
PLANNING JUSTIFICATION REPORT ADDENDUM

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

69 & 117 John Street
City of Mississauga

August 2025 (UPDATE)
GSAI File # 1569-001

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1.0 INTRODUCTION

This Planning Justification Report Addendum (‘Addendum’) has been prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications being processed under City File OZ/OPA 24-16 W7. GSAI received comments from Planning staff from April 2025, which has prompted this addendum. This Addendum is intended to be an update to the Planning Justification Report prepared by GSAI dated May 2024, submitted as part of the first formal submission. This Addendum is written in direct response to the comments received from Planning & Development staff, and subsequent email correspondence, on the above referenced Planning Applications.

Specifically, Planning staff has requested that GSAI identify and evaluate the new, in effect Provincial Planning Statement (2024), which replaced the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement which were cited and referenced in the first iteration of the Planning Justification Report.

For context and greater clarity, the recently released Provincial Policy Statement (‘PPS’) came into force and effect on October 20, 2024, and was approved under the authority of Section 3 of the *Planning Act*. Section 3 of the *Planning Act* requires planning authorities to be consistent with the PPS when exercising any authority that affects planning matters.

This Addendum is a focused analysis and discussion of the PPS 2024 as related to the development proposal.

2.0 PROPOSAL REVISIONS

Further to our discussions and meetings with City of Mississauga Staff, we have updated the development concept to primarily address the following matters:

- Access location/separation
 - o This has been resolved in principle with City Traffic staff. In support of the discussions had with staff, we have provided an updated Transportation Impact Statement prepared by CF Crozier & Associates dated August 2025.
- Podium Height

- The ‘connected’ recessed podium heights have been reduced to 8 storeys (with various articulation on ground and sixth floors)
- Tower Height
 - Tower heights have been revised to 32, 31 and 24 storeys, cascading down eastward away from Hurontario Street, toward the lower density residential development. A sun shadow study and supplementary addendum has been provided in support of these changes.
- Tower Floorplate Size
 - Tower Floorplate sizes have been reduced to 850m² above the 12th storey, consistent with our discussions with staff. A Massing Model showing the difference in floorplate sizes has been provided for staff ease of reference/review.
- Park Block
 - The size of the park block to be dedicated to the City has been revised and clarified on the Architectural submission package. In a meeting with City Community Services staff in June 2025, they have confirmed there are no further issues on this matter and it is able to proceed.

In support of the current site configuration and particularly, to address City staff’s request to bury the existing hydro lines in consideration of the setbacks along John Street, a conceptual Streetscape Feasibility Study has also been provided with this partial submission package which shows that the improvements considered for the John Street frontage can be accommodated and setbacks are appropriately provided.

We are confident that these revisions meet with the satisfaction of staff and look forward to further refining site programming and other details through the Site Plan Approvals stage, should the required land use approvals be granted for the Official Plan and Zoning By-law Amendments.

3.0 ANALYSIS OF THE PROVINCIAL PLANNING STATEMENT 2024

The PPS provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.

Policies related to Housing are found in Section 2.2. Relevant policies from Section 2.2 are as follows:

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The development of the subject lands will contribute to the range and mix of residential units in the area, providing for efficient supply of housing located within the settlement area (pursuant to Section 2.3 of the PPS, in the proceeding section). The unit breakdowns are provided in Table 1 – Unit Types of this Report which shows that the residential component of the proposal will contribute to a mix of housing types, resulting in a net increase in residential units through strategic, transit-supportive density in context of existing or under construction transit, sensitive intensification, thereby achieving the policies set forth in the PPS related to housing.

Table 1 – Unit Types

Residential Dwelling (Apartment) – Bedroom	Number of Units (Residential)
1 bedroom	1, 060
2 bedroom	215
3 bedroom	60

The development proposal and associated density and unit yield makes efficient use of available land through infill opportunity and capitalizes on existing services and infrastructure investments by proposing a compact development which will make better use of existing services in the area.

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

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 (2024). 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 proposal provides for opportunities for recreational activities and congregation or socialization which will assist in meeting the long-term needs of a healthy, livable and safe community, including the dedication of public parkland with frontage onto John Street.

Section 2.3 *Settlement Areas and Settlement Area Boundary Expansions* speaks to the wise use of land and guides development to existing settlement areas to avoid the need for unnecessary expansion of the settlement area(s). Relevant policies from Section 2.3 are as follows:

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

The Subject Lands are located within a Settlement Area. The Proposed Development facilitates the intensification of an underutilized site within a Settlement Area, specifically within a Protected Major Transit Station Area (PMTSA) and strategic growth area, as supported by this policy objective. The Proposed Development represents an efficient use of land and resources or infrastructure, redeveloping an underutilized site that is proximate to soon to be opened (i.e. Hurontario LRT) higher-order transit as well as the recently upgraded Cooksville GO Station. Active transportation facilities in the area include a dedicated bicycle lane (along Kirwin Avenue, extending south to Camilla Road) and a multi use trail accessible through R Jones Park, as well as connected sidewalks meeting City standards. The Proposed Development also integrates short and long-term bicycle parking and a continuous, connected and barrier free sidewalk network (internal to the site) to encourage active transportation.

- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.*

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

The proposal will promote the efficient use of land through an intensified, compact built form, which is encouraged by the PPS where it can be accommodated. Based on the supporting technical studies, this site 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 opportunity for existing and future residents to access additional services. Incorporating this land use further promotes the efficient use of the subject site and supports transit-oriented development. The proposal assists in the achievement of a complete community and provides alternative housing options, when evaluated against the lower density nature of the immediate surrounding area, more efficiently utilizing lands within strategic growth areas.

Policies in Section 2.4 *Strategic Growth Areas* describe these Strategic Growth Areas as areas generally targeted for development. In the PPS, PMTSA's are considered Strategic Growth Areas. Therefore, we cite the relevant policies from Section 2.4, which include:

- 1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) to accommodate significant population and employment growth;*
 - b) as focal areas for education, commercial, recreational, and cultural uses;*
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
 - d) to support affordable, accessible, and equitable housing.*

The proposal, situated within a strategic growth area, will support the creation of a complete community. As provided in Figure 2 "Surrounding Destinations" (provided under the original Planning Justification Report), the area provides access by institutional uses, including education and cultural uses as well as recreational uses (parks, open space). The proposal includes a new public park block, available for new and existing residents, and the project has on-site private space for use of visitors and residents, with programmable space for residents.

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. The proposal supports the existing employment opportunities in dedicated employment character areas, nodes, or in other office and commercial settings adjacent to the site, and provides connections to employment areas within City and greater Region and the City's Downtown Core.

Given the subject lands location, it's accessibility to existing transit options provides an opportunity for a reduced dependence on the automobile, supporting curbing greenhouse gas emissions.

The proposed built form provides an opportunity to increase equity for the broader public as an apartment typically would cost less than lower density development, such as single detached dwellings, fulfills accessibility needs, and could allow for residents choosing to age-in-place. The proposed development further conforms to this objective by intensifying lands within the delineated built-up area. Overall, the proposed development adheres to above noted objectives by contributing to growth targets while considering the achievement of complete communities well served by transit opportunities, built form, through compact and inclusive and overarching urban design practices.

Section 2.4.2 speaks to Major Transit Station Areas. The subject lands are located within the a Primary Major Transit Station Area as delineated in the 2022 Region of Peel Official Plan, and per City -initiated Official Plan Amendment 144 ('OPA 144') of the City of Mississauga Official Plan.

1. *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*

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.

3. *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
 - a) *planning for land uses and built form that supports the achievement of minimum density targets.*

The proposed development contemplates the intensification of an underutilized location suitable and intended for growth. The subject property's access to 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, more diverse housing opportunities. The development proposal highlights the interconnectedness of sensitive and logical land use planning with transportation planning, by providing appropriate infill in a more mature existing residential area, carefully balancing the site's locational advantages with the existing benefits the current residents are able to enjoy and benefit from.

Existing employment opportunities and businesses (including the Downtown Core), services, active transportation and recreation opportunities in the area support the additional housing proposed and it's continued serviceability.

It is acknowledged that the City's established density targets are only minimums, and there is nothing precluding density from exceeding these minimum targets (if/as deemed appropriate). It is our opinion that this proposal is appropriate in terms of the established density.

The subject lands possess locational advantages related to ease of access to existing commercial uses and links to employment uses. 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 PMTSA. The proposal is appropriate in its function as it utilizes lands in a Major Transit Station Area for higher density residential development.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality*

The proposal supports the achievement of compact, transit supportive, complete communities through the provision of a mix of uses at a higher density on a site situated proximal to a planned (under construction) higher order transit opportunity and GO Station. The site has been designed so to be compact and capitalize on the development opportunity of the subject lands, based on the serviceability or servicing capacity. The proposal demonstrates conformity with the PPS objective to promote the integration of transportation and land use planning to achieve a reduction in greenhouse gas emissions and improvement in air quality by reducing reliance on private

automobiles and promoting active transportation. The Green Design Standards and Low Impact Development will be further defined through detailed design, however, is not mandated beyond what the Ontario Building Code otherwise requires. It is not expected that any adverse environmental impacts will come through redevelopment of the site, and rather, the site will be improved by providing for more landscaping/green space than that which presently exists, thereby supporting sub policy d).

Section 3.6 Sewage, Water and Stormwater and 3.8 Energy Supply contains policies which are relevant to the development proposal. These policies are as follows:

8. Planning for stormwater management shall:

- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

As exhibited in the Functional Servicing and Stormwater Management Report prepared by CF Crozier & Associates, the proposed development's servicing design adheres to municipal standards, ensuring efficient water, wastewater, and stormwater management infrastructure.

Section 3.9 provides policies related to Public Spaces, Recreation, Parks, Trails and Open Spaces. The following policies are relevant:

1. Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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 resource*

The development proposal supports policies in section 3.9 by fostering a connected, healthy, active and inclusive community. The proposal contemplates upgrades to the John Street frontage as referenced in the Streetscape Feasibility Study, including public realm strategies and

improvements to encourage social interaction and promote active transportation opportunities (dedicated bicycle parking, continuous sidewalks, open space/parks programming). The proposal through detailed design will continue to consider the diverse demographic it is anticipated to draw and prioritize accessibility, ease of access and social equity as well as safety through crime prevention through environmental design. The proposal also considers a dedicated public park space that is well connected to a municipal sidewalk along John Street. The location of the proposed public park is logical and desirable from a site programming perspective as it capitalizes on the exposure to a public street, providing a 30m frontage. There are also area existing public park/trails/other facilities which contribute to recreational opportunities for public health considerations.

The above analysis of the applicable policies of the PPS demonstrates that the Proposed Development is consistent with the PPS by allowing for development, at an appropriate density, in an area served by existing infrastructure and in support of the goals of the PPS. As such, the Proposed Development and corresponding Official Plan Amendment and Zoning By-law Amendment are consistent with the policies of the PPS.

Yours very truly,

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