher-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and generally supportive of Regional goals and objectives. Additionally, the proposed mixture of residential and non-residential uses will contribute to the

existing range of services and destinations present in the Downtown Cooksville community, enabling residents to live, work, play and shop within the community. 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.

The policies above pay specific regard to moving people in and around the Region of Peel efficiently while avoiding prioritization of single-occupant automobiles and further, capitalizing on transportation infrastructure and recognizing the integration of transportation planning and land use planning. Therefore, intensification of the existing site, paired with permissions for a broader range of land uses is consistent the policies of the Regional Official Plan. As noted, the site is and is planned to be well connected with a multi-modal transportation system which is well positioned to optimize the potential of transit opportunities (Light Rail, Train, Bus) as well as active transportation options. These options will effectively provide for inter and intra Regional connectivity.

The density proposed supports the public investments in the existing transit network and will facilitate the creation and maintenance of healthy and complete communities located along within the Urban System of the Region of Peel. It is for these reasons that we are of the opinion that the proposed Official Plan and Zoning By-law Amendment demonstrate conformity with the policies of the Region of Peel Official Plan.

Based on the above, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Regional Plan as it will assist in facilitation of healthy and complete communities located with a PMTSA and along corridor within the Urban System of the Region of Peel.

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. This is evidenced as well in the supporting documents and studies submitted in support of this application. 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 that speak to the City’s general hierarchy. 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.

## **5.5 CITY OF MISSISSAUGA OFFICIAL PLAN – IN EFFECT**

The City of Mississauga Official Plan (the “MOP”) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. The City of Mississauga Official Plan is currently undergoing a Municipal Comprehensive Review to update the current policies to guide the city’s development to the year 2051, as required by Provincial legislation.

At this time, the Draft MOP has been completed in full it is our intent that this application be reviewed in accordance with ongoing work to advance this Official Plan. After our review of the draft MOP policies available to date, we submit that it is appropriate that we review both the in-effect MOP policies and draft MOP policies as the subject lands and greater area (MTSA) will be impacted by the draft MOP policies. For clarity, the in-effect MOP at the time of authoring this report (Office Consolidation October 21, 2021) as well as those draft MOP policies available publicly at the time of authoring this report, have been evaluated. We encourage staff to review this PJR alongside our submissions made on behalf of the owner of the subject lands related to the MOP review, submitted July 31, 2023 and March 14, 2024, respectively.

The MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Official Plan and Zoning By-law Amendment applications aligns with the overall objectives and policies of the City of Mississauga Official Plan and demonstrates how the specific height and density policies applicable to the subject lands can be brought into conformity with the PPS, Growth Plan and Region of Peel Official Plan.

Before beginning the discussion on the proposal's conformity with the City's Official Plan, we acknowledge that the Region recently approved the latest City Official Plan documents related to MTSA's across the City. This made significant modifications to the previous schedules by now imposing maximum heights for lands within MTSA's. For the purposes this Report, the latest revisions as approved by the Region are considered in-effect and therefore, the proposal is evaluated in the context of the relevant Official Plan Amendment. This is referred to as OPA 144.

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 close to Hurontario Street – an identified Intensification Corridor.

Section 4.4 the *Guiding Principles* of the MOP outline the following policies relevant to the proposed development:

- “4.4.6 Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;*
- 4.4.7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;”*



The subject site and greater area are envisioned by both the Province and the Region to host a higher density and mix of uses so to capitalize on the locational advantages and serviceability. The diversification in residential unit sizes and types provided through this proposal will support housing accessibility for residents (existing and future) through different stages of life. The interconnectedness of the site with greater Mississauga, Region of Peel and beyond via multi modal transportation will allow residents and visitors access to the immediate and greater community.

Through thoughtful urban design strategies and employment of best practices, paired with deliberate site programming, the development proposal will contribute to the future of the evolving PMTSA, acting as an instrument in mobilizing and advancing the future for the Cooksville GO Station PMTSA.

Section 4.5 *Vision* of the MOP outlines the following policies related to the proposed development:

*“Mississauga will direct growth by:*

- focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*
- achieving balanced population and employment growth.*

*Mississauga will complete communities by:*

- promoting an urban form and development that supports public health and active living;*
- ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

*Mississauga will create a multi-modal city by:*

- developing and promoting an efficient, safe and accessible transportation system for all users;*
- promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- promoting transit as a priority for moving people;*
- implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- encouraging transportation demand management (TDM) practices;*

- *developing an integrated and seamless network of mobility transportation hubs and higher order transit stations*

The proposed development promotes a desirable urban form and is located within an area that is well served high order transit and is in close proximity to alternative, existing transit options. Proximity to these key components of Mississauga's Long-term Transit Network provides a connection for this development to local and inter-regional transit options making this proposed development highly transit supportive.

The current proposal promotes transportation demand management practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximity to existing transit options and the provision of an upgraded streetscape. The site will be designed with specific regard to urban design guidelines that support pedestrian oriented development.

Intensification, and the appropriate location for this intensification, is a key priority within the Official Plan. The focus is to ensure that growth is managed to reduce the need to expand the Region's urban boundary and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and waste water systems.

The proposal provides access to existing uses/services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof provides the future residents with ease of access to these services.

The proposal supports the City's objectives for complete communities inclusive of appropriately scaled high-density with access to a mix of uses in the area. The proposal is appropriately located along corridors which provide access to services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network which exists today and to take advantage of infrastructure proposed in the future.

*Mississauga will build a desirable urban form by:*

- *ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;*
- *promoting an urban form that will address the live, learn, work and play needs of present and future generations;*
- *creating vibrant mixed-use communities; and*
- *using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city."*

The redevelopment of the subject site will positively contribute to everyday living in this area by providing access to new commercial services, open space amenities, and residential opportunities. The proposal rejuvenates a site that is currently vacant and proposing an urban form and mix of uses

that contribute positively to everyday living. The location of the subject lands also presents a unique opportunity for the site to act as a transitional buffer from the higher density apartments/mixed-use developments to the west (i.e. potential future development on blocks between subject lands and Hurontario Street) which are typically focused around PMTSA's, to those lower density residential uses to the east and south. It fosters a less stark transition and will make effort to better blend the busier or more active area of Hurontario Street into an existing or established neighbourhood.

The subject lands are located proximally to existing services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof provides the future residents with access to these services without the requirement to engage in lengthy private automobile travel. By placing new, higher density development along a corridor that provides connection(s) to existing nodes in the City (such as City Centre), unnecessary or diverted, extensive trips or routes to access service in those nodes is lessened. The available transit opportunities may experience increased usage as well, ultimately reducing reliance on private automobiles or where not possible, reducing the total distance travelled to these nodes, by concentrating people in convenient locations providing an ease of access to available services and amenities.

The rejuvenation of the subject site creates a more desirable visual impact by improving streetscape presence and fostering a more desirable pedestrian realm through strategic building façade improvements and landscaping. For the new residents, they will have access to a living opportunity in an area serviced by public spaces including parks, amenities and access to transit infrastructure. The proposal will add to beautification of the area and improve the street presence of the site through infill development.

The development proposal ultimately contributes to the creation of a vibrant mixed use community by providing for a range and mix of housing types, non-residential (commercial, retail) uses and open space recreation opportunities. The amenity areas and landscaping amenities such as benches, etc. promote social interaction in the City and will be further considered through the detailed design process.

The proposed development promotes transportation demand management (TDM) practices through the provision of long- and short-term bicycle spaces, uninterrupted pedestrian pathways, proximate to existing transit options and various bicycle infrastructure (proposed and future routes). The proposed development will be designed with specific regard to urban design guidelines that support pedestrian oriented development. The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation.

This area represents an appropriate location for infill within the City of Mississauga to assist in accommodating the forecasted growth. It does not require any encroachments into ecological functions. The development proposal does not pose a risk to public health and safety as exhibited through the technical studies. There are no impacts from the development which cannot be mitigated or managed through onsite improvements. The development proposal puts to better use transit services and infrastructure. The proposal will provide accessibility both physically through site

design and socioeconomically by providing a more affordable type of built form in an area that is well serviced, thus meeting the long term needs of residents.

Conclusively, the proposed development supports the City's objectives for complete communities inclusive of appropriately scaled residential density with access to a mix of uses in the greater area. The proposal is appropriately located to provide access to services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network and serve to bolster modal split and to foster long term transit use. It is also an example of an area appropriate for intensification based on the technical feasibility.

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. These areas are planned to accommodate the majority of Mississauga's future growth and are referred to, generally, 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.

Section 5.0 focuses on where to direct growth and provides the following policies and objectives applicable to the proposed development:

*5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*

- a. protect ecological functions, public health and safety;*
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c. minimize environmental and social impacts;*
- d. meet long term needs;*
- e. build strong, livable, universally accessible communities; and*
- f. promote economic prosperity.*

*'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.'*

Positioned proximal to Hurontario Street, and within the limit of the defined Intensification Corridor, the Subject Lands are an ideal and logical location for development as outlined in the priority locations for the Mississauga Official Plan. The proposed development has been designed to foster a

compact, mixed-use, and transit-supportive environment, providing a mix of residential and non-residential components. This approach aims to help support the ongoing evolution of the Downtown Cooksville character area into a thriving, complete community where living, working, recreation, and shopping are found. By embracing this holistic vision, the development contributes to the vibrancy and sustainability of the community, aligning with the broader goal of creating accessible and self-sufficient urban spaces that enhance the overall quality of life for residents.

The proposed development conforms to the section 5 policies of the MOP as the location is appropriate for development as it will utilize existing servicing and infrastructure. Further to this, the vision for an MTSA has been established as appropriate for higher-density residential uses and a mix of uses, whereby the height and density permissions have been identified as central to the planned urban form and function of the MTSA. While we recognize that this vision for MTSA's has not been, to date, implemented in the City of Mississauga Official Plan, we are confident that the implementing by-laws illustrate a scenario that is generally consistent with the future MOP.

The compact nature of the proposed development is in an appropriate location to take advantage of existing day-to-day services as well as employment opportunities within proximal distance, or that are accessible via transit options.

The proposed development promotes a desirable urban form and proposes an appropriate mix of land uses based on its serviceability. The subject lands are adjacent to existing transit options providing inter and intra regional transit connections.

According to the Peel District School Board 2023-2024 Planning Report, there appears to be no concern for student enrolment capacity through 2029 for both Elementary and Secondary schools in this area. As for the Dufferin Peel Catholic District School board, we understand that there is no notice of capacity concerns on the DPCSB website.

Section 5.3 The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The subject site is situated within the Urban System. Further, Schedule 1B: Urban System City Structure (see Figure 9) identifies the following elements of the City Structure:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

The subject lands are situated within the Downtown Cooksville Character Area delineation outlined in the City's Structure.

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.’*

Situated within the Downtown Cooksville Character Area of the City Structure, the Subject Lands are identified as a logical location for more densified, transit-supportive growth containing a mix of uses, contributing to the concentration of activities and variety of uses. This approach supports the creation of a dynamic Downtown Cooksville, promoting a diversity of uses and activities within the community.

Moreover, the envisioned built forms prioritize high-quality, refined architectural design. This thoughtful design aims to ensure that the development balances the objectives of the Downtown Cooksville vision as well as respecting the character of the existing area through satisfying the City’s urban design policies and/or guidelines as appropriate.

The proposal, with its emphasis on transit-supportive development, positions itself to contribute to the overall vitality of the Downtown Cooksville community. By providing an appropriate location for growth, the development seeks to facilitate a harmonious and integrated urban landscape that enhances the quality of life for residents and aligns with the vision for a vibrant and transit-friendly downtown environment.

As noted throughout this report, the subject lands are well served by multi modal transit opportunities which, through ease of access, may help to disincentivize the use of private automobiles. The access to the various modes of transportation (including the ability to better utilize active transportation options) provides connections throughout the City and Region and beyond. This suggests that higher density development is both appropriate and desirable for this area.

It is, and will continue to be, a priority of this team to design and implement a built form and site layout that is supportive of urban design best practices and embraces the nature and spirit of a Downtown, while respecting and integrating the existing community. It is our opinion that in its current state, the development proposal provides an urban form and site layout that achieves a high quality urban environment, consistent with the findings of the Urban Design Brief. We anticipate that this will continue to evolve and refine itself through the detailed design (Site Plan) process.

Section 5.4 Corridors outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element to which they are located in. In this case, the subject lands are situated in the Hurontario Intensification Corridor which is a designated “Corridor” (See Figure 6, Schedule 6 Long Term Transit Network).

Section 5.4 Corridors reads:

- “5.4.1 A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.*
- 5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.”*

As per the policies in Section 5.4 as outlined above, the proposed development is appropriate based on its location situated within a Corridor (Hurontario Street) and location within a Protected Major Transit Station Area. As outlined above, these areas are intended to serve at higher densities than others throughout the City and Region. This development is appropriate as it is located proximal to transit and is served by existing commercial and retail opportunities.

The implementing by-laws will provide for a development that is compact and offers a mix of uses. The development will be appropriate in the context of the Downtown Cooksville and MTSA as it offers a range and mix of uses at a higher density, thereby honouring the sites locational attributes, while providing a transition to the existing neighbourhood which provides a different urban and pedestrian context than the immediate area along Hurontario Street.

The proposed Official Plan amendment is seen as consistent with the intentions of Section 5.4 of the MOP by providing for intensification in a suitable area which is well serviced by existing infrastructure and capitalizes on public sector investments.

Per Schedule 1c, Urban System – Corridors and Schedule 2, Intensification Areas, Hurontario Street is identified as an Intensification Corridor. The Official Plan also defines certain areas surrounding Intensification Corridors, as part of the Intensification Corridor designation. In the case of the Subject Lands, they are located within the boundary of the defined Hurontario 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.’*

The proposed development will support the vision and function of an intensification corridor as outlined above in the cited policies. The subject lands present an appropriate location for higher density, compact, mix of uses providing transit-supportive development in light of the objectives. The proposal considers the existing and planned context of the area as exhibited in the Urban Design Brief prepared by TCA Architecture. This development is located within the Cooksville Downtown Area and within the Hurontario Street Intensification area and accordingly, provides a higher density than that which exists and proposes a mix of uses to help support the planned function and character of the area, consistent with the City’s hierarchy. The proposal considers various heights depending on the location of the tower in relation to the corridor (Hurontario) and the existing character area and the impacts on the same.



The proposed Amendments are also appropriate when evaluated against City-initiated studies and reports used to guide development such as 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 this type of development.

Section 5.5 Intensification Areas speaks about directing future growth within the City of Mississauga to intensification areas which are areas to be developed at densities which are high enough to support frequent transit service and a variety of amenities. Intensification areas particularly promote the efficient use of lands through developments that involve multi storey buildings and structured parking facilities. An Intensification Area is defined as:

*“means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.”*

Embedded within the Policies of Section 5.5 is also the reference to MTSA’s being identified as designated Intensification Areas. Therefore, the policies of Section 5.5 of this Plan, are relevant.

Policies<sup>1</sup> relevant to the proposed are as follows:

*“5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, and **Protected Major Transit Station Areas**, as shown on Schedule 2: Intensification Areas.*

*5.5.3 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.*

The City’s hierarchy identifies Major Transit Station Areas as the second focus area for intensification, following Urban Growth Centres. The policies found in new (or renumbered) Section 5.5 as implemented through OPA 143/144, have been recently amended to include PMTSA’s as areas targeted for intensification. In order to facilitate and manage growth appropriately, it is critical that areas such as PMTSA’s be capitalized on, ultimately reflecting their role in the City’s hierarchy and where there is an opportunity to develop complete communities.

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

The Subject Lands fall within an Intensification Area and are situated within a Major Transit Station Area. The proposal aligns with the relevant policy objectives by introducing a mix of residential and non-residential uses and generally puts to better use a strategically located, underutilized site. The site is located in proximity to transit services, amenities, and facilities. The development adheres to an appropriate transit-supportive density and prioritizes pedestrian-oriented design, optimizing land use and infrastructure efficiency.

The project proposes built form and building heights which we anticipate are conducive with the conditions anticipated in this area. This proposal is therefore appropriate for infilling in this MTSA when evaluated against the goals and visions for MTSA’s in the future. Based on the site’s location along a Corridor and within a PMTSA, we are of the opinion that the proposal achieves the intent of the City’s hierarchy. We are of the opinion that the design, including massing, density and scale, of sites situated along Corridors and within MTSA’s specifically, should be evaluated on a site-by-site basis. In this instance, the sites locational advantages afford it a unique opportunity to support

intensification of this scale. We believe that the policy and hierarchy imposed 25 storey height maximum represents an underutilization of lands serviced by existing infrastructure and further, would be inconsistent with the Local, Regional and Provincial policies related to leveraging opportunities for infill development in strategic areas. The development presents the opportunity to provide for a contextually appropriate development that still respects the City Structure hierarchy and the evolving nature of MTSA's as strategic growth areas.

The surrounding area currently provides for a mix, generally, of lower and higher density residential built forms. Based on the surrounding built forms (predominately low to medium density) and this site's location related to the GO Station, LRT (amongst other amenities), it is appropriate for this site to accommodate a higher intensity built form where it can be supported. It has been determined through the supporting studies, that the increased height beyond that which is envisioned in the Official Plan is supportable from a design and technical feasibility perspective. This will allow for capitalization on the use of existing and planned infrastructure.

The proposed development actively supports the creation of a vibrant, complete, and walkable community in Downtown Cooksville. The associated Amendments will facilitate redevelopment of an underutilized site in a strategic location, presenting appropriate implementation of the MOP's envisioned policy directions, ensuring compatibility with the City Structure hierarchy.

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 effectively aligns with the policy objectives by introducing a range of dwelling units which will continue to unfold through detailed design. This approach contributes to the supply of housing choices/options, recognizing the importance of accommodating the evolving needs of existing and future Mississauga residents with different needs, preferences, and life stages. This project contributes to the City of Mississauga's housing inventory and fairly incorporates the inclusionary zoning requirements or obligations for sites within PMTSA's as related to affordable or attainable housing. This is further described in the Housing Report prepared in support of this application. The proposal also provides for employment and recreational opportunities with the site and building programming as submitted.

*'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.'*

The Subject Lands are situated within the Downtown Cooksville Character Area. In accordance with these policies, the proposed development will be planned (and continue to be detailed through the Site Plan Process, should the amendments be approved) to ensure a high-quality, refined built form that speaks to the evolving character of the area and adhere, generally, to the City's design visions and/or guidelines where feasible to address the existing area. We submit that as part of this discussion, it is important to note the evolving nature of the Cooksville general area and how infill or new development should not only be evaluated against the appropriateness of it in the context of the established neighbourhood but also, the planned function of the neighbourhood.

The proposal's commitment to design excellence is further detailed in the accompanying Urban Design Brief, where specific design strategies and elements are outlined. These considerations encompass a holistic approach to urban design by prioritizing urban design principles but also acknowledging the importance of logical site programming and functionality. The proposal aims to achieve elevated architectural features, well-designed public spaces, and cohesion between the public and private realm(s). The design and interface of the streetscape along John Street is further detailed in the Streetscape Feasibility Study, whose recommendations are reflected in the Urban Design Brief. The design principles of the development proposal aim to contribute to the Downtown Cooksville identity and create a desirable and active urban space.

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.'*

*'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.'*

The proposal introduces higher-density, compact, mix of uses which is transit-supportive, and pedestrian-oriented, representing consistency with the city's vision for growth in strategic locations that support infrastructure investment. The focus on high density and a compact built form optimizes the use of land, while the inclusion of mixed-use elements enhances vibrancy and functionality.

The intentionally designed partial or “broken” street wall includes varying heights and step backs, as well as visually engaging architectural appurtenances which have been strategically incorporated into the design to address the important role of the building design and interface with John Street and adjacent uses/surrounding neighbourhood. The building as well as the landscaping treatment (as illustrated in the Urban Design Brief) will continue to evolve through the Site Plan process (should the Amendments be approved) in collaboration with or consultation with staff.

The site is strategically located to encourage transit usage and active transportation, through connected sidewalk network(s), formal and informal places of congregation and open space further contributes to a walkable and engaging community, fostering street activity and safety. The proposal contributes to a more sustainable and connected urban environment. The commitment to pedestrian-oriented development is exhibited through sidewalk connections as well as long- and short-term bicycle parking and the inclusion of publicly accessible open space.

In summary, the proposed development serves as a tangible expression of the City's urban form policy objectives and the City hierarchy by embracing principles of high density, compactness, mixed-use functionality, transit support, and pedestrian orientation. This comprehensive approach contributes to the creation of a dynamic, sustainable, and harmonious urban environment in Downtown Cooksville.

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 is planned and designed to create a distinctive urban space through architectural treatments and building design as well as through site programming and soft/hard landscaping techniques. This ultimately, per the Urban Design Brief, will support the principles of urban design excellence and its locational significance within the City structure and hierarchy creating a distinctiveness amongst other areas of the City. The building materials and architectural design provides for a modern aesthetic that is conducive to the creation of higher density urban spaces in Downtowns or intensification areas. It is anticipated that this site, as it generally meets the urban design guidelines and practices, will complement existing and new development in the area and be contextually appropriate to both.

Due to the site's location in a well-connected urban area, it has been a priority to provide opportunities for active or alternative modes of transportation and efficiently use the space on site. To support this, the majority of parking has been provided underground (out of sight) and at a reduced rate. The proposed points of access, including a revision from the original proposal to shift the easterly driveway east to align with the intersection of Little John Lane, have been strategically identified/located to assist in traffic safety and flow through the front of the site. This dual "round" entrance is the most logical and efficient way to guide traffic on site while also practically consolidating access for parking and various other service purposes for the site. Continuous sidewalks of appropriate widths have been provided that connect the private space to the public realm. A pavement painting plan can be prepared to assist way finding and safety, at the Site Plan stage (should the amendments be approved).

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

Per the City of Mississauga Official Plan, Tall Building means a building having a height greater than the width of the street on which they front. Understanding John Street is 20m, we acknowledge this is a tall building.

- '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.'*

As exhibited in the Urban Design Brief, this height does present a contextually acceptable and appropriate height situation considering broader City goals including utilization of corridors and commercial sites for infill and intensification.

- '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.*'

The proposed Tall Buildings, as exhibited in the microclimatic studies submitted in support of this application (Wind, Sun/shadow, etc.) are appropriate when evaluated against the policies of the Official Plan. The concept plans submitted in support of the proposal incorporate appropriate height and built form transitions as well as allowing for privacy, sunlight, and sky views for on-site and the off-site residents. The buildings incorporate podium elements and stepped designs which have been assessed for pedestrian comfort as well as sunlight on various locations including private and public realms. The wind analysis results provided that pedestrian wind levels were mostly comfortable. This is further evidenced in the Pedestrian Wind Study as prepared by Theakston Environmental dated April 19, 2024. The concept has been designed consistent with the findings and recommendations of the supporting studies.

The proposed development is consistent with the above noted policies related to the creation of a desirable urban form as it proposes buildings that are strategically oriented with height scaling increasing from east to west to reflect a transition from the existing neighbourhood to the intensification "spine" of Hurontario Street and the transit hub for Cooksville. The proposed heights are appropriate for and part of the fabric of this corridor and intensification area location which also provides place making opportunities between the City Centre Downtown and the Downtown area to the south. The buildings are stepped and aesthetically designed to foster less-invasive sightlines (through building and floorplate designs), preserve significant views (i.e. to the City Centre) create a sense of place and use of the buildings and landscaping to frame streets. The project proposes built form and building heights which are generally conducive with the existing and future conditions of the area. This proposal is therefore appropriate for infilling in this MTSA when evaluated against the goals and visions for MTSA's.

We are of the opinion through our review of the Urban Design Brief and technical supporting documents and plans, that this scale of development representing an increase in density does respect the general character of the surrounding area and minimize shadowing and overlook.

- '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.'*

Bearing in mind that the proposed development includes an Official Plan Amendment, the proposed development is consistent with the above noted policies related to the creation of a desirable urban form. The development proposes buildings that are strategically oriented, stepped and aesthetically designed to provide less invasive sightlines, create a sense of place through use the buildings and landscaping to frame the street frontage. The built form positioning and mass is meant to provide a a varying street wall treatment with a minimum setback to the street, create variation through the shifting of the main podium elements further back from the street to the tower components which provides visual interest and provision of an animated architectural façade to enhance the streetscape.

The infill site development details of this project consider urban hierarchy specifically related to Downtown Character Area and accompanying policies. The project proposes built forms and building heights which transition from existing conditions to future conditions appropriate for infilling in this character area. The proposed heights, while higher than the MOP policies would envision, is appropriate for this location, as it provides an appropriately-scaled contribution to place making within a Downtown area.

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

Pedestrian connectivity and engagement with open space has been a priority throughout site design. The development is also supporting cycling by providing minimum City Zoning requirements for both Class A and Class B cycling infrastructure. The location and continuous sidewalks encourage active transportation and allow users to engage with public transit without having to rely on a private vehicle for ease of access, supporting the nearby corridor and transportation functions.

- '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.'*



At this time, there is a ground floor space for dedicated non-residential uses in the centre of the site which is proposed along the John Street frontage with direct pedestrian access and a predominantly hardscape treatment appropriate for the use provided. Similarly, all the other aspects of the development face the street where possible or logical. The units on the east side of the development provide front/main access to those residential units. This is representative of a more urban townhouse condition which will be complimented by hard and softscape through the site development plan process. On the west side, closer to Hurontario Street intensification corridor and where most (or more) foot traffic can be expected, there are live/work units which will also be complimented by hard and softscape features, defined through the site plan process. Through the detailed design process, features such as window location, types and treatments will be vetted out with staff.

All parking for residents is proposed underground. There is limited at grade parking proposed to support the non-residential uses, consistent with the intent of the above noted policies. The lay-by parking and internal driveway/access proposed will be further designed with traffic calming measures to create a sense of safety.

The proposed building orientation and broken up streetwall, along the right of way, create a desirable street frontage by having walls that are designed as “front walls” facing the street. As demonstrated on the ground floor plan, main doors and lobby areas are generally facing the John Street frontage.

- '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.'*

As described above, grade related units provide the most direct interaction with the public are provided along the John Street frontage. Lobbies and other door elements for the residential uses, while not provided directly on to the John Street, are easily accessible through open common areas and are logically located for way-finding. The John Street frontage is addressed with a built form

which is appropriately scaled for human interaction with a podium element scaling to the highest proposed tower on the west side, nearest the areas planned for the greatest amount of density.

Generally, the proposed buildings, through the use of the podium and/or stepping element, define the edge of the public street with parallel street walls. The staggered height from east to west is also a design element to create a building massing which is compatible with built form to the east. The staggered street wall scenario has been strategically incorporated to provide places of congregation and beautification visible from the public realm. Where reasonable, minimal setbacks have been provided. It is the intention of this design team to provide sophisticated façade opportunities where buildings would face John Street. A greater visual opening to the interior of the site from the street is created through the proposed site programming and building design. Along with areas of congregation, this also provides visual relief to the building massing along the streets and continues to facilitate appropriate pedestrian connectivity to the separate building elements/uses.

The proposal incorporates landscape and public realm enhancements, comprising landscaped open spaces, rooftop outdoor amenity areas, upgraded streetscape treatment and a network of pedestrian pathways. The project further incorporates private landscape and amenity features along the west and northern edges of the site and a new public park at the eastern edge of the subject property. These elements collectively enhance the overall site design and interface with the public realm, and provide opportunities for formal and informal social interaction/congregation and outdoor enjoyment for proposed and existing residents.

Conclusively, buildings and open spaces are designed and located in a way that is intended to contribute to placemaking and functionality. The site design provides ease of access for residents of immediate and surrounding areas, provides comfortable open spaces and recreational opportunities on site and appropriately locates tall buildings. In general adherence to the City's urban form policy objectives, the proposal complies with the envisioned urban design best practices and aligns with the broader objectives of creating a vibrant and integrated urban space. Further details on how the proposal aligns with the City's urban design policy objectives are meticulously outlined in the accompanying Urban Design Brief prepared by TCA Architecture.

*'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*

The proposed development supports the above-noted policy objectives by providing for high-quality and higher density, compact, transit-supportive and pedestrian-oriented built forms. The proposal generally complies with the City's public realm policy objectives through the provision of built forms that locate buildings the street edge (as appropriate to provide an appropriately scaled and positioned infill built form), provide direct pedestrian connections to the public realm from the interior of the site, provide cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development through planned stepping of floors and the use of podiums. The design and massing of the development is respectful of pedestrian scale while still providing an appropriate, balanced concept for lands within a strategic growth area (Downtown, Intensification area, Corridor).

The conceptual architectural details of the buildings are provided in the Urban Design Brief. We anticipate that they will continue to evolve throughout the detailed design process (Site Development Plan approval).

Access to parking structures do not conflict with pedestrian circulation. Based on the location of the lands proximal to numerous existing and planned transit infrastructure facilities, pedestrian connections for bicycling and foot traffic have been prioritized. Resident parking is exclusively provided in underground parking structures which is consistent with the policies of the MOP.

The redevelopment of the subject site will positively contribute to everyday living in this area upon build out and in the future by providing access to services and amenities and positively contributing to the vision for the Downtown Cooksville and the planned intent of MTSAs.

The rejuvenation of the subject site creates a more desirable visual impact by improving streetscape presence and fostering a more desirable pedestrian realm through strategic building façade improvements and landscaping strategies. For the new residents, they will have access to a living opportunity in an area with access to transit infrastructure. The proposal will add to beautification of the area and improve the street presence of the site.

The development proposal ultimately contributes to the creation of a vibrant mixed use community by providing for a range and mix of housing types, non-residential (commercial, retail) uses and open space recreation opportunities. The amenity areas and landscaping amenities such as benches, etc. promote social interaction in the City.

As part of the in-effect Official Plan, Schedule 6 Long Term Transit Network shows the section of Hurontario south of the railway, north of Dundas as a "Mobility Hub". Per the Official Plan, Mobility Hubs are characterized as:

*...having employment, housing, shopping and recreational uses concentrated around a Major Transit Station Area and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit, and will be planned and designed to provide*

*access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.*

Further, the policies of Chapter 8 provide:

*Mississauga will promote the development of land use and transportation facilities around anchor hubs and gateway hubs in a manner that supports the Metrolinx Regional Transportation Plan.*

The Metrolinx 2041 Regional Transportation Plan (“TRP”) provides the following priority:

*.... providing even more people with access to fast, frequent and reliable transit, and making it easier for travellers to use transit, or travel by bike or on foot.*

The main ‘goals’ of the TRP are to foster:

- *Strong connections— Connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities.*
- *Complete travel experiences— Designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers.*
- *Sustainable and healthy communities— Investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.*

The TRP also prioritizes the intensification and integration of transportation and land use planning, specifically targeting Major Transit Station Areas, recognizing these areas as ‘linkages’ and highlighting the importance of ‘sufficient land use density at stations is important to ensure significant two-way, all-day ridership’. The TRP further provides that it will prioritise:

*...creation of station area plans that catalyze desired land uses and support transit investments.*

While land uses themselves are an important part of realizing the vision for the TRP, planning for higher densities continues to be a significant factor in capitalizing on transit investments. That said, recognizing that the City has designated this site for high density residential uses, but continues to cap heights and densities, in our opinion is both inconsistent with and damaging to the visions put forth through the Regional Transportation Master Plan. Densities and heights are best evaluated through the development approvals process.

The location of the subject lands proximal to Hurontario Street, which is identified as an Intensification Corridor and the Cooksville Major Transit Station Area and mobility will provide easy access to intra and inter-city transit facilities. This will in turn reduce dependence on the automobile

and increase the modal share for transit, walking and cycling. The proposal considers a density that will support increased transit ridership by placing more residents at the source and invite visitors through ease of access. Complimenting the convenient location to Hurontario Street and GO/MiWay transit infrastructure is a proposed reduced parking which aligns with the spirit of the City's most recent decision in April 2024 to reduce parking rates for development along the LRT corridor.

These general characteristics including a residential development that includes employment opportunities are consistent with the goal of the TMP, and should be considered for higher density than that which is envisioned under the current OP, for the reasons provided in this Report.

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. As demonstrated on Figure 12, the Subject Lands are designated 'Residential High Density'. The following policies apply.

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

*a) apartment dwelling.*

The proposed development will remain in conformity with the site-wide Residential High Density designation and thus fulfil the intention of the MOP by providing for high density residential in an area previously planned to accommodate such a density, while still providing sensitivity to the existing neighbourhood through a thoughtful design process including building materials, stepped designs, the incorporation of a new public park, the use of podiums, and strategically locating landscaping features. The project also incorporates both an open space and commercial component in compliance with policy 11.2.1.1 g. and policy 11.2.5.6 c. It is presumed the "live/work" aspect of the project is considered a residential use and thus permitted in the designation.

The proposed height and building massing relationship both to the streets as well as existing residential areas is appropriately transitioned and respectful of the existing and planned context as exhibited in the Urban Design Brief.

The proposed development will offer grade-related non-residential uses providing access from the public right of way. The permission for a variety of uses as envisioned through the implementing zoning by-law is intended to cater to the evolving needs of both current and future residents as well as to broaden employment and recreational opportunities. The draft implementing amendments as proposed align with the overarching vision for Downtown Cooksville—a complete community where residents can integrate living, working, recreation, and shopping. The proposal presents an appropriate and desirable compact, mixed-use, transit-supportive, and pedestrian-oriented development, thereby actively contributing to the realization of the City's development and Residential High Density policy objectives and beyond, providing for a variety of non-residential uses in conjunction with the residential use.

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 11). The following policies apply.

- '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. ...'*
- '12.1.1.4. Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.'*
- '12.1.2.2 Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.'*

In our assessment, though the development plans include FSI calculations and heights that exceed what is permitted as of right in the policy framework, it is our opinion that the limits or restrictions under the in-effect policies do not accurately reflect the potential or vision of the Downtown or Major Transit Station Area designation(s). Therefore, we are of the opinion the increase in FSI and increase in height beyond 25 storeys is more conducive to the intention of the MOP's definition of these areas and their place in the urban hierarchy. Further, that the proposed Official Plan Amendment is in better alignment with the stipulated Residential High Density policy objectives and the relevant provincial objectives, reflecting a commitment to creating a sustainable urban environment across City of Mississauga.

As expanded upon in Section 5.9 of this report, there is a dynamic policy framework unfolding for lands within the Downtown Cooksville community. This evolving framework, detailed in the same section, aims to adjust height permissions for specific lands, envisioning higher density and taller development in close proximity to the Cooksville GO Station consistent with Regional and Provincial land use planning objectives. Given this evolving policy context, the Subject Lands remain a logical location for compact, higher density development, contemplating heights that cascade from west to east, responding to its location relative to the Cooksville GO station (as well as the Hurontario Intensification Corridor), and in the context of the existing community.

As discussed in the UDB, the buildings are also themselves intentionally designed with heights that speak to the 25-storey height limit imposition by the City's policy hierarchy and other policy, but also introduce an architecturally superior height statement. The three buildings more appropriately address this 25-storey limit with one building lower than the limit, and one building higher than the limit but all done within the context of appropriate scaling and massing to surrounding lower density areas. The buildings heights also respect the City's policy hierarchy with heights proposed that are

in keeping with existing or proposed development height in other comparable locations in the Downtown section of the City. Further, the heights do not compete with the tallest elements of the City as expressed in other Major Node (Uptown Major Node) or City Centre locations. Rather, the heights are a respectful placement of density in the physical and policy context for this section of Cooksville.

The proposed development aligns with the overarching General Downtown policy objectives by presenting compact, high-quality built forms providing an appropriate transition from the surrounding built forms, as exhibited in the Urban Design Brief and accompanying studies. The design and planning of the proposed development are generally consistent with the evolving policy framework, contributing to the envisioned urban fabric of Downtown Cooksville. We do acknowledge that the OP policies for the Cooksville Downtown continue to evolve and submit that staff should strongly consider removing or refining OP policies that require sites to be programmed a certain way and inherently act more like a zoning by-law than an OP policy. Similarly, any policies which limit the ability to fulfil or contradict the broader intent of intensification or MTSA policies should also be rectified. In this respect, we point staff to GSAI's submission to Planning and Development Committee dated March 14, 2024 (made on behalf of our client). Notwithstanding the draft policies, based on our review of the site concept plan and evaluated against the Urban Design Brief requirements and more general design vision for the Cooksville Downtown, we are of the opinion that the site is generally consistent with the intent of the policies put forth for the Downtown Cooksville area.

Due to the evolving nature of the Downtown Cooksville area, and in the context of the City's hierarchy, the proposed development would not offend or frustrate the planned or intended function of the area. The proposed development fulfills this vision by capitalizing on an otherwise underutilized parcel of land, while offering greater opportunities for living and actively engaging with the services and amenities available within the Downtown and beyond. The development is in conformity with envisioned high-density development.

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.'*

The designs submitted in support of the development proposal incorporate an urban fabric (i.e. framed streetscape) with high quality urban design considerations which include; no exposed large surface parking areas; consolidated service and access areas for blocks; minimal setbacks to public streets, creating an animated streetscape. While this site does not act as an entry area to the Downtown Cooksville area, it does act as a transitional site on the fringe of the Downtown, interfacing with lower density, existing development. Therefore, the site and buildings have been designed to both

respond to the strategic growth priorities in the OP as well as the transitional policies which direct development to be contextually appropriate. While this site is infill, it is important to respond to the significance of the site's location within the Downtown Character Area and the City's urban hierarchy.

The plans prepared by TCA in support of the development proposal details three stepped towers, situated atop stepped and staggered podiums exhibiting a thoughtful approach to site planning/programming and desirable urban built form, providing active facades and incorporating glazing facing the street and providing framing for the street and public realm/sidewalk. In order to achieve desirable streetscapes, minimal setbacks to John Street have been proposed along select sections of the buildings in accordance with policies set forth by the MOP. With smaller setback ranges to the existing property lines, thereby increasing the developable area, the proposed building placement allows for better site programming opportunities including hard or soft landscaping which incorporates formal and informal gathering opportunities for the public and site visitors.

The proposed development, as evaluated, aligns with the policies and objectives set forth in the Mississauga Official Plan ('MOP'), as amended, representing and supporting sound land use planning. Our analysis concludes that the proposal conforms to the MOP by offering a high-quality, compact, mixed-use, pedestrian-oriented, and transit-supportive development.

The proposal optimizes the use of land, resources, and infrastructure, contributing to the evolution of Downtown Cooksville into a complete community. Its proximity to transit networks, services, and facilities further enhances its alignment with MOP objectives. The resulting built forms are generally compatible with the envisioned evolution of the Downtown Cooksville community.

In summary, and in light of the evolving policy framework regarding MTSA's and other matters, the proposed development and corresponding Amendments better contribute to the implementation of the applicable policies and objectives for 'Residential High Density' lands as they are today and as they will need to evolve to comply with new policy initiatives within the Downtown Cooksville Character Area of the Mississauga Official Plan.

## **5.6 HURONTARIO / MAIN STREET MASTER PLAN, 2010**

The Hurontario / Main Street Master Plan ('Master Plan') was adopted in October 2010 in order to provide a framework to guide development along the Hurontario corridor, paying specific regard to urban design and land use in response to the Hurontario LRT line. As staff are aware, the LRT line will provide service along Hurontario Street from Lake Ontario in Port Credit to the City's north limit and will terminate in Brampton at Steeles Avenue West. Twenty-two Light Rail Transit Stations will be located along this 20-kilometre (12 mile) stretch of Hurontario Street to serve the proposed LRT. The LRT was proposed in response to the Province's growth plans which directs that growth should be focused largely in higher density nodes and corridors reflective of the urban form hierarchy.

The Master Plan provides more detailed design and policy directions 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. Generally speaking, the Master Plan identifies Downtown Cooksville community as an appropriate and desirable location for compact, mixed-use, higher density, transit-supportive development to occur.

Although the Master Plan has been considered for the purposes of this planning opinion based on the Site's proximity to the corridor and its inclusion in some of the Figures and policies prepared in support of the Master Plan, the policies for development along the Hurontario Corridor or frontage are not applicable to the site (which forms most of the Master Plan document). Therefore, only the relevant policies of the Master Plan have been evaluated.

Firstly, we note that Figure 8.8.2 of the Master Plan identifies a 25-storey height cap and a 4.0 FSI maximum on the subject site. In this respect, we submit that what is shown on this Figure limits the redevelopment potential of the subject site and does not reflect what can be achieved in this area where compact, mixed-use, transit-supportive development is to be directed. This inherently becomes a barrier to providing housing. It also doesn't speak to interesting architecture and streetscape and transition considerations for site development. We note that the City's urban hierarchy is used to help guide growth and densities, City-wide. Per the City's OP, high-rise buildings provide transit-supportive densities and play an important role in allowing the city to meet its growth targets, especially within Strategic Growth Areas. Imposing overly restrictive policies on sites which are situated in areas which would otherwise be targeted for growth per the direction of the urban hierarchy is counterproductive to the intent of those policies themselves. This height and FSI cap are not conducive to nor provide a policy framework that supports the vision or goal of the City's urban hierarchy or the policies for MTSA's and in particular in consideration of the subject site's location in Cooksville.

Figures 8.8.3 – Contiguous Street Frontage Map and 8.8.4 – Setback Map do not appear to extend far east enough to capture the subject lands. We do however feel it is important to acknowledge these policies considering they are proximal (if not adjacent to) the subject lands. We make this comment because we are of the opinion that strategic and logical land use planning and site programming does not simply "stop" at a defined line or spot and rather, should account for transitional elements beyond the defined mapping/areas. Therefore, the site has been designed to provide intermittent streetwall (Master Plan Policy, 8.8.6) as well as minimal setbacks to John Street (Master Plan Policy, 8.8.7). We are of the opinion that this will create a more harmonious, fluid street frontage once neighbouring sites are redeveloped (should that be the case). We are of the opinion that the site design exhibits strategic foresight in this respect.

Master Plan Policy, 8.8.8 provides that:

*Improved connectivity between streets, pathways, amenities, buildings and transit stops/stations is essential to improving the vibrancy of the streetscapes by reducing walking distances and times and opening opportunities for exploration. This is particularly crucial for the Cooksville area as it is intended that this area will have a high level of pedestrian activity.*

*This Plan encourages increased connectivity through the lands on both sides of Hurontario Street through the creation of new roads or pedestrian pathways that would have the effect of joining the GO Transit station with King Street and creating a finer grained block pattern, thereby enhancing the system of publicly accessible streets and walkways to improve circulation and opening opportunities for exploration.*

The development proposal appropriately ties into the public right of way both aesthetically and through direct connections. The proposal also introduces a new public park block. These elements will foster increased levels of pedestrian activity and draw pedestrians and visitors, opening opportunities for exploration and providing more opportunities for pedestrian circulation. While there are no noted “connection locations” on Figure 8.8.5 – Connections Map, this team has made it a priority to ensure that wayfinding and direct, contiguous pedestrian connections are provided.

Section 8.8.10 references the importance of Place Making and provides:

*Some areas along the Corridor have been identified as requiring special urban design considerations and attention. This implies investing greater attention, care, and resources on the quality and character of design to ensure the highest possible appeal to, and use by, pedestrians.*

Again, while the subject lands are not situated within the identified areas for Placemaking Opportunities (Figure 8.8.7), this team will continue to highlight the importance of built form engagement with the street and special urban design considerations. Since this is an infill application, the treatments will have regard for the existing area as well as the planned vision for the area.

Development of the Subject Lands as contemplated in the context of the general vision of the Master Plan, at the heights and density proposed is appropriate, desirable and will contribute to the creation of Downtown Cooksville as a complete community supporting investments in the LRT. 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. We submit that the proposal provides for a compact, mixed-use, pedestrian-oriented and transit-supportive development that will support transit ridership.

## **5.7 COOKSVILLE MOBILITY HUB STUDY, 2011**

Metrolinx and the City of Mississauga completed the Cooksville Mobility Hub Master Plan Study in to guide changes around the Cooksville GO Station area. 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 around the Cooksville GO Station. It was identified that there were opportunities in the Cooksville neighbourhood which required a strategic, coordinated planning approach to ultimately be realized. While we agree with the general intent of the planning behind the Cooksville Mobility Hub Study,

we feel that the study, while not completely outdated, does not most accurately respond to the evolving planning framework at the Regional, Local and/or Municipal level nor capture the essence of the changing neighbourhood itself. That said, we find it prudent to address certain fundamental planning items presented in the Cooksville Mobility Hub Study.

The Subject Lands are located within the Mobility Hub Study Area (see Figure 14).

The following applies to 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;*
- *5 – 6 storey podium heights are encouraged to create a strong street edge;*
- *Minimal yard setbacks are encouraged to position structures close to a street's edge;*
- *Shared access and amenity areas are encouraged; and,*
- *Below-grade parking structures are encouraged.*

The proposal supports the creation of Cooksville as a lively, attractive, safe, sustainable, transit-oriented neighbourhood with a mix of uses and appropriate densities. The proposal will animate the streetscape through architectural façade treatments, setbacks and strategic stepping (towers, podiums) to create an appropriate mass and scale related to the pedestrian realm.

The proposed park block situated at the easterly limit of the subject lands provides for a shared amenity area (public). There are also outdoor/indoor amenity shared amenity features for use of the residents. These areas (outdoor) will be designed and programmed accordingly through the Site Plan approval stage (in consultation with staff, if/as appropriate).

The proposal considers a podium scenario along John Street of 3 storeys at the westerly and easterly edge. There is a proposed 3 storey building in the centre of the site, as well. The podiums below the towers are generally taller than 5-6 storeys generally encouraged through this document. It is the opinion of this team however, that based on the integration of the 3 storeys at the street edge, that a taller podium is logical as these podiums have a greater setback from the street edge. This has been strategically designed so to provide a stepped design that is more sensitive to the pedestrian realm and existing neighbourhood, creating a more fluid visual experience where heights more smoothly cascade.

Alternative modes of transportation (bicycles, walking) will be encouraged through the provision of continuous sidewalks and bicycle storage areas (long and short term), thereby providing opportunities for pedestrian circulation that is safe and convenient. The majority of parking will be provided underground to more better utilize the space at grade and to optimize on site programming.

The non-residential uses proposed through the implementing Zoning By-law Amendment will provide for flexibility in land uses to try to better cater to the existing and future residents.

- *Redevelopment is to support investments in transit infrastructure;*

As stated throughout this report, the development of the subject lands supports the investment in transit infrastructure, namely the Cooksville GO and the LRT by locating greater density (and therefore people/population) in an area that provides an ease of access to these transit options. Through the provision of continuous sidewalks and safe, convenient access to these two transit opportunities, it is anticipated that it may increase ridership and reduce dependency on private automobiles.

- *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;*
- *Appropriate transition is to be provided through the application of 2.5 metre setbacks above the podium;*
- *Compatibility with the surrounding context is encouraged;*

While we appreciate the intent of these policies which we interpret to be to set minimums on development in strategic growth areas, but also manage impacts of development, we do not find that these restrictions belong in a guiding document, nor do they foster development that represents the best utilization of land. The policies are overly restrictive and do not reflect the direction of the City's Official Plan, namely with regard to Strategic Growth Areas, Downtowns and Major Transit Station Areas. While this proposal meets the minimum building height of 5 storeys, it exceeds the maximum envisioned building height and permitted FSI, however, it is our opinion that this is appropriate in the content of the City's vision for this area as well as Regional and Provincial direction. The proposal achieves what we believe to be an appropriate transition through the proposed setbacks and the relationship of the podiums to the towers. All of these metrics are better evaluated on a case by case basis rather than a blanket, area wide policy. These policies are counterintuitive to the purpose of the Mobility Hub. We maintain our position that the transition and compatibility of this proposal as well as the height and density is appropriate, as described in the Urban Design Brief.

The Subject Lands are identified as an appropriate and desirable location for higher density, compact, mixed-use development to occur.

The Cooksville Mobility Hub Study further informed Vision Cooksville, discussed below.

## **5.8 VISION COOKSVILLE**

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.’*

We are not clear if this policy would be relevant to John Street due to a lack of specificity. That said, we have chosen to acknowledge and assess this policy since we realize that this development will bring pedestrian foot traffic and attract visitors to the side and by extension, engagement along John Street. While many of these items will be detailed through the Site Plan approval process (should these Amendments be approved), our team continues to ensure that the pedestrian realm, both public and private, is designed through this process in a way that allows for thoughtful design through Site Plan. Such as, providing adequately sized sidewalks that provide continuous connections, areas for formal and informal congregation which can be further detailed or furnished and minimizing opportunities for pedestrian and vehicular interaction which is expected to foster a more desirable and safer pedestrian realm.

*‘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.’*

As articulated throughout this report, the architectural façade treatments and strategic podium placement and size will contribute too creating an enhanced streetscape that pedestrians are more inclined to interact with. Vehicular parking has been located predominantly underground, while the paved surface area used for vehicular circulation has been designed to occupy as little space as possible, placing a priority on providing space and strategic design for the pedestrian realm. This will include tree planting, site furnishings, amongst other items that contribute to a more appealing or intriguing streetscape presence. The development will provide non-residential uses that are located on the first storey thus creating an active ground floor which will promote an active street and animated 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.’*

The public park block proposed on the east side of the development will be programmed through the detailed design stage. The public park block will be connected to the right of way, creating an accessible open space for visitors and residents of the site.

*‘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.’*

As exhibited in the Housing Report, the proposal puts forward a higher rise built form with a mix of uses provided. It is the intent for this development to not only increase the inventory of housing available in a Downtown area help support people at different stages of life (ie families and an aging population who wants to reside in Mississauga, however downsize). This type of housing is appropriate for the Downtown area and will support housing targets.

*‘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.’*

We recognize that the subject lands are situated within the MTSA and therefore subject to the Inclusionary Zoning policies and the obligations for new development under same. This is outlined in the Housing Report submitted in support of this application.

*‘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.’*

The development proposal (including floor plans and layouts) and associated zoning by-law amendment has accounted for various non-residential uses to be permitted and implemented on site. The proposal also includes live/work units which best epitomize an opportunity for a small-scaled size independent business.

In summary, 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 stepbacks above the podiums, in order to provide for human-scaled and pedestrian-oriented built forms;
- 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.

It is our opinion that the development proposal supports Vision Cooksville for the above noted reasons.

## **5.9 DUNDAS CONNECTS MASTER PLAN, 2018**

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 14, the Subject Lands are located within the Cooksville Focus Area. The Cooksville Focus

Area falls within the Downtown Mississauga Urban Growth Centre. The Cooksville focus area, amongst other functions, will facilitate transfers between the BRT and Hurontario LRT due to proximity of stations. This helps to promote inter-regional connectivity and positions Cooksville GO as a priority and strategic area for development in the City of Mississauga, being one of the two GO stations along the Dundas corridor. Within the Dundas Connects Master Plan, Cooksville is considered a ‘key transit and development node’.

While the Dundas Connects Master Plan largely references the Hurontario Street Master Plan for performance criteria (height, step backs etc), we take the following points from the Dundas Connects Master Plan, which we feel are relevant to this proposal:

- *Compact, mixed-use, pedestrian-oriented and transit-supportive development is to be concentrated along the street frontage;*
- *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;*
- *Plan for a mix of land uses*
- *On certain lands designated Residential High Density, permit infill development of apartment dwellings in addition to those uses permitted under Residential Medium Density and establish development standards for such infill development that detail parameters such as height, separation from existing buildings on the property, transition to buildings on adjacent properties, and primary pedestrian entrance location and connectivity*
- *New open spaces (e.g., Destination Parkland, Community Parks, Urban Parks/Squares) and community facilities*

The proposal contemplates infill development representing a compact, mix of uses supporting transit investments and is designed to be pedestrian-oriented. The proposal consists of an apartment style dwelling with grade related non-residential uses and an appropriately provided streetwall. The height, density, separation and general transition of the buildings to the adjacent properties has been a priority when evaluating the appropriateness of the development proposal.

As exhibited in the Urban Design Brief, the building design generally meets the City’s criterion for appropriate development. Given the site’s location on the outer limit of the Downtown and MTSA, we anticipate the proposed heights will appropriately act as transitional from the Hurontario Corridor, where much of the greatest height and density will be focused. That said, based on the locational advantages and in direct response to the City’s hierarchy, this proposal presents a compact and transit supportive, mixed use, pedestrian-oriented development.

The site has been designed with special attention to the John Street frontage, being the only street frontage the site has, to activate and engage with the pedestrian realm. The direct pedestrian connections into and throughout the site, as well as the grade related non-residential uses provide a pedestrian oriented environment, drawing visitors into the site and aiding in placemaking in the



Downtown and MTSA lands. While the site does not contemplate a full streetwall, there is a staggered streetwall provided along John Street across the frontage and where there is no streetwall, the site will be designed to engage residents through walkways and areas of congregation. The staggered streetwall is an appropriate approach in this instance as it is not immediately along the Hurontario Corridor, rather, is on the outer edge of the Downtown and MTSA which by nature, would warrant a different treatment. The proposed development also includes a new park block for the public which would be one of the first new parks in Cooksville in many years.

It is of our opinion that the proposal meets with the vision of the Dundas Connects Master Plan for the reasons set out in this section, as well as the aforementioned sections in this report considering the visions across the various City documents appear to be largely consistent.

## **5.10 MISSISSAUGA OFFICIAL PLAN REVIEW 2051 – ONGOING**

As described above, the City of Mississauga is currently undertaking an Official Plan review to inform the City's Official Plan through the 2051 planning horizon (based on proposed Amendment 1 to the Growth Plan) in order to address matters such as new trends, ideas and policies, incorporation of provincial legislation and regulation, implement new city-led policy initiatives (i.e. City Wide Major Transit Station Areas) and generally to position and guide the City into the 2051 planning horizon.

The City's Official Plan (amended) notes that the MOP review is necessary to ensure that it:

- conforms with Provincial Plans or does not conflict with them;
- has regard to the matters of Provincial interest; and,
- is consistent with policy statements under the Planning Act.

As outlined in the Sections above (within this Report) and pursuant to the justification provided thus far throughout this Report, we are of the opinion that the proposed amendments meet the above noted general objectives framing the MOP review. At the time of authoring this Report, the City of Mississauga has released a draft of the future Official Plan including studies related to the City's Major Transit Station Areas.

The City introduced notable amendments to the following chapters of the current City of Mississauga Official Plan (as related to this proposal):

- Chapter 1 – Introduction
- Chapter 2 – Vision
- Chapter 3 – Directing New Development
- Chapter 5 – Housing Choices and Affordable Homes
- Chapter 8 – Well Designed Healthy Communities,
- Chapter 10 – Land Use Designations
- Chapter 11 – Transit Communities
- Chapter 12 – Urban Growth Centres and

- Chapter 14 – Neighbourhoods

Firstly, Chapter 1 notes that the City is in transition. The opening paragraph also notes that infill redevelopment (focusing on strategic growth areas) will continue to be the focus of future growth within the City. This Chapter introduces Mississauga's Strategic Plan. Mississauga's new strategic plan identifies certain directive statements which are focused around the following points as related to the development proposal:

- Developing a transit oriented City;
- Ensuring Youth, Older Adults and New Immigrants Thrive;
- Completing our Neighbourhoods; and,
- Living Green.

As described throughout this report, the proposed amendments will support a transit-oriented development (which is expected to transition into a part of a greater community), provide for affordability and accessibility to housing in an area with access to various service and amenities and provide opportunities to combat climate change.

Chapter 2 -Vision notes the need for expansion of a range of housing choices within Mississauga. The Plan notes that new residential development is expected to be accommodated, via infill, in already developed areas and in compact forms, such as apartments with a particular emphasis on areas with travel options and a goal of fostering social interaction. This Chapter also introduces the City's guiding principles. The guiding principles are generally reflected throughout the policies identified throughout the Official Plan. Therefore, we have not cited the guiding principles but do submit that the proposal is supportive of the guiding principles for the reasons cited below and throughout this report, namely:

- The redevelopment of the subject site with higher residential densities, situated within the Cooksville GO MTSA, addresses the above noted goals and/or visions particularly when evaluated against the prioritization of infill apartment buildings in areas well served by transit opportunities.
- Redevelopment of the subject site will provide for a space for social interaction in a more significant way than that which exists today, and will contribute to the way interaction and healthy City living is provided in MTSA, in the future.
- The proposed amendments will support a transit oriented development (which is expected to transition into a part of a greater community), provide for affordability and accessibility to housing in an area with access to various service and amenities and provide opportunities to combat climate change.

Chapter 3 – City Structure speaks to the way in which the City will grow. The chapter notes that an integrated approach to land use planning supporting the wise use of resources and infrastructure

becomes critical to the City's success and resilience. This approach starts with the identification and hierarchy of Strategic Growth Areas which are effectively communities with access to employment, transit, public services and where permitted, a range of housing.

3.2.4 provides that most of Mississauga's growth will be provided to these areas, which includes Major Transit Station Areas.

Section 3.3 City Structure identifies elements of the City Structure such as Strategic Growth Areas (which are referenced throughout this Report). This includes the Cooksville Urban Growth Centre. The policies in the City Structure (3.3) general section are supported by the development proposal.

Section 3.3.5 provides City Structure policies. 3.3.5.1 provides:

*The City Structure establishes a hierarchy associated with the scale and intensity of use. Each hierarchy level has a policy framework that guides height, density and land use requirements. Each is informed by the geography of the element, its purpose within the City and its capacity, which includes existing and planned infrastructure. The city structure and associated density hierarchy set the foundation for the orderly growth of the city.*

Policy 3.3.5.3 provides:

*Growth will be primarily directed towards the Strategic Growth Areas being the Urban Growth Centre, Major Nodes, Community Nodes, and Major Transit Station Areas*

The proposed amendments are consistent with the policies in Chapter 3. The amendments would permit for a development that is in keeping with the City Structure hierarchy for a MTSA. As evidenced in the supporting technical studies, this proposal will be supportable from a feasibility perspective. The draft OP policies continue to provide that this decision or recommendation for Strategic Growth Areas is per direction from the province which required all municipalities to identify the appropriate type and scale of development in Strategic Growth Areas and to also, to transition built form to adjacent areas which recognizes that these strategic growth areas may require distinct policy approaches to support contextual sensitivity. The policy further notes that any development applications that are not consistent with the urban hierarchy may lead to its destabilization overtime and may weaken the Growth Plans intent (as applicable to Mississauga).

Chapter 5 – Housing Choices and Affordable Homes speaks to the provision of housing across the City. The development proposal introduces more high quality housing in a MTSA, which is an area encouraged to accommodate growth. As noted in the Housing Report, the development will provide affordable housing options (per the Inclusionary Zoning Area 1 requirement). While we generally agree with the spirit of some of the Housing policies, we would refer staff to our submission dated March 14, 2024, specific to the subject lands, regarding the implications of some of the policies. We realize these policies are only in draft at this time.

Chapter 7 – Getting Around Our Communities speaks to the provision of a multi-modal transportation system linking the City, Region and beyond and the importance of certain areas, such as Major Transit Station Areas, when directing growth and development and moving people around. It is our opinion that generally, the development proposal supports the City’s policies and visions for a mix of uses at higher densities within MTSAs, thereby capitalizing on transit infrastructure investments. The chapter also speaks to streetscape design and complete streets approach. Following our review of the “City’s Complete Streets Guide” (as referenced in the Official Plan), John Street is not identified in the Schedules incorporated into the guide, however does present a more desirable streetscape design than that which currently exists and is generally consistent with the spirit of the streetscape design policies.

Chapter 7 further references Transportation Demand Management. It is our opinion that the proposal is well integrated with existing and planned transportation systems and supports these systems by bringing more users and providing features such as bike spaces on site. We are of the opinion that the development proposal and design/interaction with the streetscape are generally supportive of the policies in Chapter 7.

Chapter 8, discusses Urban Form. This chapter is complimentary in nature to the City Structure Chapter as it assists in the coordination of growth distribution, access to transportation and the production of a high-quality pedestrian realm. Specifically, Section 8.3 City Pattern which is used to guide land use decisions and directing growth to strategic Growth Areas which support design excellence. The Chapter notes that most future development in Mississauga will be infill and redevelopment and further that appropriate. Many of these policies generally reflect the spirit and intent of existing MOP policies cited herein. After our review of this Chapter, we are of the opinion that the development proposal generally complies with and supports the applicable policies. Similar to Chapter 5, however, we would refer staff to our submission dated March 14, 2024, specific to the subject lands, regarding the implications of some of the policies. We realize these policies are only in draft at this time.

The relevant schedules outlining the land use designation under for Chapter 10 – Land Use Designations is unchanged for this site. Maintaining a High Density Residential Official Plan designation. That said, Chapter 10 refers us to the associated Major Transit Station Area schedules. We recognize that this site is subject to a height restriction of 25 storeys and therefore, will need to be evaluated against the Criteria outlined by staff which is used to evaluate the appropriateness of height exceedances beyond that which is prescribed in the OP. Prior to reviewing these criterion, we again refer staff to our submission dated March 14, 2024, specific to the subject lands, regarding the implications of some of the policies related to building height restrictions in strategic growth area. We realize these policies are only in draft at this time.

To provide some context to the above, we note Item 15.2 on the April 11, 2024 Regional Council Agenda (City of Mississauga’s Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146: Regional Staff Review, Updates and Recommendations). These OPAs introduced height caps within MTSAs which was subsequently approved (with modifications to OPA 143) at Regional

Council. On April 18, 2024, the Region released a Notice of Decision regarding the City of Mississauga's Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146. The purpose of OPA 142, as approved, was to set out a new area-specific policy framework for Downtown Fairview, Cooksville and Hospital MTSA. The purpose of OPA 144 was to add policies related to PMTSAs on a City-wide basis which included schedules identifying boundaries of PMTSAs, land uses and minimum densities, maximum building heights, amongst other matters. The OPA also provides policy direction guiding the development of PMTSAs, including the addition of a policy to allow for development applications requesting heights beyond those permitted in OPA 144 to be considered subject to criteria. The criteria being:

- maintaining the City Structure hierarchy;
- ensuring the overall intent, goals, objectives and policies of the Plan are achieved;
- the type, scale and built form is appropriate and compatible with the surrounding lands, vision and planning context;
- has an appropriate site size and configuration;
- provides for appropriate transition to adjacent land uses and built form;
- full funding is secured for planned higher-order transit improvements;
- there is existing or planned capacity for infrastructure and services; and
- that phasing of development occurs in accordance with the timely delivery of infrastructure and services.

We provide the following commentary on each of these items:

- maintaining the City Structure hierarchy;
  - City Structure policies outlined in the MOP direct height and density to areas that are targeted for a greater scale and density of development. The subject lands are located in a Downtown, Urban Growth Centre and MTSA. While we recognize that the site is not situated within the City Centre (where greatest heights are to be concentrated), we assert that it is not reasonable to concentrate all High-rise or taller buildings in the City Centre since the land mass of same is relatively limited. It is logical however, to provide for growth in Urban Growth Centres and MTSA's per their position in the City's hierarchy. As noted previously, the building heights do not compete with and therefore do not erode the City Structure hierarchy (i.e. the heights proposed aren't even the tallest buildings in the Downtown area outside of City Centre). The amendments proposed and development of subject lands maintain the City Structure hierarchy.
- ensuring the overall intent, goals, objectives and policies of the Plan are achieved;
  - We refer staff to the entirety of this Planning Justification Report in support of this criteria. The amendments proposed and development of subject lands maintain the overall intent, goals, objectives and policies of the MOP.
- the type, scale and built form is appropriate and compatible with the surrounding lands, vision and planning context;

- has an appropriate site size and configuration;
- provides for appropriate transition to adjacent land uses and built form;
  - Again, we refer staff to the entirety of this Planning Justification Report as well as the Urban Design Brief in support of this criteria as well as the wording provided in the City Structure criteria. The type, scale and built form of the development proposal is appropriate and compatible with the surrounding lands, vision and planning context of subject lands maintain the overall intent, goals, objectives and policies of the MOP. This includes an appropriate size and configuration as well as transition to adjacent built forms. We refer staff to the Sun/Shadow study and Urban Design Brief in this respect.
- full funding is secured for planned higher-order transit improvements;
  - The Cooksville GO was recently upgraded in order to achieve it's vision and accommodate the anticipated future growth. The Hurontario LRT is currently under construction and has funding in place to complete same.
- there is existing or planned capacity for infrastructure and services; and
  - As noted throughout this Report, and as provided in the Functional Servicing Report and Transportation Study, the proposal can be accommodated through existing or planned capacity for infrastructure and services
- that phasing of development occurs in accordance with the timely delivery of infrastructure and services.
  - It is our understanding that the Hurontario LRT has a substantial completion date for 2024. Additionally, per the Functional Servicing Report, water and sanitary infrastructure along John Street is in place and has capacity for the development to connect to. We do not anticipate any issues with the future phasing of the development as related to the delivery of necessary infrastructure and services.

Chapter 11 speaks to Transit Communities. Appropriately, the preamble to this Chapter states:

*Each Major Transit Station Area is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit supportive development*

We have provided evidence above related to the prescribed criteria for height exceedances related to OPA 144, as this chapter also refers us to the associated height schedule in OPA 144. We have also provided our opinion based in the feasibility studies submitted in support of this application (Traffic Impact Statement, Functional Servicing Report, etc.), which state that the proposal is appropriate for this area and site and continues to support transit supportive development.

*11.2.5 Development in the Major Transit Station Areas will support the following objectives:  
a. leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas;*

- b. encourage a balanced mix of transit-supportive uses such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment;*
- c. develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops; and d. support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*

*11.3.4 Development will contribute towards the creation of transit-supportive communities by:*

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;*
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;*
- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;*
- d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context*
- h. providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.*

Sections 11.4 Density and 11.5 Heights prescribe the minimum density and heights within Protected Major Transit Station Areas. Throughout this Report, review of the City's progress/monitoring reports and through review of the technical analysis' provided in support of this development, we submit that the proposed density and height remains appropriate in the context of the MTSA and contributes to achievement of minimum targets.

Chapter 11.6 discusses Compatibility and provides that development will:

- a. be compatible with surrounding uses;*
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.*

In addition to be policies outlined in Chapter 8 of the draft MOP, Chapter 11.7 discusses Urban Design.

*11.7.2 Development will:*

- a. minimize surface parking;*
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and*

*c. contribute to the creation of a high standard of public and private realm streetscape design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm*

For the reasons stated in this Report (in previous sections), we believe the urban design policies are satisfied.

Chapter 11.8 Connectivity generally encourages development that contributes to a connected pedestrian network supporting walking and cycling as well as the use of transit. The subject lands are situated in a location that provides ease of access to transit opportunities. The design of the site has incorporated direct, continuous connections to the existing right of way and proposes short and long term bike spaces for residents and visitors, thereby supporting the Connectivity policies of Chapter 11.8.

Chapter 11.9 Community Infrastructure, Parks and Open Space speaks to the importance of protecting, enhancing and expanding on the City's network of public parks and open spaces and specifies that there are plans which speak to this. In the City's Official Plan (Schedule 4), we acknowledge that there is a future park to be located (conceptually) in this area. As such, we have proposed a public park block on the east side of the subject lands to serve both visitors and residents of the development. This contributes to the City's inventory of public spaces and provides relief through the use of green space, breaking up an area which is presently, predominantly asphalt. This will act as an asset on an interim basis while the MTSA continues to evolve, and also upon build out of the MTSA. The design of the park can continue to evolve through the detailed design or Site Plan process, in collaboration with the City of Mississauga as appropriate.

Chapter 11.10 discusses Development Servicing. As exhibited in the Functional Servicing Report, it is anticipated that this development can be accommodated through an extension of existing municipal services. We refer the reader to the Functional Servicing Report as prepared by CF Crozier & Associates in this regard.

Chapter 12 speaks to the Urban Growth Centre ("UGC") which is composed of four Character Areas: the Downtown Core, Fairview, Cooksville and Hospital. This site is located within the "Cooksville" Character Area of the UGC. Chapter 12 provides:

*While each Character Area has its distinct planned function, the Downtown Core is where the highest concentration of residential development and existing office buildings can be found in the City*

We reiterate that while we acknowledge the intent and function of the City's hierarchy and particularly, the role of City Centre, it is not logical to concentrate development of a particular density in a single geographical location. Strategic dispersion of heights and densities across the City



(consistent with the City's prescribed hierarchy) should be considered consistent with the vision of the MOP, particularly when evaluated against the other Downtown area policies MTSA policies, pursuant to the height exceedance criteria.

*12.1.1.3 The Urban Growth Centre will be planned to:*

- a. reflect its role in the City Structure hierarchy;*
- b. accommodate significant population and employment growth and support opportunities for residents to work in Mississauga;*
- c. develop as a major regional centre, be the primary location for mixed use development and contain the greatest concentration of activities and variety of uses in the city;*
- d. accommodate a balance of housing, retail, office, services and community infrastructure in close proximity with each other;*
- f. achieve a high quality built form and urban environment;*
- j. maximize the use of existing and planned infrastructure; and,*
- k. adapt to the impacts of climate change, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.*

Based on the heights and densities historically being approved in the Urban Growth Centres, we are of the opinion that the scale and density of this proposal, in the context of accommodating "significant population and employment growth....", represents good planning both from a City hierarchical perspective and technical feasibility perspective, as evidenced in the supporting documents. The proposal will provide for a mix of uses and considers development that accommodates a greater population based on the proposed built form and offers more employment opportunities than that which exists today and may have been envisioned under the existing High Density Residential designation. The proposal is supportive of complete communities by providing housing, retail and other services as well as a public park. The proposal focuses on evolving and urbanizing an area that is largely underutilized based on its suitability for development and its locational advantages related to multi modal transportation options. The area is well connected through a variety of multi modal transit networks. The proposal also supports maximization of efficiencies in infrastructure, services and transit ridership, putting to better use existing and planned infrastructure and contributing to reduction in greenhouse gas emissions. The proposal will continue to be evaluated from an Urban Design perspective through the review and progression of the Planning applications.

*12.1.1.7 Development in the Urban Growth Centre will support the achievement of healthy sustainable complete communities that:*

- a. provide a wide-range of uses, including residential, community infrastructure, employment, services, commercial uses, entertainment uses, and offices, according to the permitted land uses in the policies of the Plan;*
- b. supply a diverse range and mix of housing options, unit types and sizes, including affordable housing, to accommodate the needs of a diverse population, including people with disabilities, older adults, and families;*

- c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;*
- d. provide active transportation connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods;*
- e. contribute to the provision of community infrastructure and other services necessary to support residents and/or workers;*
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces;*
- h. integrate green building design, green infrastructure and appropriate low impact development features.*

As noted throughout this report, this development provides for an efficient, compact urban form with a mix of uses, including employment opportunities, complimented by a range of unit types and suite sizes establishing accessible and affordability in housing within the PMTSA, all while having access to existing transit infrastructure, thereby likely to increase transit ridership and enhancing commuter travel to and from the site.

The development proposal ultimately contributes to the creation of a vibrant mixed use community by providing for a range and mix of housing types, non-residential (commercial, retail) uses and open space recreation opportunities. The amenity areas and landscaping amenities such as benches, etc. promote social interaction in the City.

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*12.1.1.8 Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be discouraged.*

Based on the site's location within the (P)MTSA and accessibility to the LRT, the implementing By-laws are seen as appropriate in the context of the City and Region's visions, goals and objectives towards complete communities where residents can live, work and play while having access to higher order transit opportunities and a mix of uses in a neighbourhood wide scale. Based on the site's location within the (P)MTSA and accessibility to the LRT, the implementing By-laws are seen as appropriate in the context of the City and Region's visions, goals and objectives towards complete communities where residents can live, work and play while having access to higher order transit opportunities and a mix of uses in a neighbourhood wide scale.

*12.1.1.9 The Urban Growth Centre will be serviced and supported by local and higher order transit facilities that provide connections to all parts of the city and to neighbouring municipalities.*

*12.1.1.10 Pedestrian movement and access from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in the Urban Growth Centre.*

Residents and visitors are served by existing transit options including the Mi-way routes and access to inter and intra Regional transit opportunities as well as the connections provided by the Cooksville GO Station and LRT. This site provides strong access to public transportation system(s), which can be accessed by foot, supporting the principles found in the MOP (and other guiding policy documents).

Chapter 12.3 specifically references the Fairview, Cooksville and Hospital Urban Growth Centre. The general policies set out the vision for the specific UGC based on it's location and planned function. The policies also speak generally to urban design considerations. Some notable policies are as follows:

#### *12.3.2 Urban Form and Building Transition*

*12.3.2.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:*

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

Policy a) speaks to the applicability of the 45 degree angular plane and provides that development should be generally consistent with the angular plane and measured from the adjacent low rise residential land use designation. While we appreciate the intent of this policy and have included the 45 degree angular plane in the Urban Design Brief to address the existing single detached homes beyond the rail line (north of the subject lands), we submit that this development is not technically directly adjacent to a residential low rise land use designation as it is separated from the Low Density Residential II designation by a rail corridor and therefore, would the policy and 45 degree angular plane requirement would technically not be applicable to this development when evaluated against policy a). Second, we note that in certain cases such as this, the rear yards of the detached dwellings to the north are much deeper than a typical rear yard. Per the Zoning By-law, a 7.5m rear yard is required for single detached dwellings. It is likely that due to the proximity or adjacency of the homes

to the rail corridor, that a 30m+ rear yard setback has been applied creating a much bigger rear yard condition and an inconsistent approach to the applicability of the angular plane assessment. It is not accurate then, to apply the angular plane requirement to the property line even if the subject site were considered adjacent and therefore subject to policy c). A more consistent approach and logical would be to apply the angular plane to a 7.5m rear yard (as prescribed generally under the zoning by-law) and further, evaluate it on a case by case basis. In this scenario, while technically not applicable since there is no adjacent low density residential, we are of the opinion that the built form meets with the general intent of the angular plane policy and in the absence of a policy to address this specific scenario. Further, we note that based on the existing (and proposed) grades, the residents to the north would see one to two storeys less than that which is actually proposed due to visibility looking south.

To address policy b), the towers will have a 30m separation distance, as presently considered in the proposal.

Policy c) is addressed by providing a varying or stepped building design. The proposal provides a gradual built transition which is used to address the existing built form in the area and to create a more desirable and comfortable pedestrian realm. Policy d) is addressed through the use of glass as the primary building material to create visual interest as well as the incorporation of architectural details such as canopies, overhangs, columns, and green roofs. We refer the reader to the Urban Design Brief for further details.

*12.3.2.2 For larger developments where more than one tower is proposed, a variation in building heights will be achieved.*

*12.3.2.3 Tall buildings will incorporate podiums that are a minimum of three storeys and a maximum of six storeys.*

The proposal consists of three residential buildings, at 31 storeys, 26 storeys and 20 storeys, each connected by a 12 storey podium. A section of the middle tower is also proposed for retail/service uses as well as live/work units to the west along the John Street frontage. The proposed Towers and podiums are strategically stepped which is best illustrated in Figure 26 of the Urban Design Brief. The Urban Design Brief provides that:

*The proposed buildings have been strategically located and stepped so to address the John Street right of way. Limited building setbacks are proposed to the single 3 storey building located near the centre of the site, where there will be some uses for the public to engage with. The other “mixed use” building has portions of the building that are situated at the street frontage with limited setbacks and also heights of 3 storeys. Greater heights are generally pushed into the site more, creating an aesthetically pleasing and more fluid height transition from the existing character area where apartments and lower density uses exist (south)*

The 3 storey portions of the podiums are pushed closest to the street, consistent with the general vision for this policy. The other stepped portions of the buildings are more interior to the site and are used to address microclimatic conditions (in some instances) and urban design best practices.

*12.3.2.4 The floor plate of buildings above the podium will vary in size depending on the height of the building. For tall buildings, the tower above the podium will have a smaller floor plate size*

The floorplates of the buildings above the podium are smaller. The most narrow floorplates are provided on the tallest buildings (A & B). The Urban Design Brief further provides:

*The shorter sides of the Tower buildings are oriented toward the existing residential so to reduce the impact or perception of overlook on adjacent residential. Lastly, the building and towers have been designed so to minimize negative impacts on the right of way and private residences, as prescribed in the sun/shadow criterion with the City of Mississauga.*

It is our opinion that the proposal is consistent with policy 12.3.2.4.

Aside from general land use, the Chapter outlines policies for certain streets which include urban design policies. Per Map 12-3.1: Downtown Fairview, Cooksville and Hospital Urban Growth Centre Street Types, John Street is a “B” Street.

*12.3.5.1 Development along ‘B’ Streets will primarily support housing and pedestrian access and movement. Although ‘B’ Streets are primarily residential in nature, development may include some non-residential uses on the ground floor. The design of the built form and streetscape along ‘B’ Streets will establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms. Development will address the following:*

- a. a consistent streetwall with building indentations will be provided as visual relief;*
- b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, bus shelters, and pedestrian scaled lighting;*
- c. a high quality seamless interface and transition between the public sidewalk and principal building entrance to ensure adequate separation, definition and privacy;*  
*and*
- d. appropriate stepbacks between the edge of the podium and tower portion of the building.*

A consistent streetwall with recessions or indentations has been provided consistent with policy a). The spirit or intent of Policy b) has been addressed as sufficient or appropriate setbacks have been provided in order to provide an animated pedestrian realm. This extends inward to the site through the provision of benches, pergolas and other features which will continue to be refined through the site plan process. This feeds into satisfying policy c) through the provision of a desirable interface

condition with the street between the building and general, greater site. Policy c) is further satisfied by creating an interior site programming layout that is inviting for visitors however, still can provide for safety and exclusivity for the residents. Policy d) is supported for through the provision of setbacks from taller towers from the base podiums. This team has prioritized creating functional yet aesthetically pleasing building shapes and forms.

Conclusively, although the draft policies put forth by the City are not in force and effect at the time of authoring this report, they indicate an intention from City to identify and plan for lands in this general area for redevelopment which would ultimately revitalize the greater area surrounding Cooksville GO (the MTSA lands) into a mixed-use, transit oriented, higher-density community. We are confident that this development and the subject property's proposed by-law amendments will generally conform to the future vision for the Cooksville GO PMTSA. We maintain our position that this proposal is appropriate strictly from an analysis of the land use policies currently in-effect (Region) and as drafted (City). In order to advance the vision for the PMTSA, staff must encourage densities and developments in this area potentially beyond those that are currently envisioned under the current planning framework and the height prescriptions put forth by OPA 144. It is critical that staff take this opportunity to leverage the policies surrounding strategic growth areas, specifically PMTSA's, in order to direct and manage growth in a logical manner – specifically in this instance surrounding existing transit infrastructure. The implementing land use tools (By-laws) proposed through this application can be adopted into the City's PMTSA planning process as it evolves.

## **5.11 MISSISSAUGA ZONING BY-LAW 0225-2007**

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as RA4-25 and H-RA4-30 (see Figure 13). The RA4 zone permits apartment, long-term care, and retirement building uses. The zoning also permits heights up to 18 storeys (56m). Both zones prescribe site specific zoning regulations such as, but not limited to, setbacks, floor space index maximums and unit caps. We also note that there is currently a holding symbol on 117 John Street (H-RA4-30) which stipulates a number of conditions to be resolved prior to any land disturbing activities or other land use approvals. These conditions are items such as the provision of hydro-electric power services as well as other infrastructure such as sanitary sewer, storm sewer and water services as well as site access (amongst other matters). Therefore, an amendment to the City of Mississauga Zoning By-law will be required.

## **6.0 HOUSING REPORT**

GSAI has chosen to respond to City comments with regards to housing as included in the City's ePlans PSR within this document. This is primarily due to the City's intentional defining of areas that are, and are not, subject to inclusionary zoning.

City comment #79: Applicant indicates proposed tenure is condominium.

Response: See below. At this time, it is unclear whether the whole project will be condominium. The client has been reviewing options for tenure including a portion of the project being condominium, or possibly all of the project being for rental tenure.

City comment #80: Policy context.

Response: See below content.

City comment #81/82: Submission of a Housing Report.

Response: See below content. As noted previously, GSAI is not submitting a stand-alone Housing Report as the intent of this report is not as relevant. As the City has defined areas subject to inclusionary zoning, there is much less justification necessary to defend an application. It would appear applications before the City need to confirm they are meeting obligatory zoning regulations regarding inclusionary zoning. GSAI would note the terms of reference have outdated information regarding, for example, the contribution requirement for Reimagining the Mall lands, expected contributions, as well as the reference to outdated CMHC benchmarks.

City comment #83: City requirement of ten per cent affordable.

Response: See below content.

The following content address the City's terms of reference (as applicable) for the Housing Report content:

## **6.1 DESCRIPTION OF PROPOSAL**

See section 4.0 within this Planning Justification Report.

## **6.2 PLANNING PROCESS & APPLICATION**

The proposal before the City will be for an Official Plan Amendment and Zoning By-law Application. At this time, the City is only considering these two applications and further project/building details will become available once the site development plan approvals process begins.

## **6.3 ADDITIONAL CONSIDERATIONS**

Details on considerations for various unit types and market considerations are outlined below. The site is vacant and therefore does not propose removal of any existing rental units. It should be noted this site has the site constraint of an active railway line along the northern boundary. This is noted to the reader as typical site programming options for noise and crash wall requirements won't apply due to the grading differential from the north to the south of the subject parcel. To accommodate this significant grade change, and to accommodate the railway requirements, the architect is proposing a combination of landscape, hard features, and underground/building wall placement to accommodate noise/crash wall requirements. This has resulted in more complex building and structural design considerations.

## **6.4 PLANNING RATIONALE**

The following commentary on Housing is intended to provide the City with information to evaluate

how the proposed development achieves various government housing objectives, including the provision of a range of housing options.

The City is seeking to ensure that large developments represent good planning by providing a mix of housing options including options for tenure, unit type, and affordability. Chapter 7 Complete Communities of Mississauga Official Plan provides the following policies to ensure development meets the needs and preferences of residents:

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

The proposed apartment development provides units of various sizes offering different affordability points which meets socioeconomic characteristics. The project is also proposing live/work units which can offer both employment and accommodation under one roof. This may be considered favourably by some looking to establish the appropriate business but not want, or can't afford, two separate locations for these uses. Since the project is an apartment, it is anticipated that all of the building units will be accessible which in turn opens up units for another segment of the population (i.e. people with accessibility needs).

*7.2.2 Mississauga will provide opportunities for:*

- a. the development of a range of housing choices in terms of type, tenure and price;*
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
- c. the production of housing for those with special needs, such as housing for the elderly and shelters.*

It should be noted the plans provided by the architect indicate various details regarding GFA-Inclusionary Zoning as well as target percentages for the Inclusionary Zoning. At this time, the application is reflecting the applicable rates for affordable units of 7% for ownership units and 3.5% for rental units. The owner has been and continues to review various options, government funding opportunities, and potential partners in thinking about affordable housing options. Options may include various tenures including units affordable to moderate income households, rental housing, or third-party funded ownership unit models of ownership. That said, it is premature at both this stage of the development application process as well as in the absence of knowing City staff commitments to the acceptability of the application to provide any kind of commitment to possible affordable housing that the owner may wish to provide. For example, recent discussions on tax rebates by Federal and Provincial authorities for rental housing were considered potentially favourable by our owner in considering rental housing options for this project. It should also be noted the architect plans indicate a variety of units with just under 20% of units being 2 bedroom or larger. This larger component offers a variety of housing choices beyond an average smaller unit. This same variety in sizing should result in a variety of rent or purchase price options within this project.

*7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*



*7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*

Please refer to section(s) 5.1 and 5.2 of this report to see how the proposed development fulfills Provincial and Regional housing requirements. Of particular importance, the Province has most recently demanded that the private sector and approval authorities do more to provide housing as quickly as possible. To this end, the Province has tabled various new housing or other supportive legislation aimed at building homes faster and to achieve its goal of having 1.5 million new homes in Ontario by 2031. The City's allocated portion of this is 120,000 homes. Based on 2022 CMHC data, the City is only at 29% of the target rate for the provincial target. While the City in its February 2023 "Growing Mississauga" action plan notes the potential for homes in the City, it doesn't speak to priority areas or areas that may be more appropriate or more desirable to foster new development approvals that support the Provincial or other City targets. To this end, new development in Cooksville, particularly adjacent the Hurontario Street corridor is an appropriate place for new development considering it's current excellent and future superior transit infrastructure. The lands are also within an MTSA, targeted for strategic growth, and located in close proximity to the Cooksville GO station and MiWay complex. In contrast, the timeline for Dundas Street development appears to be in an infrastructure deficit in comparison. The broader Cooksville area also has various community services and amenities complimentary to residential development already in place making it ideal for additional housing for this community. Therefore, homes being built on the subject lands helps to quickly fill the pipeline for the City which in turn contributes to the overall Provincial target.

## **6.5 ANALYSIS AND OPINION**

As the City is aware, they have recently passed an amendment to the parent Zoning By-law under sections 34 and 35.2 of the Planning Act. The subject land is included under precinct IZ-1. Our client is aware a building permit is dependent upon the section 35.2 Inclusionary Zoning agreement. As noted above, the architect plans are currently showing statistics indicating their compliance with Table 2.1.34.2 of the Zoning By-law. The proposed development intends on meeting the City's IZ requirement. The proposed development, by including various kinds of units including affordable rental/ownership units is providing opportunities for various kinds of homes based on size and market pricing. The project buildings will also be one of the first new projects in this part of Cooksville for a very long time bringing desired new units in a community with generally older housing stock.

The housing proposed also helps the City to accelerate their 125,000 homes commitment to the Province. As noted previously, this area is part of a targeted area for strategic growth and will both benefit and contribute to the existing and future transit infrastructure investments made in the general area (i.e. Hurontario LRT and recent GO station upgrades). This project represents good planning as the variety of housing options and the context of the location with various community amenities and services are excellent in the proximate area.

At this time, the information for housing tenure/details is still limited in this early stage of the development process. The owner and architect are currently considering various ideas and information which will help to inform on building tenure/designs in light of market conditions,

financial considerations, or technical issues which may not contribute to effective apartment development. Based on the plans provided, the apartment buildings have various unit sizes as detailed above.

While detailed pricing is not available at this early time, it is presumed it is more than likely the proposed units will offer a greater variety of price points and smaller household sizes than most of the surrounding out of Cooksville neighbourhood homes. Considering the composition of these areas, this provides a superior range of housing options over what exists today. On this basis, increasing the housing supply contributes to housing options for both existing and new residents. Census data also reveals the surrounding area is generally older than typical Mississauga age cohorts which means there is potential for less additional children in the area. Providing new housing creates the opportunity to increase both population and new residents unable to find affordable housing within their budget targets in a neighbourhood but also allows for existing surrounding residents, such as empty-nesters or pre-support home residents an opportunity to move to units that are appropriate, but close to parts of the City that they are familiar with. The project also includes live/work units which may be an excellent way for a business opportunity to flourish through cost savings of consolidating both business and living under one roof while helping a resident balance live/work needs due to their proximity to home.

## **7.0 PROPOSED AMENDMENTS**

This Section of the Report discusses both the proposed Official Plan Amendment (6.1) and the proposed Zoning By-law Amendment (6.2).

### **7.1 PROPOSED OFFICIAL PLAN AMENDMENT**

To permit the proposed development, an Official Plan Amendment and a Zoning By-law Amendment application are required. The following discussion outlines the proposed Official Plan designation and complimentary Zoning By-law regulations/provisions. These documents provide the framework to implement the proposed development concept. The revised draft OPA is provided in *Appendix I* of this Report.

The subject lands are currently designated “Residential – High Density”. The draft implementing OPA is proposing to continue to designate the residential component of the project “Residential - High Density” but also include a revision to the eastern portion of the site to be designated “Public Open Space”. This additional designation is to reflect the portion of the site proposed as a future park block to be dedicated to the City.

The draft OPA also includes provisions with regards to metrics specific to building height and total building area, expressed as a floor space index. This is required due to specificity in the overall MOP and in the “Downtown” policies with regards to height limits and floor space index limits.

While the project proposes predominantly residential, there are also non-residential components including accessory retail and live/work units. The accessory retail is permitted through the provision allowing Convenience Commercial in Residential – High Density in section 11.2.5.6 c. of the MOP. As the live/work units include a residential function, no additional policies have been

introduced for the draft implementing OPA for this specific part of the project. City staff will need to confirm if this will be acceptable from an OPA standpoint.

To simplify the scope or applicability of any new policies proposed in the OPA, a new special site policy (Special Site 9) section for the subject lands is proposed for the “Downtown Cooksville” section of the MOP.

## **7.2 PROPOSED ZONING BY-LAW AMENDMENT**

The following section provides further detail on the specifics of the draft implementing Zoning By-law materials (draft ZBLA) provided in *Appendix II* of this Report. As previously noted, the subject lands are currently zoned as “RA4-25” and “H-RA4-30” under Mississauga Zoning By-law 0225-007. The RA4 zone permits apartment, long-term care, and retirement building uses. The zoning also has various height limits. Both zones prescribe site specific zoning regulations such as, but not limited to, setbacks, floor space index maximums and unit caps. A holding symbol on the easterly parcel (117 John Street) (the H-RA4-30 zone) which stipulates several conditions to be resolved prior to any land disturbing activities or other land use approvals. Any of the technical considerations for these lands would be reviewed as part of the submitted development application before the City.

Revisions to the proposed regulations for the residential use have been made to reflect the currently proposed plans and the changes from the DARC submission and community consultation with heights, setbacks, and other site programming considerations. The City will also note various provisions permitting changes for non-residential uses. To accommodate a variety of options for future at-grade non-residential building programming beyond the standard City regulations through section 4 in the Zoning By-law, the regulations have been appropriately expanded. This measure permits for “futureproofing” of the proposed development block if required. The draft implementing zoning by-law also proposes a zone for the park block.

It is anticipated that this document will be revised as the development plan is finalized with City input and associated design and technical information is received. Should there be any major revisions to the future submission documents, GSAI will continue to provide an amended draft ZBL chart and/or schedule outlining revisions to match the design elements and to fulfill project requirements.

The implementing zoning by-law chart has been organized with each column representing a proposed zone for the Subject Lands. Each row provides details on the specifics for the proposed zones: the design of the chart is meant to provide high-level zoning considerations at the top (i.e. uses) with the details at the bottom (i.e. parking standards) similar to how the final implementing zoning by-law would be drafted. GSAI would note the following information:

The accompanying materials from GSAI indicate the proposed draft ZBLA seeks to rezone the subject lands from “RA4-25” and “H-RA4-30” to various zone categories as described below:

1. “RA5-XX” (Residential Apartment – Exception) permits various residential built forms in compliance with the RA5 provisions with specific development regulations

for the design elements of the built form. The proposed provisions include permission for roof-top amenity areas for certain portions of the buildings should the architect program the building in this fashion. The regulations are proposing 5.85 m<sup>2</sup> /unit for amenity area. This is based on the TCA provided plans indicating available area for both indoor and outdoor amenity area possibilities. This standard may be adjusted in future plan iterations if applicable based on finalized mitigation considerations including noise, wind, and site and building programming constraints. While this proposed regulation is a slight reduction from the City standard set-in table 4.15.1, row 15.4, the residential block has a proposed 34% landscape area. This accommodates for various forms of informal play and site programming outside of the formal amenity areas without infringing upon formalized planting areas. This, along with a proposed proximate park block, supports the amenity area standard. Setbacks and landscape buffer provisions are based on the conceptual pinch-points as shown but with plan evolution can be customized to reflect some of the other larger areas on the plan. There are no regulations provided to reduce setbacks to residential floor area to the existing railway property limit.

2. “OS1” (Open Space) is to apply to the proposed future public park block. No regulations have been added at this time as there does not appear to be a need based on site and building programming. This can be reviewed as part of City, and particularly Community Services feedback on the proposed block.

We also provide the following general commentary on the proposed Zoning By-law Amendment:

- The specific zoning prefixes were based on the appropriateness of their permissions and what the TCA drawings envision for the lands. For the residential lands, RA5 zoning was selected for the lands envisioned as primarily residential while OS1 was selected as the applicable block contains a proposed public park.
- The height limit noted in the residential zone is prepared to match the TCA concept/drawing design details.
- Parking rates proposed for the residential development reflect both existing and future transit network availability as well as results from the Hurontario LRT corridor, as indicated in the Crozier TIS/Parking Study. Particularly, MiWay service adjacent to the subject lands is currently very good and will become excellent with the addition of the LRT slated to be opened in late 2024. The proposed residents will support area transit service with the concentration of new residents. The project is proposing a parking rate of 0.5 spaces/unit for residential parking, and 0.15 spaces/unit for visitor parking for a total of 0.65 spaces/unit for all parking needs. This ratio is consistent with the City’s recent changes to the parking ratios required along the HuLRT line, including the Downtown Cooksville area. The total parking supply slightly exceeds this proposed parking rate. It should be noted that bicycle parking and electric-vehicle ready parking requirements will be met for the project at this time.

A Table informing the Zoning By-law Amendment implementing document has been provided with this submission.

## **8.0 SUPPORTING STUDIES**

The following section provides a summary of the reports, studies, and supporting materials conducted in support of the proposed development.

### **8.1 TRANSPORTATION IMPACT & PARKING JUSTIFICATION STUDY**

C.F. Crozier & Associates Inc. was retained to prepare a Transportation Impact and Parking Justification Study to support the Official Plan Amendment and Zoning By-law Amendment applications. The purpose of this report was to assess the impacts of the proposed mixed-use residential commercial development on the study road network and recommend required improvement measures, if warranted. The mixed-use development is expected to generate additional traffic, but overall won't materially impact existing conditions with improvements. The report recommended improvements to the surrounding road network. The recommendations include the optimization of signal-timing plan, adjusting pavement markings and site specific recommendations. Generally, the proposal is supportable from a Transportation impact perspective with the recommended improvements to address the increased LOS observed. Site access and safety meet guidelines, and parking and bicycle facilities exceed expected yield.

The Parking Justification portion of the Report refers to a ratio of 0.53 spaces per unit for residents and 0.15 for visitors as being satisfactory to accommodate the development proposal. We acknowledge that the development proposal is pursuing 0.5 resident spaces per unit and 0.15 for visitors which is different (0.03) from the rationale provided in the Parking Justification Study. While we recognize this deviation, we note for staff that this 0.5 resident space per unit is an appropriate ratio in consideration of the recent developments in the parking ratios applicable to sites along the HuLRT line, including Downtown Cooksville area (which further amended the City-wide "Precinct" ratios). A Recommendation Report to implement a reduced rate of 0.5 resident spaces and 0.15 visitor spaces proceeded to Planning and Development Committee on April 8, 2024 (BL.01-PAR, dated March 20, 2024) and was passed unanimously by members of the Committee, which meant an implementing By-law would be brought to Council. It is our (GSAI) understanding that the by-law is not yet in full force and effect. We, however, do not anticipate any issues with the passage of the appeal period for the associated by-law to implement these rates. In this respect, the Parking Justification states:

*...Furthermore, City staff has recommended that a reduced parking requirement of 0.50 space per unit and 0.15 space per unit for residents and visitors, respectively, be implemented for residential uses along the Hurontario LRT corridor.*

Please refer to the submitted TIS for more detailed information.

## **8.2 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT**

C.F. Crozier & Associates Inc. (Crozier) was retained to prepare a Functional Servicing & Preliminary Stormwater Management Report to support the Zoning By-Law Amendment applications for the proposed infill development. The purpose of the report is to demonstrate that the proposed development can be developed in accordance with the City of Mississauga (City) and Region of Peel (Region), Credit Valley Conservation (CVC) guidelines and standards from a water, wastewater, and stormwater management perspective.

The report determined that the proposed development aligns with the water, sanitary, and stormwater requirements and standards set forth by the City of Mississauga, Region of Peel, and Credit Valley Conservation (CVC).

Water servicing will be facilitated by connecting to the existing 300 mm diameter watermain on John Street through a 200 mm diameter water service connection. For sanitary needs, a 200 mm diameter sanitary service will link to the existing 375 mm diameter sanitary sewer on John Street.

To ensure proper drainage, the site will be graded to direct water away from the building and towards designated area drains distributed across the property. Stormwater management is planned to utilize a stormwater tank situated on the P1 level.

Meeting the water quality mandate of an 80% Total Suspended Solids (TSS) removal from the site will be accomplished through the implementation of a Jellyfish filtration system.

Additionally, the objective of maintaining a balanced water usage on-site will be fulfilled by employing water reuse techniques such as irrigation. The specific method for water reuse will be determined during the detailed design phase.

## **8.3 ENVIRONMENTAL SITE ASSESSMENT**

Palmer was retained to conduct an Environmental Site Assessment (ESA) of the subject property in support of a development approval application with the City of Mississauga, as well as to facilitate the filing of a Record of Site Condition (RSC) with the Ministry of the Environment, Conservation and Parks (MECP). The environmental investigation conducted at the site and the findings thereof are elaborated upon in Section 3 of the report.

The Phase Two ESA was specifically carried out at the site to address the Areas of Potential Environmental Concerns (APECs) identified during Palmer's Phase One ESA in 2023. Notably, there are no areas of natural significance identified on the Phase Two Property or within the Phase One Study Area. However, the investigation revealed the presence of four (4) localized areas of impacted soil containing Petroleum Hydrocarbons (PHCs) and Metals. These contaminants are predominantly situated in the upper fill materials and are distributed across the eastern and western sections of the property.

No groundwater remediation was deemed necessary at the Phase Two Property, as the analytical results met the regulatory standards outlined in Table 3 SCS for all parameters analyzed. Nevertheless, due to the soil analytical results exceeding the Table 3 SCS in the four identified localized areas on the Phase Two Property, remedial actions are warranted to address and remove all PHC and Metals impacted upper fill materials.

#### **8.4 GEOTECHNICAL SOIL AND HYDROGEOLOGY REPORT**

Palmer was retained to conduct a Geotechnical and Hydrogeology report for the subject lands. The geotechnical investigation was done to determine the subsurface conditions in the area of the proposed development using sixteen (16) exploratory boreholes. Eight (8) monitoring wells (50 mm dia.) were also installed to monitor stabilized groundwater levels. Conventional shallow foundations including strip and spread footings are considered appropriate to support the proposed structure. Deep foundations are not recommended.

Based on the borehole information, the sound shale and limestone bedrock encountered are considered capable of a bearing capacity of 5,000 kPa factored net bearing resistance at Ultimate Limit State (ULS) as the settlement of bedrock is considered negligible. The site's geology comprises coarse-textured glaciolacustrine deposits, with four hydro stratigraphic units identified, including shale bedrock. Groundwater levels show no significant fluctuation, with hydraulic conductivity estimates aiding in infiltration facility design. Chemical testing found no exceedances of relevant parameters.

Depending on the shoring system, temporary dewatering may be necessary, with rates ranging from 316,672 to 1,844,100 L/day. Additional water from precipitation events should be considered. A discharge permit may be required, and no adverse impacts on groundwater quantity or quality are expected with recommended mitigation measures.

#### **8.5 NOISE AND VIBRATION REPORT**

Valcoustics Canada Ltd. was retained to conduct an Environmental Noise Feasibility and Vibration study. The main noise source with potential to impact the subject site is rail traffic on CPR Galt Subdivision and GO Transit Milton Line and road traffic on Hurontario Street and Kirwin Avenue. The report made a number of recommendations to meet the applicable transportation noise source guideline limits. All residential units in the development require air conditioning to allow windows to remain closed for noise control purposes. Brick veneer exterior wall construction or masonry equivalent (Sound Transmission Class Rating 54) construction from the foundation to the rafters for the west, north and east facades of the entire development (including Buildings A, B and C), exposed to the railway noise. Upgraded windows are also required on the north, west and eastern facades. Sound barriers are required for the 2nd-level patios on the north sides of the buildings and the 6-storey and 8-storey roof terraces on Building C. The Vibration report identified that vibration

mitigation measures would be required for this development and should be developed as part of the detailed design.

## **8.6 STAGE 1 & 2 ARCHAEOLOGICAL ASSESSMENT**

Archaeological Services Inc. was commissioned to conduct a Stage 1 Archaeological Assessment on the designated lands. The preliminary investigation involved thorough examination of historical records to assess the proximity to previously documented archaeological sites and the original environmental conditions of the area, as well as the settlement patterns of the nineteenth and twentieth centuries.

This examination revealed that there was a likelihood of encountering both Indigenous and Euro-Canadian archaeological artifacts on the property, given its proximity to water sources and historical landmarks. However, due to the significant development activities that occurred on the property during the early to mid-twentieth century, primarily its transformation into a quarry or pit followed by its subsequent commercial use, the potential for encountering any archaeological resources was deemed non-existent.

A property inspection conducted on December 8, 2022, further confirmed that the entire parcel of land had undergone extensive and profound alterations, rendering it highly disturbed from an archaeological perspective. No further archaeological assessment of the subject property is required.

## **8.7 TREE INVENTORY AND PRESERVATION PLAN REPORT**

Kuntz Forestry Consulting Inc. was retained to undertake a Tree Inventory and Preservation Plan for the upcoming development project. The tree inventory survey was carried out on October 25, 2022. The assessment revealed the presence of a total of 110 individual trees and 11 polygons located on or within six meters of the subject property boundary.

Of these, it was determined that sixty-six (66) trees and eight (8) polygons will need to be removed to facilitate the proposed development. However, forty-four (44) trees and three (3) polygons can be preserved through the implementation of designated tree protection measures.

The report provided recommendations aimed at minimizing adverse impacts on the trees slated for preservation, ensuring their continued health and longevity amidst the development activities.

## **8.8 WASTE MANAGEMENT PLAN**

GHD Limited (GHD) was engaged to develop a Waste Management Plan for the proposed multi-residential development. As per the Region's guidelines, waste collection services are extended to residential units, select institutions, and small businesses situated within Business Improvement Areas (BIAs). Access to these services is contingent upon adherence to the stipulations outlined in the Region's Manual. The Waste Management Plan encompasses a series of recommendations



designed to ensure compliance with the Region's prerequisites. These recommendations are intended to be implemented to fulfil the Region's requirements effectively.

## **8.9 PEDESTRIAN LEVEL WIND STUDY**

Theakston Environmental was retained to conduct a Pedestrian Wind Study for the proposed development. The observed wind velocity and flow patterns at the Development are largely influenced by approach wind characteristics that are dictated by the suburban mix of residential and commercial development, and related open areas, mitigating the wind to varying degrees on approach.

Once the subject site is developed, ground level winds at many locations will remain similar to the existing setting, with localized areas of higher pedestrian level winds along John Street and proximate to the buildings' corners. The site and surrounds are generally predicted comfortable and suitable for walking, or better, under normal wind conditions throughout the year. Consideration of existing and proposed fine design and landscape elements, as well as future urban intensification of the surrounds, will result in more comfortable conditions that are appropriate for the intended uses throughout much of the year. A mitigation plan is recommended for the rooftop Outdoor Amenity Terraces between Buildings A and B, between Buildings B and C, and along the northeast facade of Building C in order to achieve more comfortable conditions that are seasonally appropriate for their intended uses.

The proposed Development is predicted to realise wind conditions that are generally suitable to the context.

## **8.10 HOUSING STUDY**

The Housing Study concluded that the proposal addresses and is consistent with the relevant Provincial, Regional and Municipal policies surrounding housing. The Study noted that the proposal diversifies the housing stock. The proposal represents a compact development that takes advantage of the sites location within a well served area of Mississauga, particularly promoting residential intensification in an area where it is encouraged.

The Report generally states that the proposal for the site makes better use of the lands than that which exists today, based on its level of service and general locational attributes. The Report also notes that the scale and built form ensure a gradual transition away from the low-density housing existing to the east and south, taking into consideration the existing character of the area. The Report states that the range and supply of housing proposed through the development will support housing growth and assist in meeting forecasted demands within this area of Mississauga. The Report affirms that the units proposed will assist the City in maintain a diversified stock of housing. The Report speaks to the proposed unit types, sizes and general mix thereof, having the potential to contribute or fall into the range of affordability.

The proposal will assist in providing options to people looking to downsize in the neighbourhood and people of differing socioeconomic backgrounds.

The subject land is included under precinct IZ-1. The architectural plans submitted with this application are currently showing statistics which confirms compliance with Table 2.1.34.2 of the Zoning By-law with respect to this matter. Our client is aware that issuance of a building permit is dependent upon the section 35.2 Inclusionary Zoning agreement. The proposed development intends on meeting the City's IZ requirement.

The report concludes that the proposal is in fact good planning and implements the Provincial, Regional and local directives including the requirements stipulated under the Inclusionary Zoning By-law.

## **9.0 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 proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, as well as policies regarding residential intensification in the Region of Peel Official Plan, the City of Mississauga Plan;
2. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed heights, transitions and general site design;
3. The proposed uses are compatible with the surrounding land uses and are desirable in fulfilling the general intent and vision of the current and future MOP;
4. The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping, entertainment as well as bus routes, and connectivity options to train networks contributes to the reduction in reliance on automobile use and encourages active transportation and public transit options and contributes to the development of complete communities;
5. The proposed reduced parking ratio is supportable by the areas walkability, provision of transit infrastructure and close range services and facilities;
6. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development;
7. The proposed development is compact in form while also considering risks to public health and safety through detailed analysis of sub-fields including landscape design, architecture including shadowing and engineering and servicing;

8. The proposed development includes open space areas which contribute to community connectivity, creates opportunities for active transportation and recreation and the maintenance of healthy communities;
9. The proposed development therefore contributes to the overarching policy objective of creating complete communities;
10. The proposed development represents housing types that contribute towards the provision of more affordable housing alternatives and aligns with the PPS 2020 housing policy of providing a variety of dwelling types for different life cycles and income levels and the City's inclusionary Zoning By-law requirements;
12. The proposed retail portion will serve existing area residents and future residents of the development;
13. The proposed built form and accompanying landscape features are considerate of the design elements as shown in the concept renderings and elevations;
14. The proposal represents appropriate infill development from an urban design or architectural perspective by supporting with or generally aligning with the City's visions and guiding documents which provide direction how to assess the appropriateness of built form, massing and/or scale of proposed developments within existing neighbourhoods; and,
15. 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 and within a Major Transit Station Area where development of this scale is encouraged. Additionally, the proposal upholds the overall City Structure and hierarchy 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.**



**Maurice Luchich, MCIP RPP**

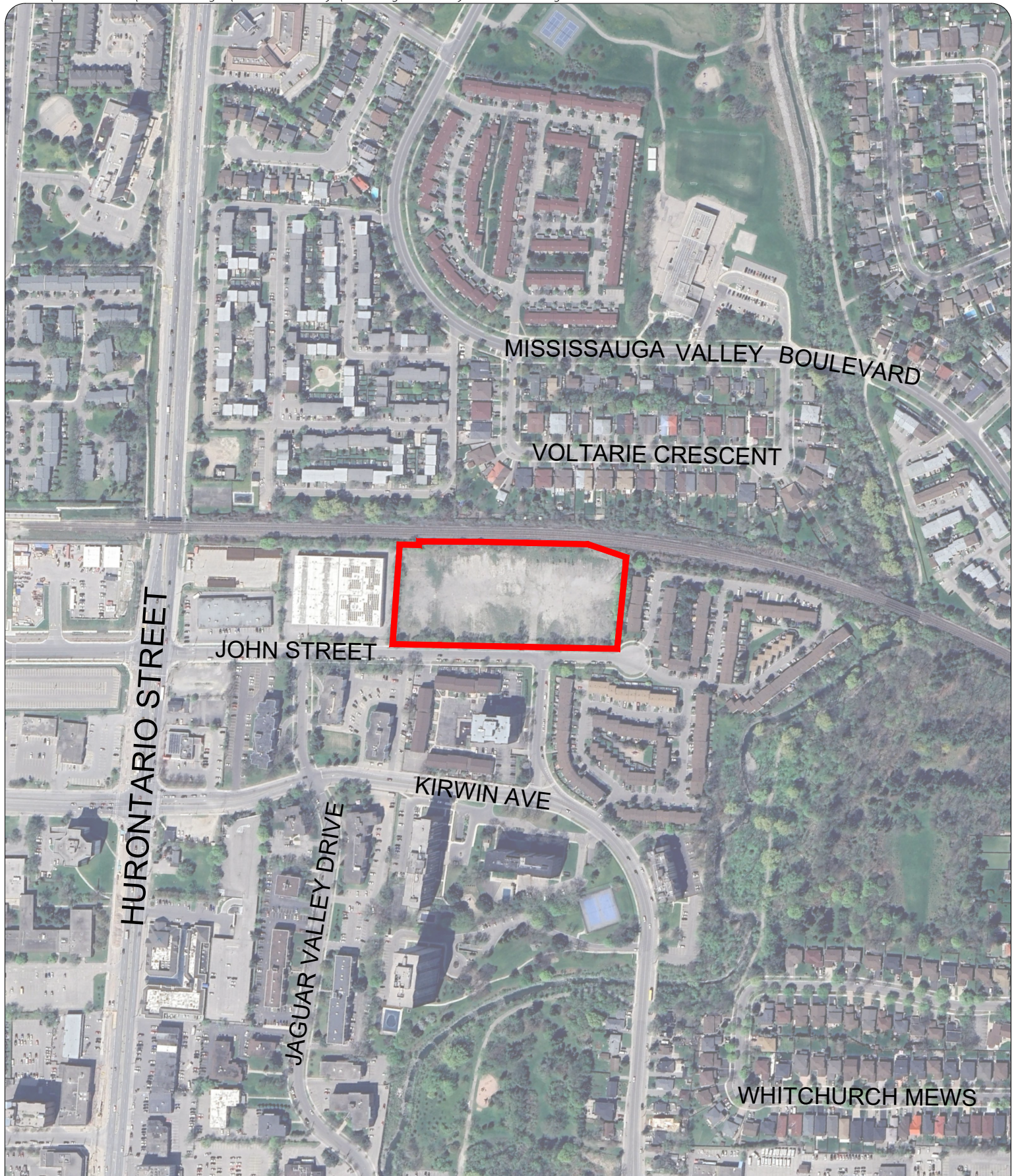
Senior Associate



**Sarah Clark, MCIP, RPP**

Associate





FIGURE

1

## AERIAL CONTEXT PLAN

MISSISSAUGA, ONTARIO

### LEGEND

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**GSAI**  
Glen Schnarr & Associates Inc.



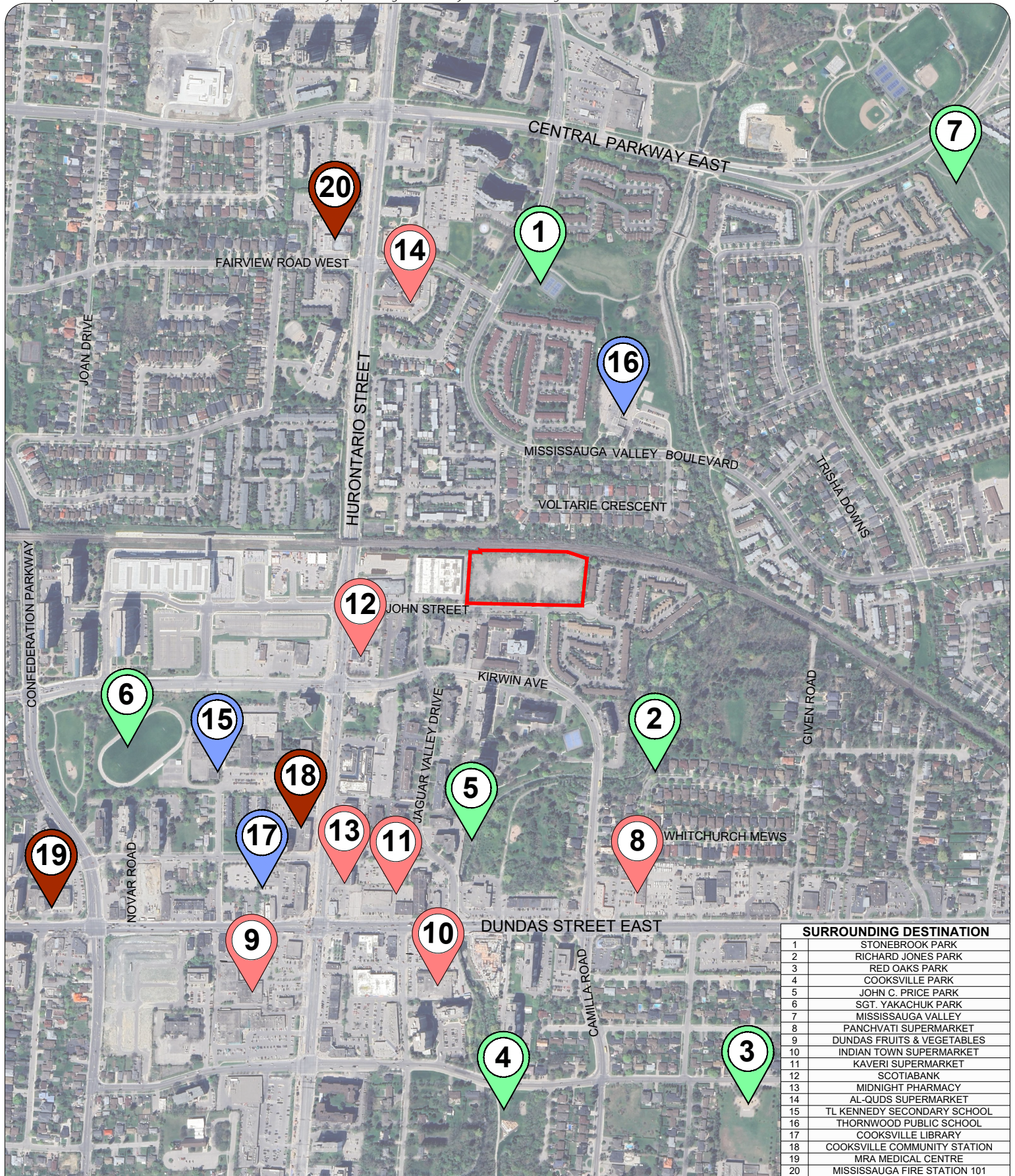


FIGURE 2 SURROUNDING DESTINATIONS  
MISSISSAUGA, ONTARIO

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

LEGEND

Subject Lands



Institutional Uses



Parks & Open Spaces



Commercial Uses



Emergency Services





FIGURE

3

**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 5 - LONG TERM ROAD NETWORK**

**LEGEND**

 Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

 **GSAI**  
Glen Schnarr & Associates Inc.



FIGURE

4

## MISSISSAUGA OFFICIAL PLAN

### SCHEDULE 8 - DESIGNATED RIGHT-OF-WAY WIDTHS

#### LEGEND

 Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024



FIGURE

5

**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 7 - LONG TERM CYCLING ROUTES**

**LEGEND**

 Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**GSAI**  
Glen Schnarr & Associates Inc.



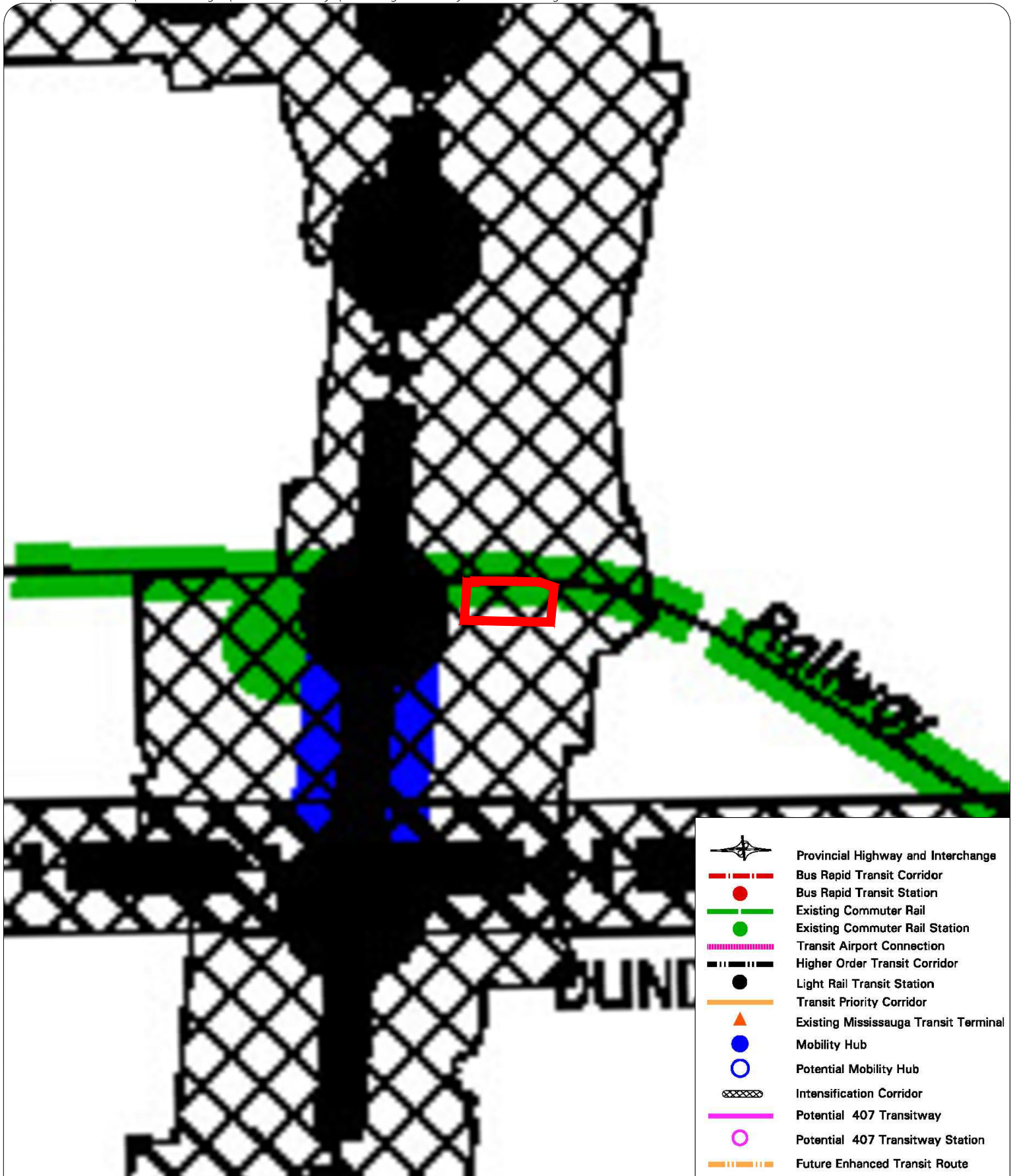


FIGURE  
**6**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 6 - LONG TERM TRANSIT NETWORK**

**LEGEND**

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024



FIGURE  
**7**  
**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE E-1 - REGIONAL STRUCTURE**

**LEGEND**

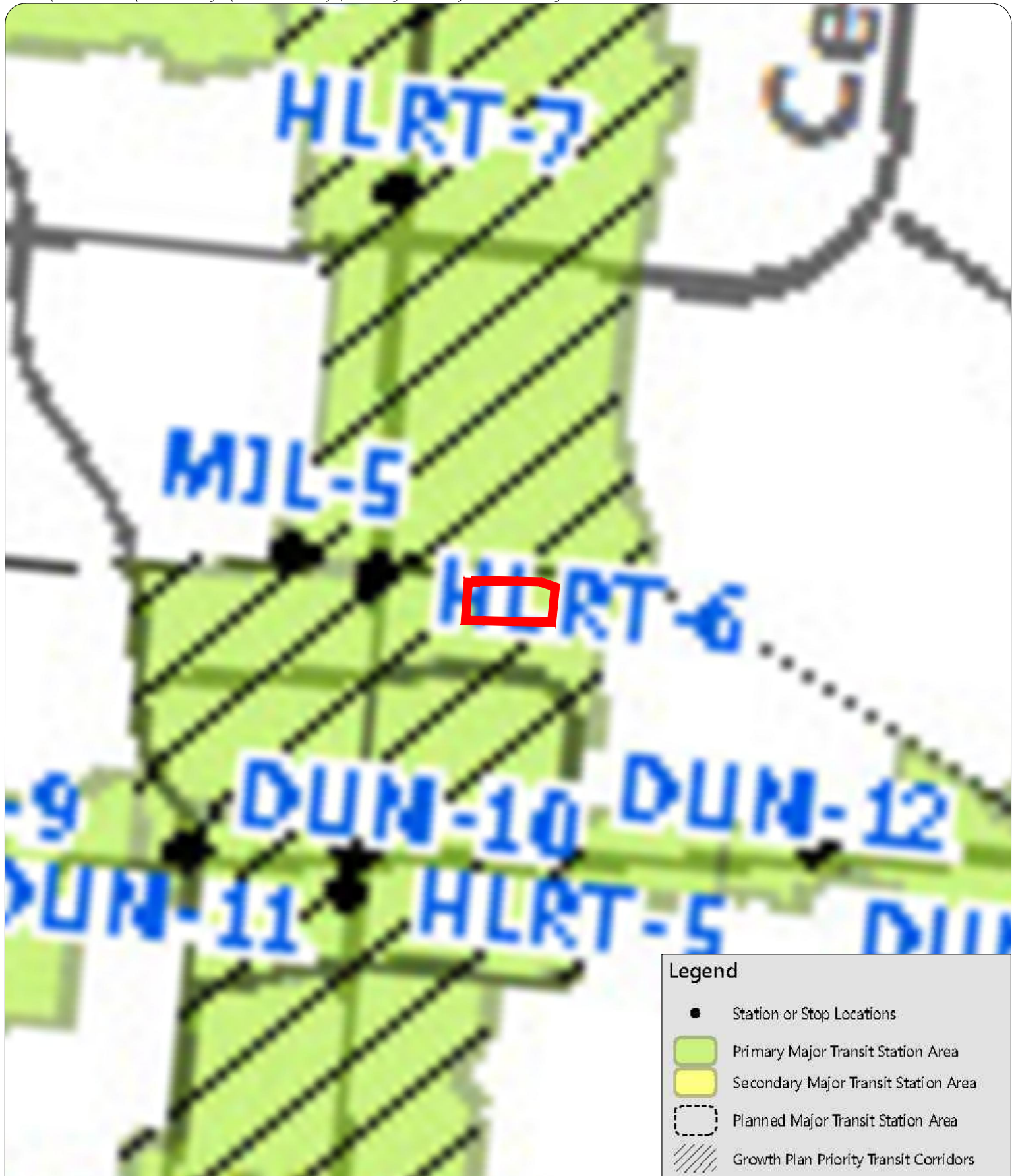
Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024





FIGURE

8

**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE E-5 - MAJOR TRANSIT STATION AREAS**

**LEGEND**

 Subject Lands

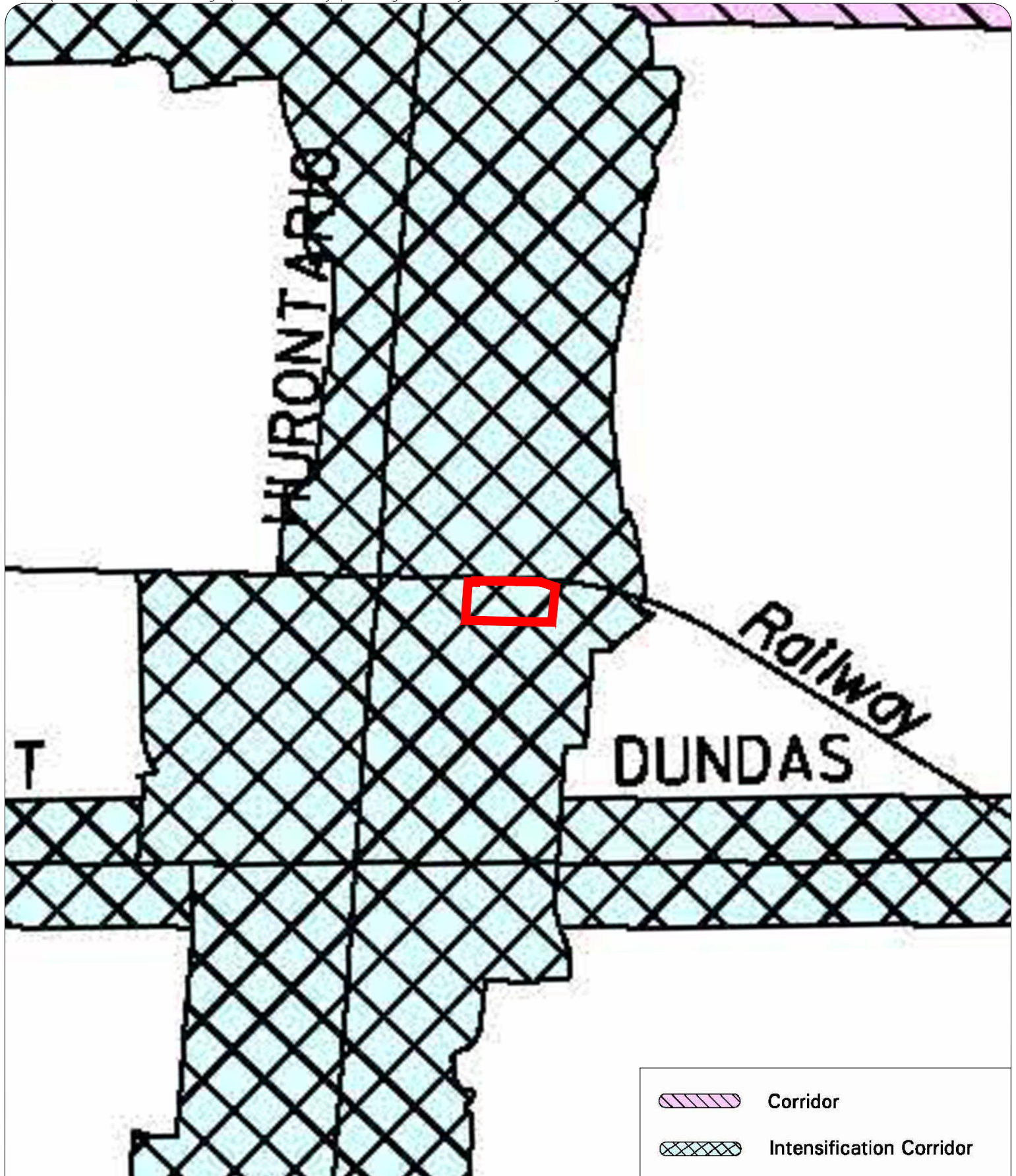
69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**GSAI**  
Glen Schnarr & Associates Inc.





FIGURE

9

**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 1B - URBAN SYSTEM CITY STRUCTURE**

LEGEND

 Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

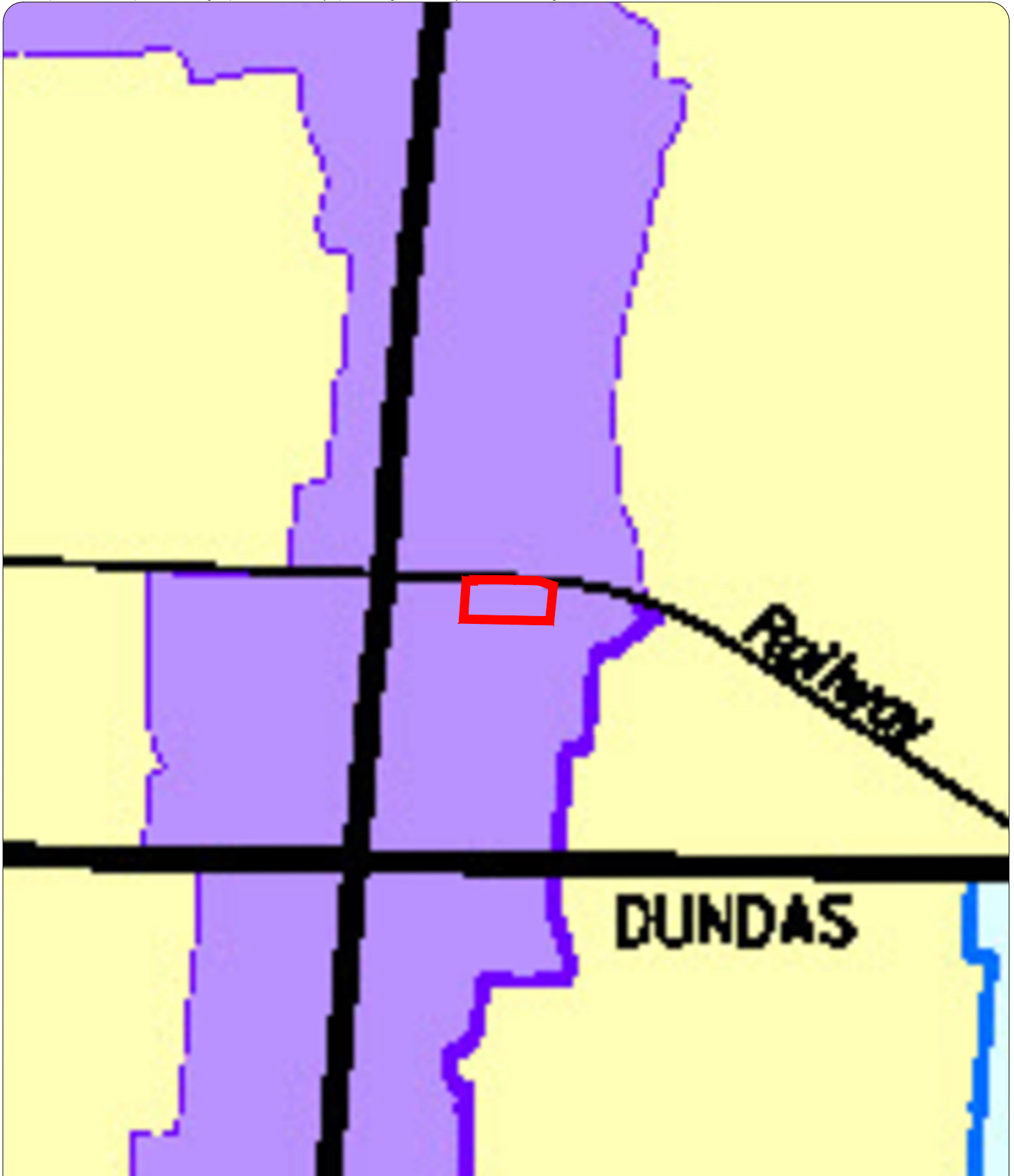


FIGURE  
**10**

**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 1B - URBAN SYSTEM CITY STRUCTURE**

LEGEND

 Subject Lands

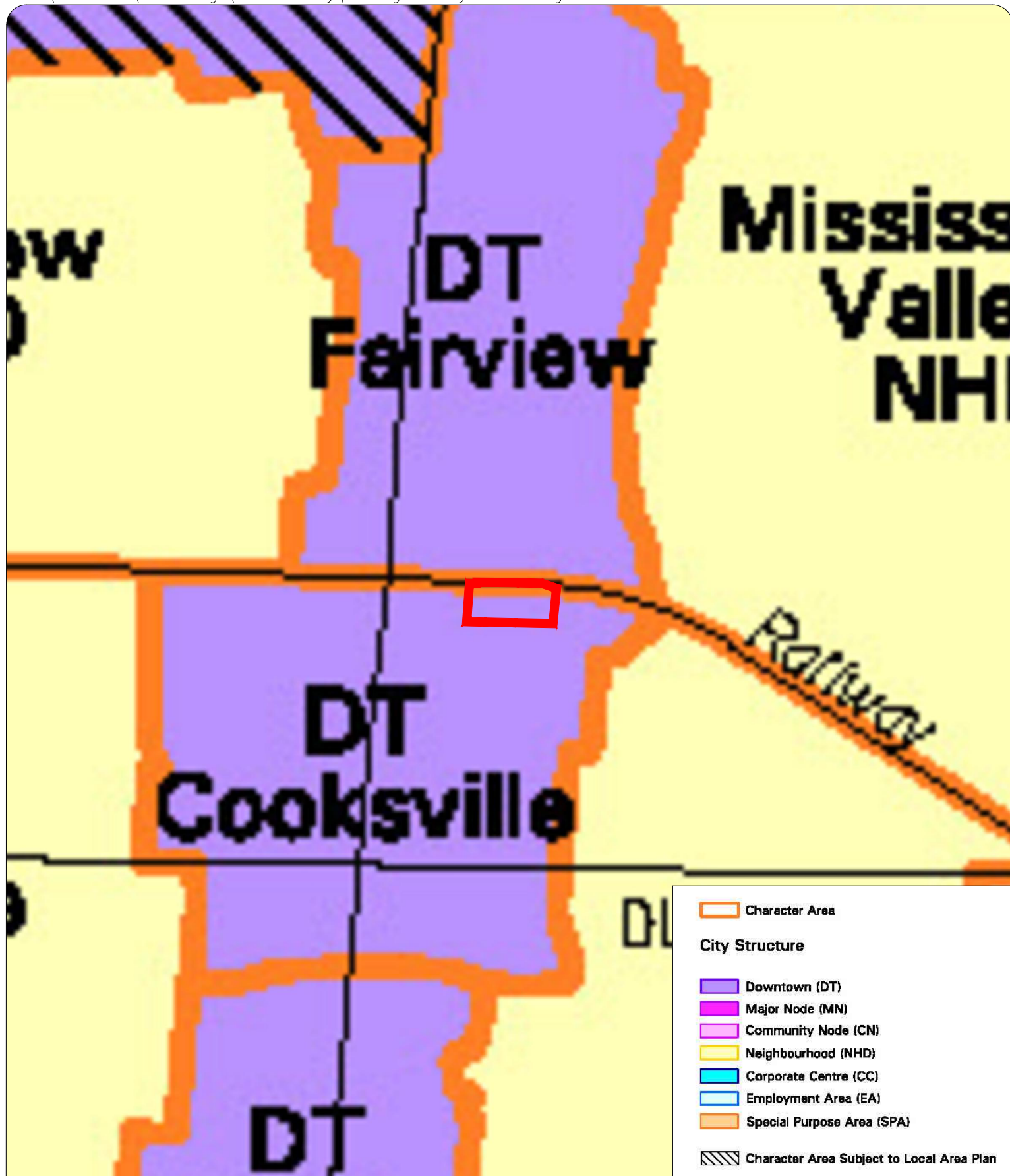
69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

 **GSAI**  
Glen Schnarr & Associates Inc.





FIGURE

# MISSISSAUGA OFFICIAL PLAN

## SCHEDULE 9 - CHARACTER AREAS

### LEGEND

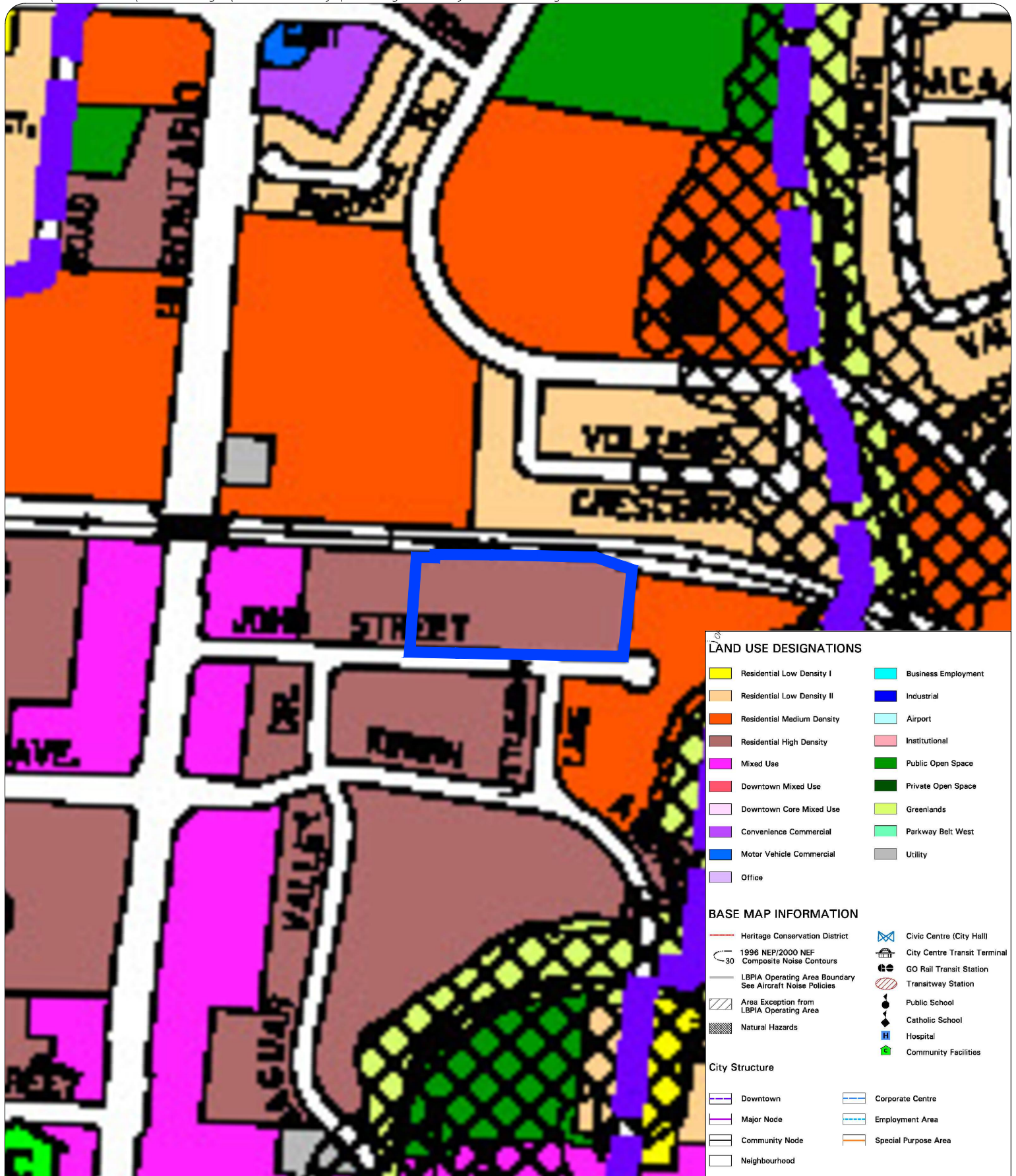
Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**GSAI**  
Glen Schnarr & Associates Inc.



FIGURE

## MISSISSAUGA OFFICIAL PLAN

### SCHEDULE 10 - LAND USE DESIGNATIONS

#### LEGEND

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024



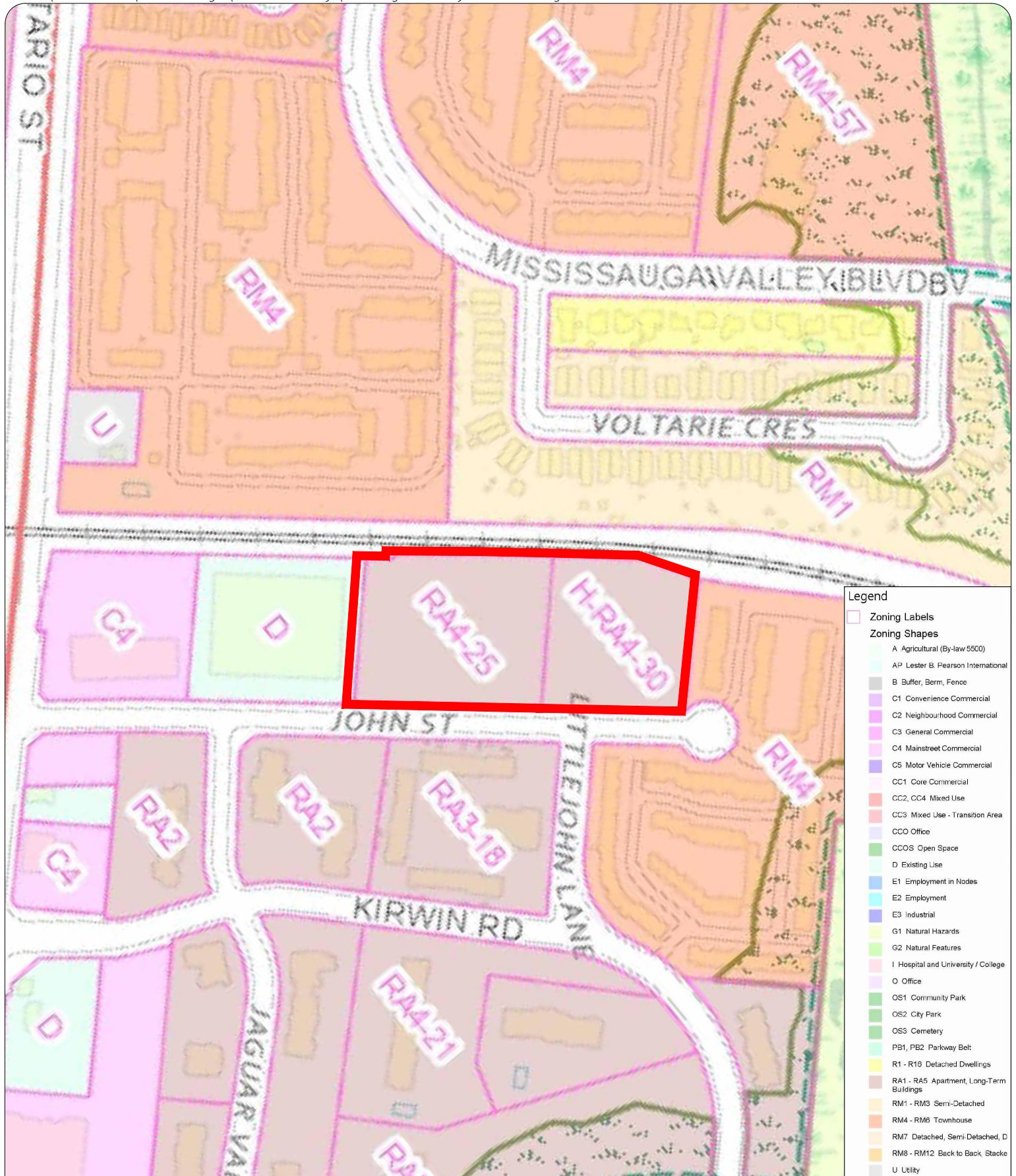


FIGURE **MISSISSAUGA ZONING**

BY-LAW 0225-2007

**LEGEND**

□ Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024



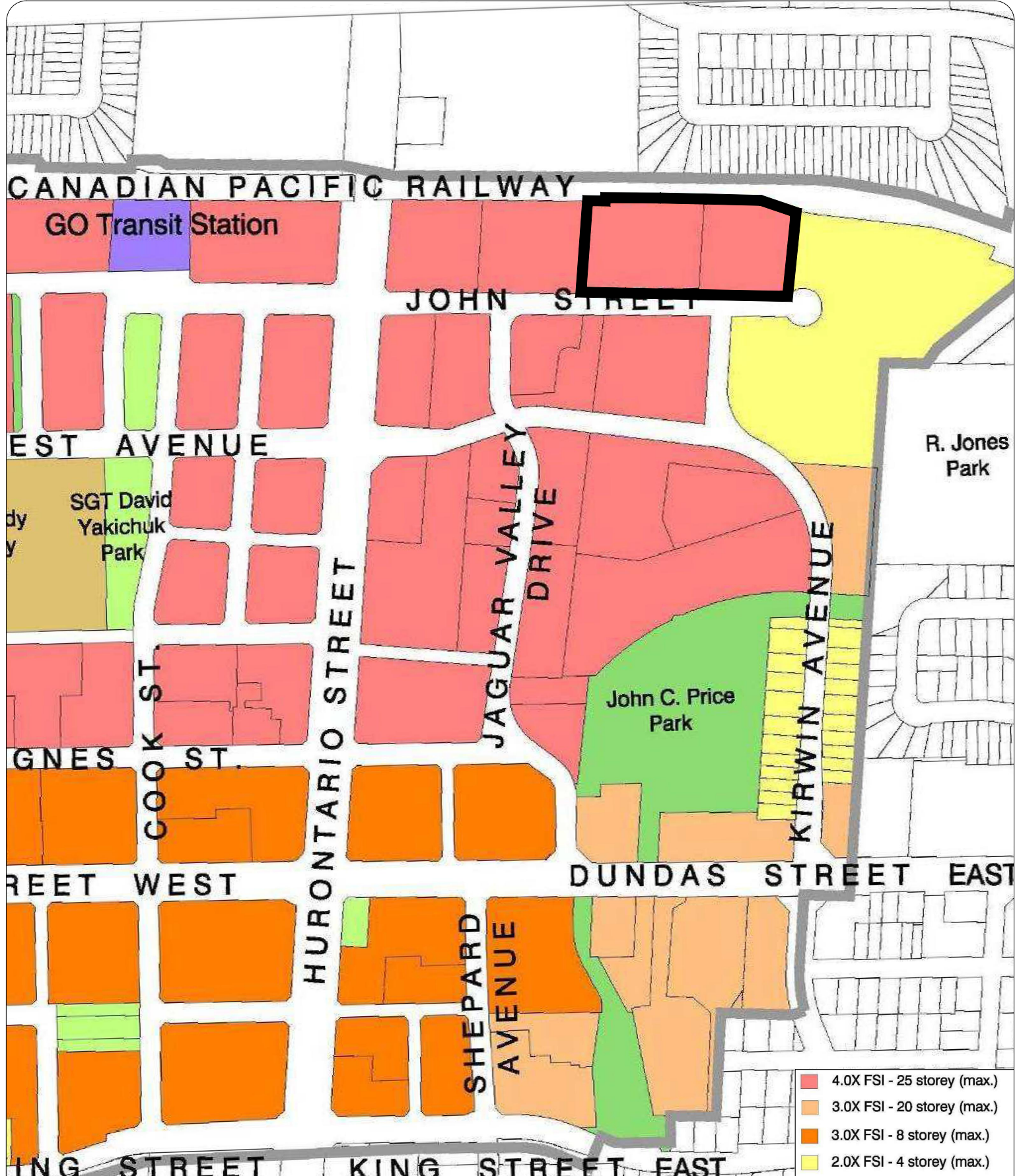


FIGURE  
**14**

## COOKSVILLE MOBILITY HUB STUDY

FIGURE 15 - PROPOSED HEIGHT AND DENSITY

### LEGEND

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**GSAI**  
Glen Schnarr & Associates Inc.





FIGURE **DUNDAS CONNECTS MASTER PLAN**

FIGURE 5-31 - BUILT FOR CONCEPT PLAN

**LEGEND**

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

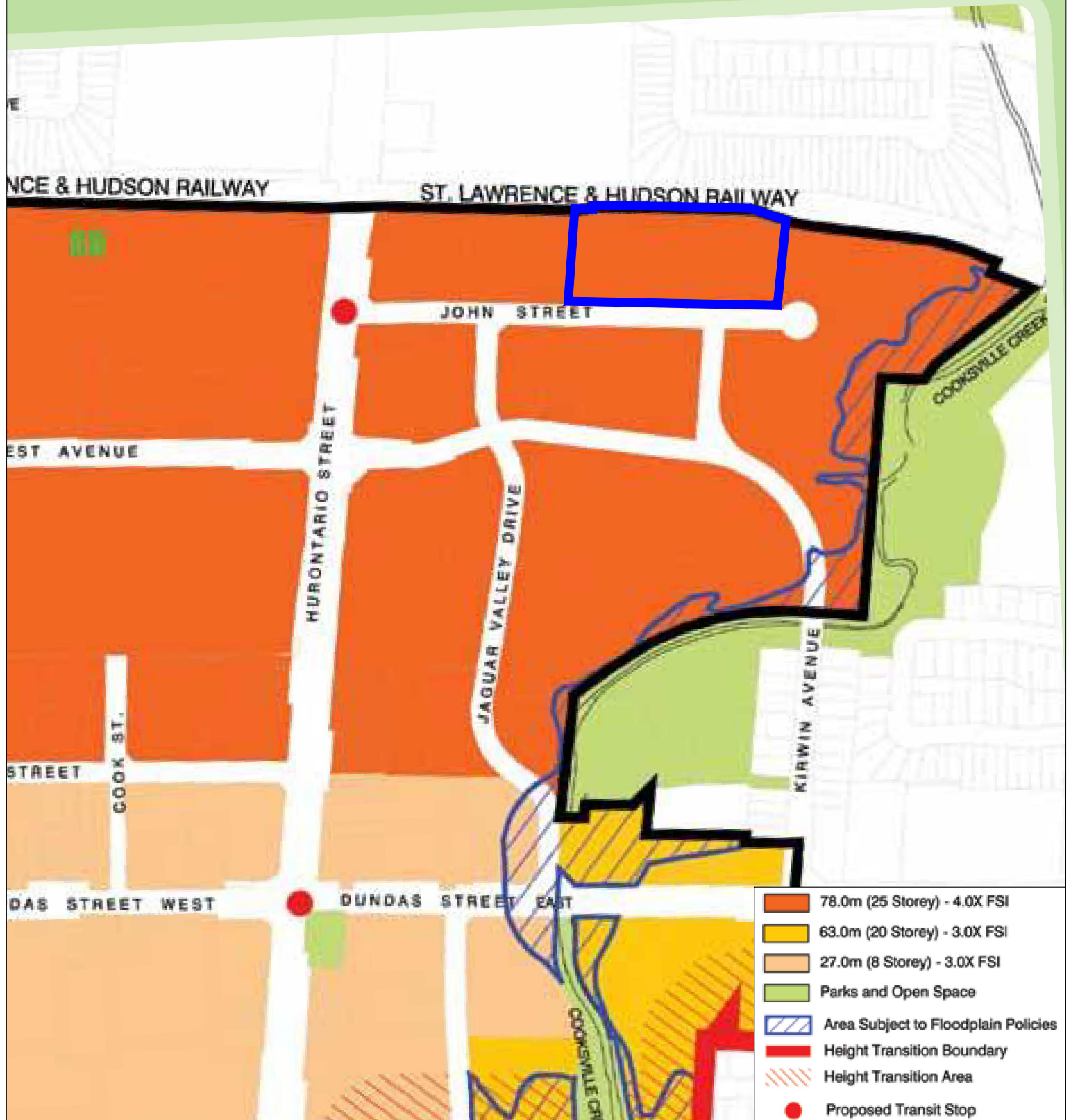


FIGURE 16 **HURONTARIO / MAIN STREET MASTER PLAN**  
DOWNTOWN COOKSVILLE CHARACTER AREA

**LEGEND**

Subject Lands

69 & 117 JOHN STREET EAST.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2024

**Amendment No. #**

**to**

**Mississauga Official Plan**

DRAFT



By-law No. \_\_\_\_\_

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Neighbourhood 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. # to Mississauga Official Plan, is hereby adopted.

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

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. #**  
**to**  
**Mississauga Official Plan**

The following text and Map ("A") attached constitute Amendment No. XX.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XXX 2024 pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to amend Section 12.4 Downtown Cooksville to include the subject lands as a Special Site to accommodate proposed residential development.

## **LOCATION**

The lands affected by this Amendment are located in the northern portion of the Cooksville community at the north side of the intersection of John Street and Little John Street Lane. The subject lands, currently designated Residential High Density in the Downtown Cooksville section of the City's Downtown, as identified in the Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan (MOP) came into effect on August 4, 2022, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Residential - High Density which permits apartment dwellings, uses permitted in Residential – Medium Density accessory to apartment dwellings, and uses permitted in the Convenience Commercial designation with some exceptions.

The proposed development includes revisions to the land use designation to Residential – High Density for various building regulations and commercial uses. Additional amendments to MOP mapping are proposed for the parkland block but the use is not being added as it is permitted in Residential – High Density in accordance with policy 11.2.1.1 g.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal is aligned with and contributes towards the implementation of Provincial housing objectives and targets.
2. The proposal meets the intent, goals, and broader and specific housing objectives of Mississauga Official Plan.
3. The proposal represents the intensification of an underutilized site in consideration of its current zoning and as a vacant site. Streetscape, commercial opportunities, and pedestrian connectivity and experience will be vastly improved by the development proposal. This will not only benefit residents of the future development but also current residents in neighbourhood areas.
4. The site is adequately served and connected to a variety of existing and future significant public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The proposed development optimizes current and past investments in transit infrastructure including upgrades to the GO Transit Cooksville station as well as the under-construction Hazel McCallion LRT line along Hurontario Street. The proposed development can utilize existing servicing in an efficient manner.
5. The lands are suitable for the proposed uses and are compatible with existing and potential future uses. The main land use while currently permitting residential, is proposed to be revised with a residential designation to allow primarily residential built form on the site at higher densities.
6. The proposal seeks to diversify the Downtown Cooksville housing stock by introducing new apartment units, which may have various tenancies, and which will satisfy applicable inclusionary zoning requirements. This then allows for affordability for a portion of the project within Cooksville. Furthermore, unit sizes will range in size (and therefore subsequently cost) to appeal to different household sizes and income levels.
7. The proposed development has regard for the surrounding neighbourhoods, both within and outside of Downtown Cooksville, and context by including appropriate buffers, setbacks, stepping of building heights, and considering shadow impacts. An appropriate transition in heights that respects the surrounding existing residential context will be achieved, through the construction of buildings with a maximum proposed height of 31 storeys.



## **DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

### Mapping Amendments

The Mississauga Official Plan is hereby amended as follows:

1. Schedule 1, Urban System: add a Green System overlay to the Downtown City Structure element to the most easterly part of the site as shown on Map "A" of this Amendment.
2. Schedule 1A Urban System – Green System: add green to the most easterly part of the site as shown on Map "B" of this Amendment.
3. Schedule 4, Parks and Open Space: add Public and Private Spaces to the most easterly part of the site as shown on Map "C" of this Amendment.
4. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by replacing the most easterly portion of the site's Residential High Density designation with Public Open Space as shown on Map "D" of this Amendment.

### Text Amendments to Downtown Cooksville, of Mississauga Official Plan

1. Section 12.4.3, Downtown Cooksville, Special Sites Policies of Mississauga Official Plan, is hereby amended by adding a new Special Site #9 referenced as 12.4.3.9 with location map as shown on Map "E" of this Amendment and the following policies:

## 2. Site 9

KEY MAP



- a. 12.4.3.9 Site 9
- b. 12.4.3.9.1 The lands identified as Special Site 9 are located at the north side of the intersection of John Street and Little John Lane.
- c. 12.4.3.9.2 Notwithstanding Map 12-4: Downtown Cooksville Character Area, the maximum cumulative FSI of all uses on lands identified as Site 9 will be 5.25.
- d. Notwithstanding the policies of this Plan including policy 12.1.2.2, maximum building height permitted shall be 31 storeys on lands identified as Site 9;
- e. Residential uses including live work units shall be permitted on all storeys of the proposed development;
- f. In order to create a desirable street frontage, podium buildings containing non-residential uses shall be encouraged to minimize setbacks from John Street.

## **IMPLEMENTATION**

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 4, 2022.

## **INTERPRETATION**

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








(File OZ 24/XX W7)

# MAP 'A' - PART OF Schedule 1 Urban System

## Green System

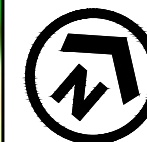
 Green System

## City Structure

-  Downtown
-  Major Node
-  Community Node
-  Neighbourhood
-  Corporate Centre
-  Employment Area
-  Special Purpose Area

## Corridors

-  Corridor
-  Intensification Corridor



SCALE 1:5000  
MAY 10, 2024

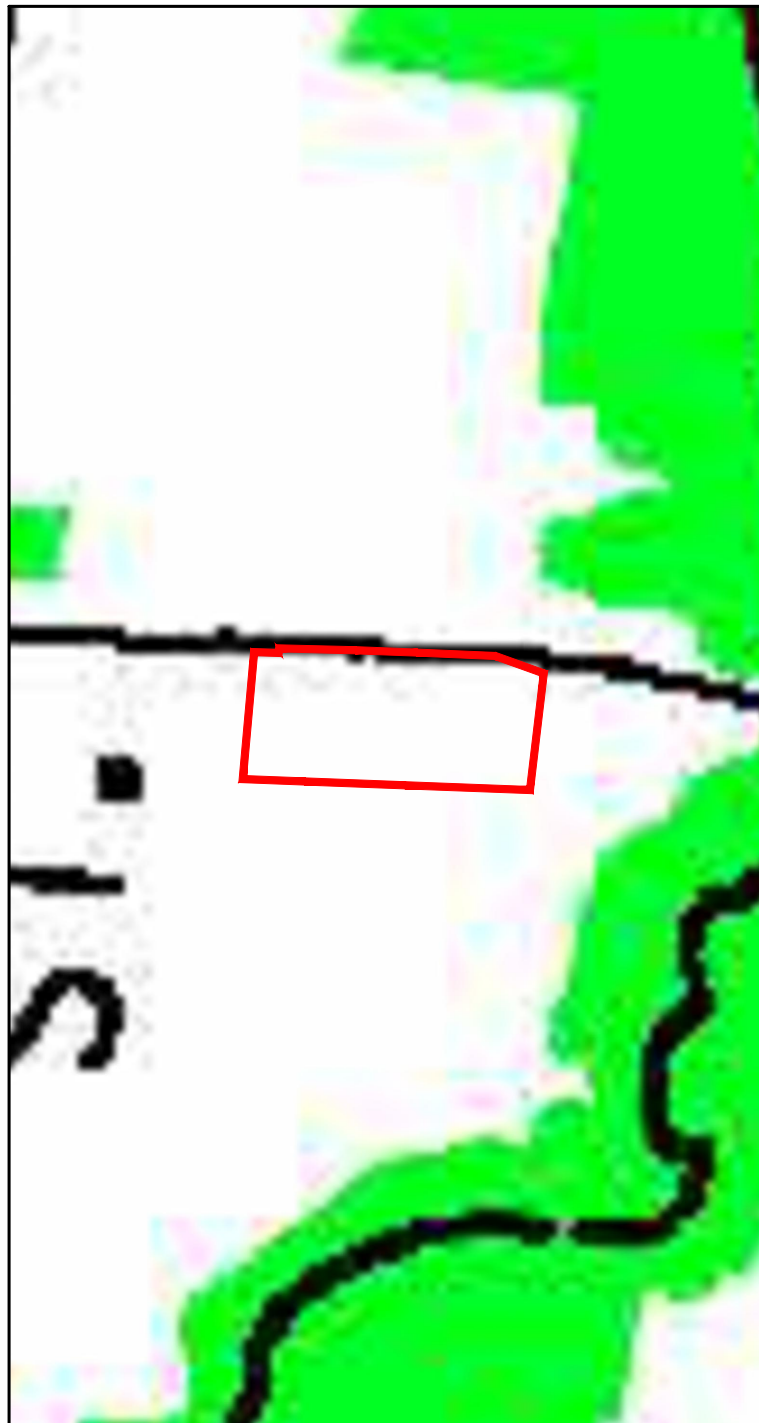
EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS

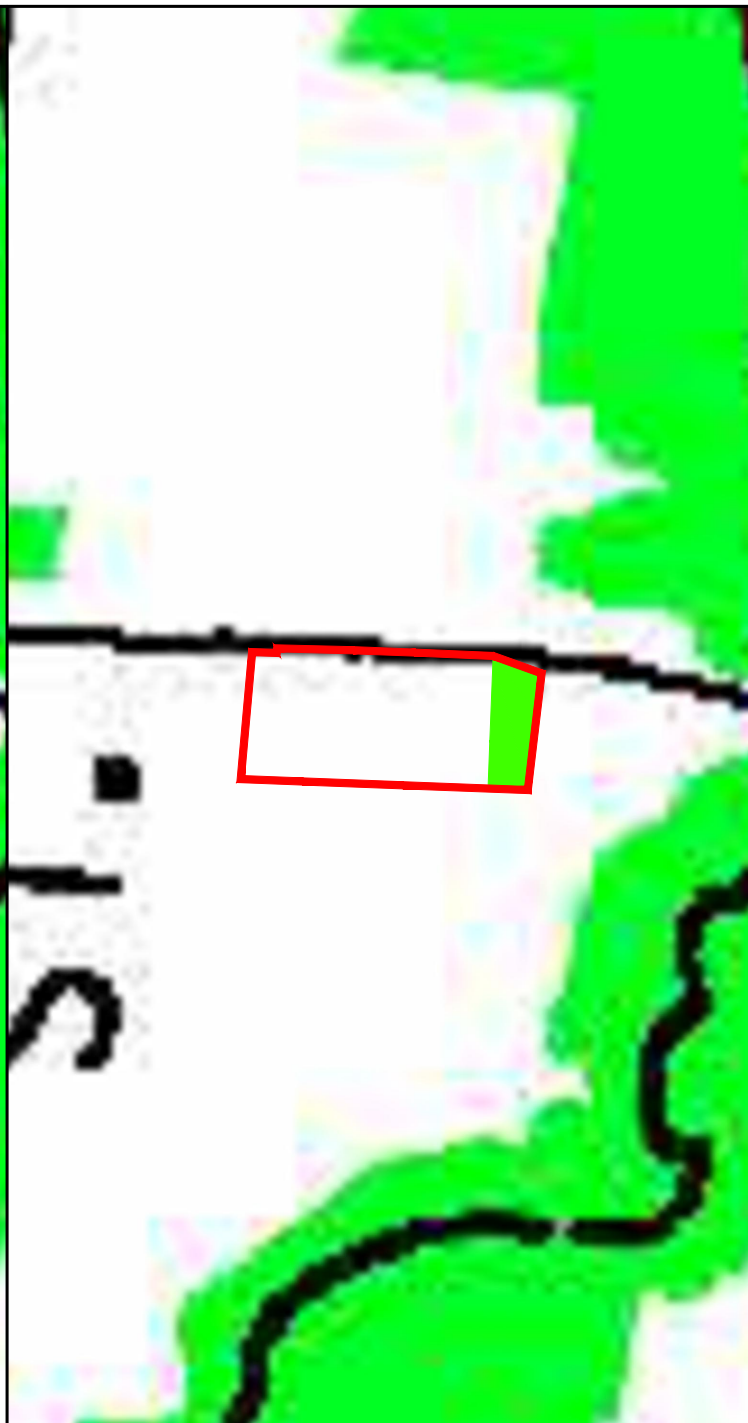


**MAP 'B' - PART OF**  
Schedule 1A  
Urban System - Green System

 Green System



**EXISTING LAND USE DESIGNATIONS**



**PROPOSED LAND USE DESIGNATIONS**



SCALE 1:5000  
MAY 10, 2024

**MAP 'C' - PART OF**  
Schedule 4  
Parks and Open Space

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities



SCALE 1:5000  
MAY 10, 2024

**EXISTING LAND USE DESIGNATIONS**














**PROPOSED LAND USE DESIGNATIONS**

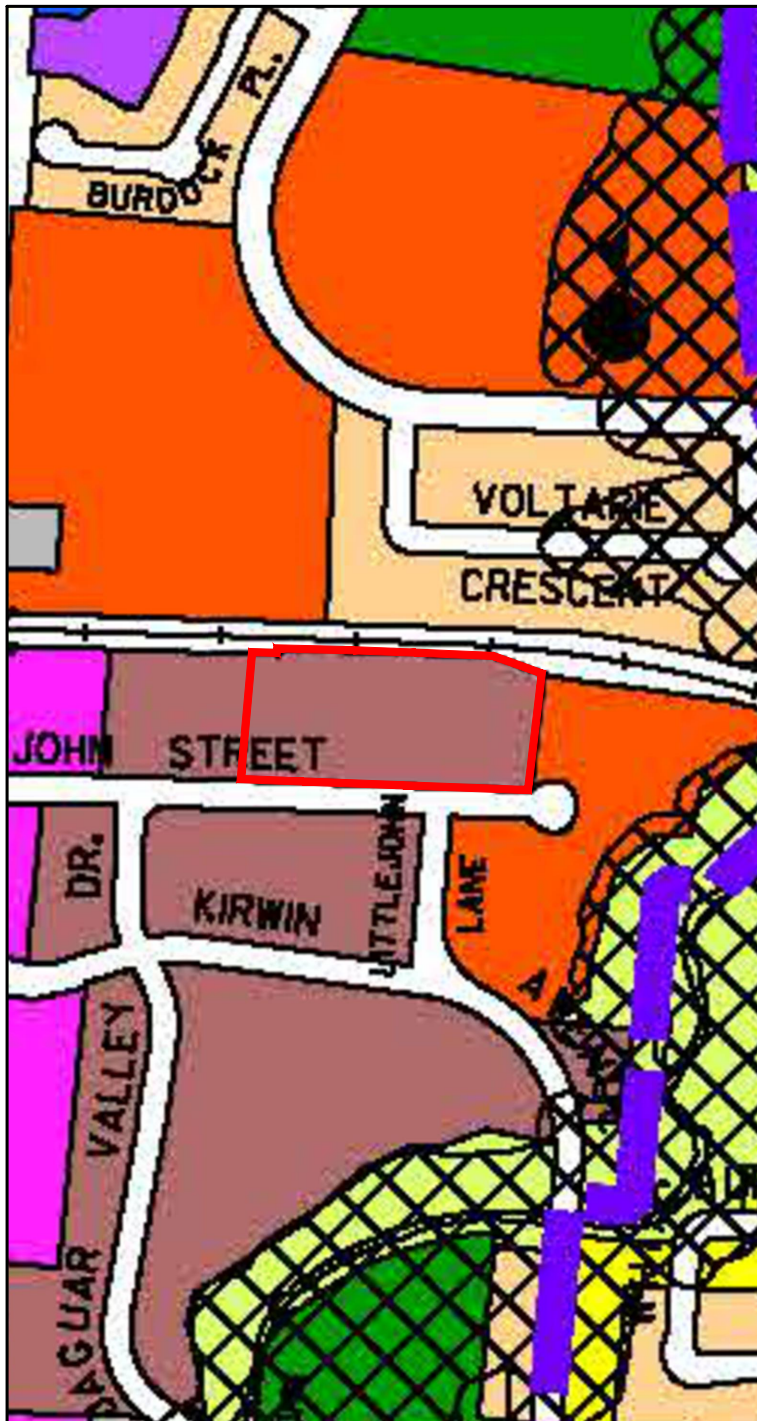




# MAP 'D' - PART OF Schedule 10 Land Use Designations

## LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Mixed Use		Public Open Space
	Downtown Mixed Use		Private Open Space
	Downtown Core Mixed Use		Greenlands
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS



SCALE 1:5000  
MAY 10, 2024

**APPENDIX I**  
**PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX 2024 in connection with this proposed Amendment.

DRAFT



## **APPENDIX II**

**City Planning and Development Committee Report – Dated XXX, 2024**

DRAFT

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

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

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

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**69 and 117 John Street**  
**OWNER: 13545130 Canada Inc.**

City File No.: OZ 24/XX W7 (formerly DARC 23-146 W7)

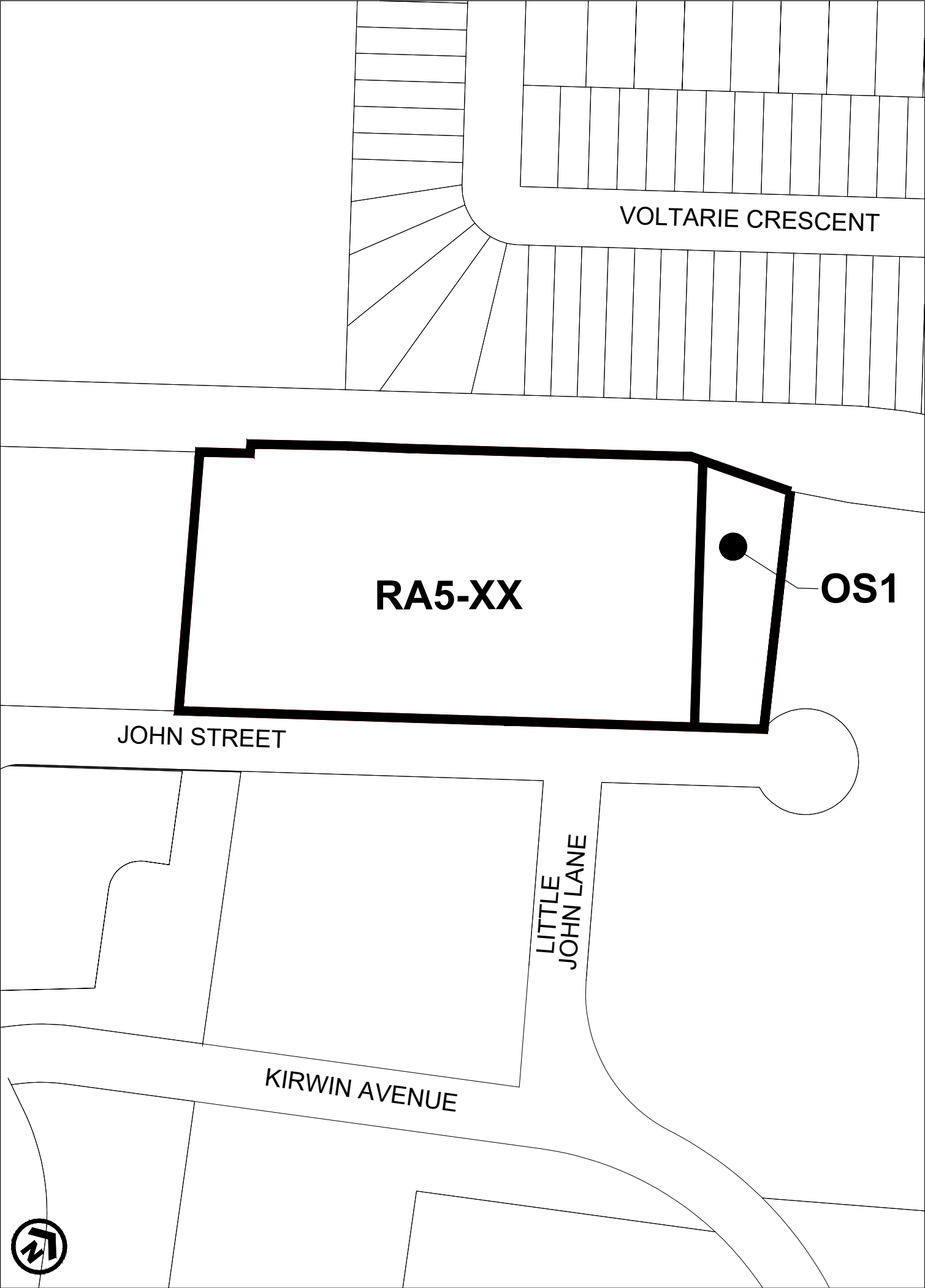
Type of Application: Official Plan Amendment and Zoning By-law Amendment

Type of Use: Mixed Use (Residential including Live/Work units, and Commercial (Non-Residential GFA))

	Zoning Standard/Regulation	General Provision/Section	Parent Zone Prefix & Section	Required Zoning Standard/Regulation	Proposed Zoning Standard/Regulation
<b>RA5-XX (For Mixed Use Blocks)</b>					
<b>Zone Regulations</b>					
<b>General Provisions for All Zones (Part 2)</b>	Minimum Separation Distances	2.1.2.1	N/A	Table 2.1.2.1.1 (Minimum Separation Distance from Residential Zones) Line 1.0: Restaurant (60 m) Line 3.0: Take-out restaurant (60 m)	Delete provisions
	Day Care	2.1.9.4		Table 2.1.9.4 (Day Care) Line 3.1: Located on a street Line 3.4: Minimum setback of a parking area to an abutting lot in a Residential Zone (4.5 m) Line 3.5: Minimum depth of a landscaped buffer measured from a lot line that is a street line (4.5 m)	Delete provisions (Specific to Line 3.1, delete provision or include provision noting the lot line abutting John Street shall be deemed to be the front lot line)
	Rooftop Balcony	2.1.30	N/A	Provisions pertaining to rooftop setbacks	Delete provision
	Parking Requirement(s)	3.1.1.4		Provisions pertaining to parking stall dimensions	5% of underground parking stalls may be provided smaller than as required
<b>Parking, Loading and</b>	Parking Requirement(s)	3.1.2	N/A	Table 3.1.2.1 (Required Number of Off-Street Parking Spaces for Residential Uses), Column C Line 2.0: 0.8 spaces/unit (resident) Line 2.0: 0.2 spaces/unit (visitor)	0.5 spaces/unit (resident) 0.15 spaces/unit (visitor)
	Bicycle Parking	3.1.6		Table 3.1.6.5.1 - Required Number of Bicycle Parking Spaces for Residential Uses And Table 3.1.6.6 - Required Number of Bicycle Parking Spaces for Non-Residential Uses	Total bicycle parking spaces to be provided for residential and non-residential uses: 860  (NOTE: Residential and non-residential rates may be determined later based on final concept plan in support of rezoning application for project)
<b>Parent Zone (RA5-Section Section)</b>	<b>Permitted Uses</b>				
	Apartment Zones	4.1.5		4.1.15.1.1 Additional uses are limited to a retail store, service establishment, financial institution, office and medical office - restricted	Add the following uses: Recreation establishment Day Care Medical Office Animal Care Establishment

				Veterinary Clinic Restaurant Take-out restaurant Outdoor patio accessory to a restaurant or take-out restaurant
			4.1.15.1.3 An additional use shall not be permitted above the first storey of an apartment building	Permit limited non-residential uses above the first storey in podium of Building B
<b>Zone Regulation</b>				
<b>Lot Regulations</b>				
RA1 to RA5 Apartment Zones	4.15.1		Table 4.15.1 – RA1 to RA5 Permitted Uses and Zone Regulations Line 2.0-2.3: New use	Live/work unit
RA1 to RA5 Apartment Zones	4.15.1		Table 4.15.1 - RA1 to RA5 Permitted Uses and Zone Regulations Line 4.0: Minimum Floor Space Index - Apartment Zone (1.9) Line 6.0: Maximum Gross Floor Area – Apartment Zone per storey for each storey above 12 storeys Line 7.0: Maximum Height Lines 8.1-8.4: Minimum Front/Exterior Side yard Line 9.6: Interior lot line Line 10.1-10.6: Minimum Rear Yard Line 11.1-11.3: Various encroachment/projection regulations Line 13.4-13.5: Minimum setback from a parking structure Line 15.1: Minimum landscaped area (40% of the lot area)	Delete provision
RA1 to RA5 Apartment Zones	4.15.1		Table 4.15.1 - RA1 to RA5 Permitted Uses and Zone Regulations Line 5.0: Maximum Floor Space Index - Apartment Zone (2.9)  Line 7.0: Maximum height (77.0 m and 25 storeys) Line 8.0-8.4: Minimum front and exterior side yards (various)  Line 10.0-10.5: Minimum rear yard (various)  Line 11.2: 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)	Replace/New provisions as follows: Line 5.0: Maximum Floor Space Index - Apartment Zone (Gross: 5.0) Line 7.0: Maximum height (96.0 m and 31 storeys) Line 8.0-8.4: Minimum front yard (all floors: 0.6 m) Line 10.0-10.5: Minimum rear yard (various: 14.0 m) Line 11.2: 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 20.0 m (3.5 m)

Parent Zone (OS1)				<p>Line 11.3: Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects (1.0 m)</p> <p>Line 13.5: Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line (3.0 m)</p> <p>Line 15.1: Minimum landscaped area (40% of the lot area)</p> <p>Line 15.2: Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone (4.5 m)</p> <p>Line 15.3: Minimum depth of a landscaped buffer along any other lot line (3.0 m)</p> <p>Line 15.5: Minimum percentage of total required amenity area to be provided in one contiguous area (50%)</p> <p>Line 15.6: Minimum amenity area to be provided outside at grade (55.0 m<sup>2</sup>)</p>	<p>Line 11.3: 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 (3.0 m)</p> <p>Line 13.5: Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line (0.5 m)</p> <p>Line 15.1: Minimum landscaped area (34% of the lot area)</p> <p>Line 15.2: Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone (0.7 m)</p> <p>Line 15.3: Minimum depth of a landscaped buffer along any other lot line (0.0 m)</p> <p>Line 15.5: Minimum percentage of total required amenity area to be provided in one contiguous area (25%)</p> <p>Line 15.6: Notwithstanding line 15.6, minimum amenity area can be provided outside at grade or above-grade</p>
	Additional Regulations				
	Various			<p>Permissions in yards and landscape buffers</p> <p>Tandem parking permission</p> <p>One lot zoning interpretation</p>	<p>New provisions:</p> <p>Stairs, walkways, planters, utility equipment, and ventilation shafts are permitted to encroach into a required yard and landscaped buffer</p> <p>Tandem parking spaces will be permitted</p> <p>Maximum percentage of required resident parking spaces that may be tandem (20%)</p> <p>For the purpose of this By-law, all lands zoned RA5-XX shall be considered one lot</p>
Permitted Uses					
	OS1			Table 9.2.1 regulations under “OS1”	Apply to block on east edge of residential block



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

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