



November 1, 2024

GSAI File: 1569-001

City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

**RE: Formal Application Submission  
Official Plan Amendment and Zoning By-law Amendment  
City File No.: DARC 23-146 W7  
69 and 117 John Street, City of Mississauga**

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Glen Schnarr & Associates Inc. (GSAI) is pleased to submit this formal application for an Official Plan Amendment and Zoning By-law Amendment on behalf of our client, 13545130 Canada Inc., owners of 69 and 117 John Street East (herein referred to as the ‘subject lands’).

The Subject Lands are generally located on the north side of John Street, opposite Little John Lane, south of the Canadian Pacific Railway corridor (sharing a common property line). The subject lands 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  $\pm 1.0641$  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. The subject lands are located approximately 400 m east of the Cooksville GO station. South of the subject lands, within this area of Cooksville, a range of uses can be found including retail, commercial and residential.

The surrounding area can be generally described as having a mix of uses, including existing medium density and mid to high-rise residential developments and mixed-use development. The area can largely be described as an area in transition, as it is subject to ongoing policy framework review and revisions and various development application and building activity. Both of these are described further in the Planning Justification Report.

Abutting the site to the west is an existing self-storage facility. To the north, existing 3-storey townhouses and single-storey semi-detached dwellings are separated by a Canadian Pacific Railway corridor. There are 3-storey townhouses

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immediately to the east and 10-storey and 4-storey apartment buildings, as well as 3 storey townhouses to the south.

### **History**

Prior to GSAI being retained on this application, the proposal proceeded to DARC in June 2022. We understand that no formal submission was made by the proponent/applicant. At the direction of staff, GSAI attended a new DARC meeting to discuss the development proposal and to simplify the process under the new Bill 109 planning process.

To that end, a DARC application was submitted on August 2, 2023 with GSAI as the new agent. The application formally proceeded to DARC and has since been processed under City file No. DARC 23-146 W7. We are appreciative of staffs' comments received through DARC and trust the development concept as well as the supporting documents and studies respond to the requirements laid out by the relevant reviewers as feasible.

Following the DARC meeting, on September 13, 2023, GSAI in collaboration with the Councillor's office, prepared for and attended a Councillor-led Community Meeting to present the proposal to the community prior to a resubmission for DARC. We had incorporated technical and appropriate revisions as a response to what we heard at this Community Meeting into the development proposal, as feasible, and had included a section in our Planning Justification Report noting these general responses to Community Engagement held to date.

A second DARC meeting took place on June 25, 2024, after refinements to the design had been made based on comments received during the first DARC meeting. This formal submission thus follows the conclusion of two DARC meetings and a Councillor-led Community Meeting. Changes to the supporting studies and the development design have been made to incorporate and address additional City staff comments received during the pre-submission process, where feasible.

At this time, we are submitting the formal Official Plan and Zoning By-law Amendment Application(s) to facilitate the redevelopment of the subject site. Meaning, this will no longer be considered to be part of the front end "DARC" process and rather, be processed as a formal planning application. We look forward to advancement of the formal planning process with the City, including to move forward with the first City PDC Information Report, as stipulated under the relevant sections of the Planning Act.

### **Development Proposal**

The development proposal contemplates the construction of apartment building towers atop of podiums as well as non-residential, grade related uses. The proposal includes three (3) towers, with three storey podiums at the street, and connected with two recessed podiums with a total FSI of 5.37 across the entirety of the site.



To primarily address City staff comments regarding building designs/height, the consulting team has gone to great lengths to examine the proposal and consider revisions to the towers. This has resulted in an overall decrease in heights from the original proposed heights, but has also increased tower floor plate sizing for some lower levels of the building. The two recessed podiums or bridge elements connecting the three towers have also increased in height. These changes to the massing have resulted from this technical review, but also to address the City's primary ask for a larger park block. All towers are designed with a separation of approximately 30.0 m consistent with City standards. The three towers will range in height from 31, 30 and 20 storeys (connected with a recessed 12-storey podium element). A total of 1,342 residential units with a combination of one, two, and three bedroom units, are being proposed as part of the development proposal. The tower floorplate above the twelfth storey is approximately 890 m<sup>2</sup>. To address primarily angular plane and sun/shadow considerations, a large amount of time has been spent to sculpt the buildings massing, floor sizes/templates, and other architectural details. The subsequent analysis confirms the proposed buildings generally meet the applicable design requirements. The analysis now includes an analysis of shadows based on the as-of-right zoning permissions and what could be built with subsequent shadow conditions. This conformity has also to be reviewed against considerations of the latest planning policy context of this area and the very unique condition of this lot to surrounding uses and in particular, uses to the north beyond the railway lands.

As the application and detailed building plans have not advanced sufficiently due to City processes, no decision has been made with respect to tenure type. A final decision on whether the development will be rental or condominium or a combination will be made at the appropriate time and in consideration of future market conditions and other project variables.

As noted, the subject lands are bound and somewhat constrained by the Canadian Pacific Railway corridor to the north. The proposed development has accommodated a 30 m setback from the shared property line, to the north face of the building (residential units) and has included design solutions in the underground section of the building in order to address rail safety. We acknowledge that rail safety staff may have additional comments in this respect but in our opinion, based on the review of the expert consultants' input to the design on the project team, the plans have accommodated and met the rail safety requirements.

At this time, approximately 600 m<sup>2</sup> of non-residential retail floor area is proposed. The amount of and location of non-residential GFA will continue to be refined through the planning process however is generally proposed along the John Street frontage and at grade, to provide ease of access for users as well as to animate the streetscape.

Behind the proposed buildings, and towards the northeastern corner of the subject lands, a playground is located with outdoor seating and soft landscaping as well as other amenity features that will be refined through the detailed site plan process. This is considered a shared, private amenity space for the residents. Above the parking structure, to the rear of the development, additional 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 proposed park block to be dedicated to the City as parkland contribution is located along the eastern boundary of the site, measuring approximately 2,569m<sup>2</sup> (previously 1,870m<sup>2</sup>) in area. To address City staff comments, this park area has been increased from previous concept plans and includes a 30 m frontage along John Street. The block, similar to the project lands, is also proximate to the railway lands and an earth embankment but the majority of the park block would have relatively flat conditions allowing for flexible programming opportunities. We believe the creation of this park block can be appropriately handled through the preparation and registration of a Reference Plan in the future and does not require a Plan of Subdivision to be submitted since there are no other roads or blocks being created.

A total of 7,303 m<sup>2</sup> of combined outdoor and indoor amenity space is currently being proposed in the development. In addition to the amenity space provided, landscaping area of approximately 8,391 m<sup>2</sup> is proposed to add greenspace to the development and also, to the area which is largely characterised as a heavily paved urban area. The proposal better this urban, hardscaped scenario by providing usable public and private spaces and greenspaces to break up the paved/concrete area.

Vehicular and pedestrian access to the development is proposed at grade from John Street East. To address various technical comments provided by the City, and specifically City Fire staff, revisions have been made to the vehicular access arrangement. To ensure appropriate fire-fighting truck positions to access the main building entrances, the most easterly access has been shifted west and is one-way inbound. The westerly access is an outbound only movement. These controls on traffic movements have been done in consideration of the existing street/private connections proximate to the project lands. Large vehicle movements are permitted both ingress and egress through the westerly driveway. The development proposal with two accesses from John Street is the most logical use of space and supports internal site circulation, Fire Route requirements, large vehicle functions (i.e. garbage, moving, deliveries) and pedestrian safety.

At this time, a total of 882 parking spaces are provided on site. The parking space allocation (resident, visitor, retail) will be confirmed through the site plan approval process. We anticipate no issues with this approach as it remains consistent with the City's response to Provincial direction to require zero parking for all land uses within Primary Major Transit Station Areas. This allocation at this time, is provided strategically in order to give our team and Client more time to better understand the parking demand associated with residential and non-residential uses.

To encourage active transportation a total of 877 bicycle parking spaces will be provided which includes 70 spaces at grade and 807 in the basement levels, thereby providing for short and long term spaces on site.

As confirmed previously, an amendment to the Official Plan and Zoning By-law will be required in order to permit the proposed development. Consistent with the City's requirements, these documents are provided as part of this submission. The in effect land use policy framework, is described below.



## Land Use Policies

The Mississauga Official Plan designates the Subject Lands as “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 illustrate the subject lands are located in the Hurontario Intensification Corridor, Downtown Cooksville Character Area and Cooksville GO Major Transit Station Area which currently permits FSI ranges of 1.5 – 2.9 and heights of up to six storeys. An Official Plan Amendment will be required in order to permit the proposed development.

The subject lands are zoned RA4-25 and H-RA4-30 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 (56 m). Both zones prescribe site-specific zoning regulations such as, but not limited to, setbacks, floor space index maximums and unit caps. Therefore, an amendment to the City of Mississauga Zoning By-law will be required to amend both in-effect zones to permit the proposed development.

## Other Pertinent Information

As staff are aware, there have been many legislative or policy changes in the time since the last submission for this application. We would highlight the most relevant changes related to this project as they impact the proposal and implementing planning tools we have proposed.

### - Bill 185

- Process: Bill 185 removed the ability for Councils or municipalities to require Pre Consultations. As such, this team is pleased to make a formal submission for Official Plan and Zoning By-law Amendment, beyond the front loaded DARC process in which it was previously reviewed under.
- Parking in Protected Major Transit Station Areas: While there is no formal, implementing by-law in place to remove the parking requirements in the City’s Protected Major Transit Station Areas, we have made the assumption and prepared the application that the City, pursuant to Provincial direction, will remove parking requirements.
- Parkland: Through Bill 23, Various amendments are made to section 42 of the Planning Act with respect to parkland requirements. Amendments were made concerning the acceptable parkland conveyances (i.e permission for stratified and encumbered parkland dedications) as well as a reduction in parkland dedication requirements. Alternative requirements for parkland conveyances and cash in lieu requirements were included in the amendment, including a change in the maximum (or cap) rates that may be required by a municipality to be provided. It is our understanding that this application will be subject to the Bill 23 requirements surrounding the parkland conveyance changes.



- Provincial Planning Statement, 2024 (“PPS, 2024”)
  - GSAI has not submitted a revised or updated Planning Justification Report in support of this resubmission to address the new PPS 2024 which is in effect as of October 20, 2024. GSAI has undertaken a review of the new PPS 2024 and has determined that with respect to this site and the development proposal, the policies cited in the Growth Plan and Provincial Policy Statement through the original GSAI Planning Justification Report have generally been carried over into the PPS 2024 and that those policies cited in the Planning Justification Report, while not replicated in the 2024 PPS, maintain the same spirit and intent as those found in the 2024 PPS relevant to this site. The rationale provided by GSAI in the original Planning Justification Report remains relevant and applicable to the policies cited in the PPS 2024 and thus, does not warrant further justification to from a land use perspective to speak to the appropriateness of the development proposal in light of the new policy framework.
  
- Green Development Standards, 2025
  - It is our understanding that the City-wide new Green Development Standards will come into effect in 2025. Therefore, while this team has put some consideration into providing sustainable development features, the new City requirements (to be in force in 2025) are not enforceable to this application.
  
- Inclusionary Zoning
  - Staff will note that in the provided Zoning By-law Amendment, we have requested a freeze on the applicable Inclusionary Zoning rate in effect at the end of 2024. We make this request as this team requested clarity on the IZ requirements from staff however were never provided a clear answer on the applicability of IZ rates until it was recently confirmed through the by-law. The feasibility of the proposal was based on the information available to us at the time, therefore we have locked the 2024 IZ rate.

### **Submission Deliverables**

In support of this formal submission, we have provided the following materials:

- A copy of the Draft Notice Sign Mock-Up, prepared by GSAI;
- A copy of the Draft Official Plan Amendment, prepared by GSAI;
- A copy of the Draft Zoning By-law Amendment, prepared by GSAI;
- Architectural Set prepared by Tregebov Cogan Architects, including:
  - A100 Site Statistics, Context Plan and Roof Plan;
  - A101 Building Massing;
  - A102 Building Massing;



- A200 P2 Parking Plan;
- A201 P1 Parking Plan;
- A202 F1 Site Plan;
- A203 F1a Floor Plan;
- A204 F2 Floor Plan;
- A205 F3 Floor Plan;
- A206 F4 Floor Plan;
- A207 F5 Floor Plan;
- A208 F6 Floor Plan;
- A209 F7 Floor Plan;
- A210 F8 Floor Plan;
- A211 F9 Floor Plan;
- A212 F10 Floor Plan;
- A213 F11 Floor Plan;
- A214 F12 Floor Plan;
- A215 F13 Roof Terrace Plan;
- A216 F14-F18 Floor Plan;
- A217 F19 Floor Plan;
- A218 F20 Floor Plan;
- A219 F21 Floor Plan;
- A220 F22 Floor Plan;
- A221 F23 Floor Plan;
- A222 F24 Floor Plan;
- A223 F25 Floor Plan;
- A224 F26 Floor Plan;
- A225 F27 Floor Plan;
- A226 F28 Floor Plan;
- A227 F29 Floor Plan;
- A228 F30 Floor Plan;
- A229 F31 Floor Plan;
- A230 Mechanical Floor Plan;
- A231 Roof Plan;
- A300 Section A-A Podium Section;
- A301 Section B-B Podium Section;
- A302 Section C-C Podium Section;
- A303 Section D-D Tower Podium Section;
- A304 Section E-E Tower Podium Section;
- A500 South and West Elevations;
- A501 North and East Elevations and,
- Environmental Noise Feasibility Study prepared by Valcoustics dated, October 2, 2024;
- Functional Servicing & Preliminary Stormwater Management Report prepared by C.F. Crozier & Associates Inc. dated October 2024;
  - C102 Preliminary Site Servicing Plan
  - C103 Site Grading Plan



- C104 Pre Development Drainage Plan
- C105 Post Development Drainage Plan
- Geotechnical Investigation prepared by Palmer, dated January 17, 2022;
- Preliminary Hydrogeological Assessment prepared by Palmer, dated January 19, 2023;
- Letter of Reliance prepared by Palmer, dated March 13, 2024;
- Pedestrian Level Wind Study Letter prepared by Theakston Environmental dated September 30, 2024;
- Pedestrian Level Wind Study prepared by Theakston Environmental dated April 19, 2024
- Phase 1 Environmental Site Assessment prepared by Chung & Vander Doelen Engineering LTD. dated March 22, 2019;
- Phase 2 Environmental Site Assessment prepared by Chung & Vander Doelen Engineering LTD. dated May 28, 2019;
- Phase 2 Environmental Site Assessment prepared by Palmer. dated November 27, 2023;
- Planning Justification Report prepared by GSAI, dated May 2024;
- Railway Vibration Study prepared by Valcoustics Canada Ltd. Associates dated October 2, 2024;
- Shadow Study Report prepared by Tregebov Cogan Architecture, dated October 2024;
  - Shadow Study June
  - Shadow Study September
  - Shadow Study December
- Stage 1 Archaeological Assessment prepared by Archaeological Services Inc. dated January 25, 2023;
- Storm Sewer Use By Law Acknowledgement;
- Streetscaping Feasibility Study prepared by C.F. Crozier & Associates Inc. dated October 2024;
- Transportation Impact, and Parking and Loading Justification Study prepared by C.F. Crozier & Associates Inc. dated September 2024;
- Urban Design Brief dated October 2024;
- Waste Management Plan prepared by GHD Limited dated October 24, 2024;
- Survey prepared by J.D. Barnes dated October 10, 2024;
  - S100 Survey
- Tree Inventory and Preservation Plan Report prepared by Kuntz Forestry Consulting Inc. dated October 4, 2024;
  - L100 Tree Inventory and Preservation Plan
- L103 Landscape Plan prepared by MSLA, dated October 23, 2024;
- L104 Landscape Plan of Roof Terraces prepared by MSLA, dated October 23, 2024;
- L105 Landscape Sections prepared by MSLA, dated October 23, 2024;

We trust that the enclosed material addresses comments received during DARC meetings and that the supporting material will constitute a complete submission. We look forward to your review of these materials, the next round of formal comments, and proceeding to the City's PDC with an Information Report as quickly as possible. Please do not hesitate to contact the undersigned at 905-568-8888 x236 if you have any questions or require any additional information.



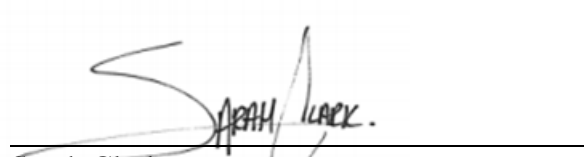


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