

» **PLANNING JUSTIFICATION REPORT**

# **2233-2235 Hurontario Street Mississauga, Ontario**

April 2026





Sajecki Planning Inc.

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1.0

# Introduction



This Planning Justification Report and Urban Design Analysis has been prepared by Sajecki Planning Inc. on behalf of 2233 & 2235 Hurontario Ltd. to support amendments to the City of Mississauga Zoning By-law 0225-2007 for the site located at 2233-2235 Hurontario Street (the "site").

The site is in Ward 7, situated on the east side of Hurontario Street, just south of Queensway East, directly opposite the Mississauga Hospital. The site has a generally rectangular shape and approximate area of 21,951 square metres. Two apartment towers of 13 and 12 storeys currently exist on the site, as well as a low-rise commercial retail building and surface parking areas that support the existing uses.

The Zoning By-law Amendment (ZBA) application seeks to modify the existing zoning permissions applicable to the property to permit infill on a portion of the site that will be severed at a future date. As shown in Figure 1, the portion of the site that is proposed to be redeveloped (the "development parcel") is located in the southwest corner of the property, with frontage of 50.2 metres along Hurontario Street. The development parcel has a total area of 5,658.6 square metres.

The proposal envisions the development of two 35-storey towers on a shared podium, replacing the existing retail pavilion and surface parking areas. The proposed building will introduce 698 new residential units, in addition to 425 square metres of retail space and new indoor and outdoor amenity areas. A prominent central landscaped courtyard will be created as part of the development, creating a new open space amenity for residents and visitors, and strengthening the connection to nearby City parkland.

This report provides:

- » An overview of the site and local area context;
- » An explanation of the proposed built form, land uses, and development statistics;

- » A review of the applicable provincial and municipal policy and regulatory frameworks;
- » An urban design analysis;
- » A summary of all supporting studies and technical reports; and
- » A description and justification of the proposed amendments to the Zoning By-law.

This report is part of an application for a Zoning By-law Amendment under the *Planning Act*. A planning application checklist, dated February 4, 2025, establishes the submission requirements for a complete application and is attached as Appendix A.



FIGURE 1. Aerial photo of subject lands

2.0

# Site & Surroundings



## 2.1 The Site

Municipally known as 2233-2235 Hurontario Street, the site is located along the west side of Hurontario Street with a frontage of approximately 110 metres. Generally rectangular in shape with a total area of 21,951 square metres, the site contains two existing apartment towers, a single-storey retail building, and existing below- and at-grade parking. The site is located just south of Queensway East and directly east of the Mississauga Hospital.

The existing 12-storey tower is located to the rear of the site along the easterly property line and adjacent to the Cooksville Creek natural lands. The existing 13-storey tower is located towards the front of the site, oriented along the north property line. The retail pavilion is located on the southwest corner of the site, and is setback several metres from Hurontario Street.

Surface parking areas are scattered across the site, include along the north and east property lines, around the retail building, and in between the existing towers. The site is served by three existing driveways, including two from Hurontario Street and one connected to Queensway East. Ramps to underground parking are located just north of the 13-storey tower and just south of the retail building.

The development parcel is in the southwest corner of the site (where the south driveway and existing retail building are currently situated). The development parcel has an area of 5,658.5 square metres, with a frontage of 50.2 metres along Hurontario Street.



2235 Hurontario Street, which will be east of the proposed development (Source: Sajecki Planning)



2233 Hurontario Street, directly north of the proposed development (Source: Sajecki Planning)



Existing retail building which will be replaced by the proposed development (Source: Sajecki Planning)

## 2.2 Planning History

There are two previous minor variance applications associated with the site: A 90-357, and A 95-480.

These applications are related to the continued operations of a private health club on the property. These variances were approved by the Committee, having been satisfied that there would be no impacts to parking. The first variance was granted in 1990 for a 5-year period. After the first temporary approval lapsed, a second variance was granted in 1995 on a temporary 2-year timeframe and was associated with the continued leasing of the site by the private health club owner.

Other than these variances, there is no recent record of any other development applications in relation to the site.

## 2.3 Surrounding Area

### 2.3.1 Area Context

The site is located within the Downtown Hospital area of Mississauga, within Ward 7. The broader surrounding area is defined by the presence of the Mississauga Hospital, which is directly west of the site. In addition to the hospital, the area features a number of related health, medical and office uses.

As shown in Figure 2, the surrounding built form is largely comprised of high-rise residential apartments to the north and south along Hurontario Street, with clusters of commercial and retail plazas concentrated around the intersection of Hurontario and Queensway East. Low-rise residential buildings are present in the surrounding area; however, these uses are generally located away from Hurontario Street and within the interior of the surrounding neighbourhoods. Adjacent low-rise residential neighbourhoods are buffered from the site by intervening apartment buildings, commercial plazas, and Iggy Kaneff Park (formerly known as Camilla Park) to the east, providing a transition in built form and land use.

A range of community services and facilities are located in the surrounding area. In addition to Iggy Kaneff Park, nearby open spaces include Cooksville Common and the Cooksville Creek network. Through the Cooksville Parkland Long Term Acquisition Program, the City has been actively acquiring properties in the Cooksville area to help address the existing parkland deficit. 8 hectares of newly acquired properties have been added to Cooksville Park and Iggy Kaneff Park creating larger, more connected parkland in the Cooksville area.

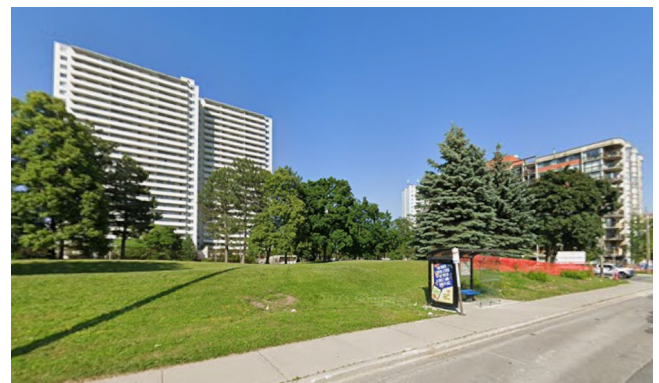
In addition to the concentration of health and medical uses in the area, there is also a range of nearby educational uses, such as Bronte College High School, St Catherine of Siena Elementary School, Camilla Road Senior Public School, and Corsair Public School.

While the surrounding context features a prevalence of high-rise buildings, many are tower-in-the-park style apartment complexes defined by expansive surface parking lots and unprogrammed greenspaces, similar to the existing condition of the site. These types of properties present opportunities for appropriate infill on underutilized lands, supporting increased housing within the area and the use of the LRT, which is currently under construction.

**South:** Directly south of the site is an apartment tower complex (Sherobee Towers), featuring a 25-storey apartment building, along with surface parking and outdoor amenity areas closer to Hurontario Street. South of Sherobee Road are several other mid-rise and high-rise apartment towers oriented towards Hurontario Street. East of Sherobee Road, buildings transition down in scale, with the area characterized by townhouses and mid-rise apartments.

### 2.3.2 Immediate Surroundings

**North:** The block directly north of the site is comprised of a 12-storey apartment block (Queensway Manor) located in the centre of the adjacent property with surface parking along the abutting lot line, and landscaped buffers further north along Queensway East. Further north, clusters of commercial plazas are present, with additional apartment towers extending along Hurontario Street.



Sherobee Towers south of the site



12-storey apartment building north of site, looking south along Hurontario Street.



Commercial plaza at northeast of Queensway and Hurontario Street



LRT construction looking south along Hurontario Street

**East:** To the east of the site is Coosville Creek and Iggy Kaneff Park, which contains children’s play areas, outdoor fitness equipment, walking trails, and an open sports field. An existing pedestrian bridge over Coosville Creek connects the site directly to Iggy Kaneff Park. Further east beyond the park is a low-rise residential neighbourhood containing several single-detached homes and two public schools.

**West:** The site is bound to the west by Hurontario Street and the under construction Hurontario LRT. Across the street is the Mississauga Hospital, which is currently undergoing a major expansion. The new 22-storey Peter Gilgan Mississauga Hospital building will be the largest hospital in Canada, with 2.8 million square feet of space. The new hospital is planned to open in 2034.



Pedestrian bridge connecting the site to Iggy Kaneff Park.



Render of the Peter Gilgan Mississauga Hospital directly east of the site (Source: Trillium Health Partners)



\*The height of the hospital can be compared to a 35-storey residential building.

**Legend:**

- Subject Site
- Parks
- Schools
- Hospitals
- Religious Establishments
- Future Hurontario LRT Stops
- XX ST Residential Apartment Buildings

FIGURE 2. Existing conditions

## 2.4 Nearby Development Activity

The surrounding area has been experiencing significant development activity, with higher-density redevelopment proposed along the

Hurontario corridor. Recently proposed and approved developments within 1.5 kilometres of the site are detailed in Table 1 below.

**TABLE 1. Table 1: Nearby development activity within a 1.5 km metre radius. (Updated April 16, 2026)**

#	Address	Type	Status	Use	Height (Storeys)	Number of Residential Units	Distance from Site
1	100 Queensway West	MZO	Under Construction	Institutional	22 (120 metres)	N/A	0.1 km
2	2463 and 2469 Mimosa Row	OPA, ZBA	Approved	Residential	3	6	0.7 km
3	49 South Service Road	OPA, ZBA	Approved in principle (OLT)	Residential	26	352	1 km
4	2570-2590 Argyle Road	OPA, ZBA	Under Review	Residential	15	255	1.2 km
5	51-55 Dundas Street West and 60, 66, 70 and 78 Agnes Street	OPA, ZBA	Under review	Mixed-Use	34	559	1.2 km
6	189 Dundas Street West	OPA, ZBA	OLT Approved	Mixed-Use	16, 18, 25	935	1.3 km
7	1489 Hurontario Street	OPA, ZBA	Under review	Residential	3	9	1.3 km
8	65 to 71 Agnes Street	OPA, ZBA	OPA – OLT Approved  ZBA – OLT Approved in principle	Residential	29	405	1.3 km
9	3085 Hurontario Street	OPA, ZBA	Under Review	Mixed-Use	31, 33, 36, 39	1,691	1.5 km
10	3115 Hurontario Street	OPA, ZBA	Under Review	Mixed-Use	42	520	1.5 km
11	25 and 33 Hillcrest Avenue and 3146, 3154 and 3168 Hurontario Street	OPA, ZBA	Appealed	Mixed-Use	34, 39, 43, 43, 46	2,224	1.7 km



FIGURE 3. Nearby development activity within a 1.5 kilometre radius

## 2.5 Transportation Network

### 2.5.1 Road Network

#### Hurontario Street

The development parcel has a frontage of 50.2 metres along Hurontario Street. Hurontario Street is a north-south arterial road that traverses the City of Mississauga, connecting Highway 407 to the Lake Ontario waterfront. It has a planned right-of-way width of 35 metres along the subject site and provides direct connectivity to Port Credit GO Station to the south, and to Cooksville GO Station, Highway 401, and Highway 407 to the north.

Currently, the Hurontario right-of-way includes a pedestrian walkway on both sides, three northbound vehicular lanes, three southbound vehicular lanes, and a central turning lane. Construction for the planned Hurontario LRT is ongoing. As per the June 2024 landscape package, Hurontario Street is planned to include the future LRT line along the middle of the corridor, with a shared multi-use pathway for pedestrians and cyclists along its eastern side. The multi-use pathway will transition into dedicated bicycle lanes north of the Queensway.

#### Queensway East and West

The site is located just south of the Queensway, which is divided into Queensway East and West on either side of Hurontario Street. The Queensway runs east-west, extending into Toronto to the east, and terminating into a local road to the west. Queensway East has a planned right of way width of 45 metres, and Queensway West has a planned right of way width of 36 metres. The Queensway currently contains three eastbound lanes and three westbound lanes with a central median.



FIGURE 4. Long term street network (Source: City of Mississauga)



FIGURE 5. Designated right-of-way widths (Source: City of Mississauga)

## 2.5.2 Transit Network

As per MOP Schedule 4 Long Term Transit Network, the site is located along a Light Rail Transit Corridor, in proximity to a planned Light Rail Transit Station at Queensway and Hurontario Street. The site is well served by higher-order regional and local transit services, including the following:

### Hazel McCallion LRT

The Hazel McCallion LRT line is currently under construction. Upon completion, the LRT line will provide connections between Port Credit and the Brampton Gateway Terminal. It will include connections to the Lakeshore West GO Transit Line, Milton GO Transit Line, Mississauga Transit Way, Zum Transitway, MiWay bus routes and future higher order transit along Dundas Street. By 2031, it is expected to accommodate 118,000 passengers each weekday. A new LRT stop is located approximately 200 metres north of the subject site at the intersection of Queensway and Hurontario Street.

### GO Transit

Although the site is not located in immediate proximity to a GO Transit station, it benefits from direct bus connections to both Port Credit and Cooksville GO Stations, with both stations being located approximately a 5 to 10-minute transit ride away.

### Bus Routes

MiWay Route 103 operates north-south along Hurontario Street, connecting Mississauga Hospital to Sheridan College, with service extending further north into Brampton.



FIGURE 7. Long term street network (Source: City of Mississauga)

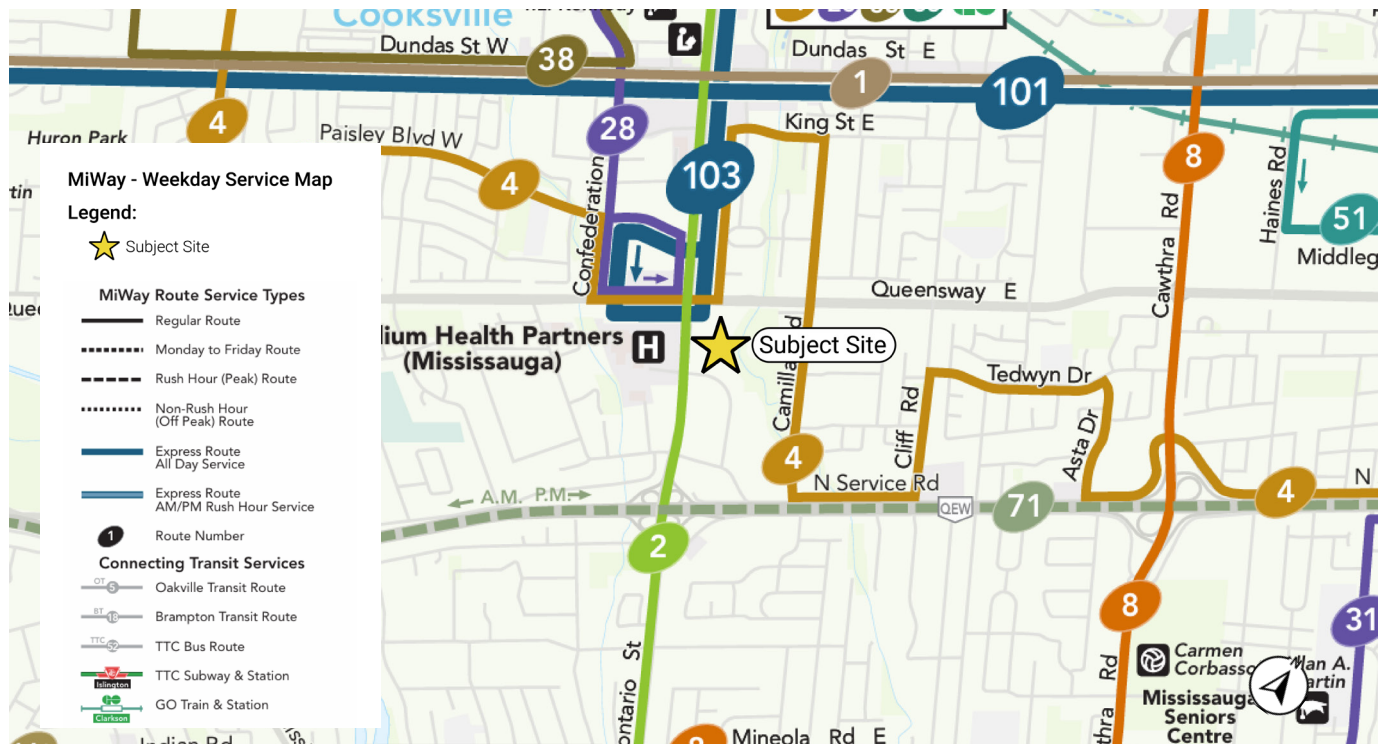


FIGURE 6. Long term street network (Source: City of Mississauga)

MiWay Bus Route 28 runs north-south, connecting the Mississauga Hospital to Square One, with limited connections directly to Cooksville GO Station at morning and evening peak hours.

MiWay Bus Route 4 runs generally east-west connecting Sherway Gardens and Cooksville GO Station, with limited service extending further west to Huron Park.

MiWay Bus Route 2 runs north-south along Hurontario Street between Port Credit GO Station and Square One. A northbound stop for this route is located directly south of the site on Hurontario Street with a southbound stop located at the corner of Hurontario Street and Bronte College Court.

### 2.5.3 Cycling and Pedestrian Network

As per MOP Schedule 5 – Long Term Cycling Routes, the site is located at the intersection of two Primary On-Road / Boulevard Routes (Hurontario Street and Queensway East and West). As noted above, as per the Hurontario LRT landscape package dated June 2024 from Metrolinx, a dedicated bicycle path is planned along Hurontario Street. The site is also located in proximity to McLaughlin Road, which is another Primary On-Road / Boulevard Route which extends north towards Brampton from Queensway West.

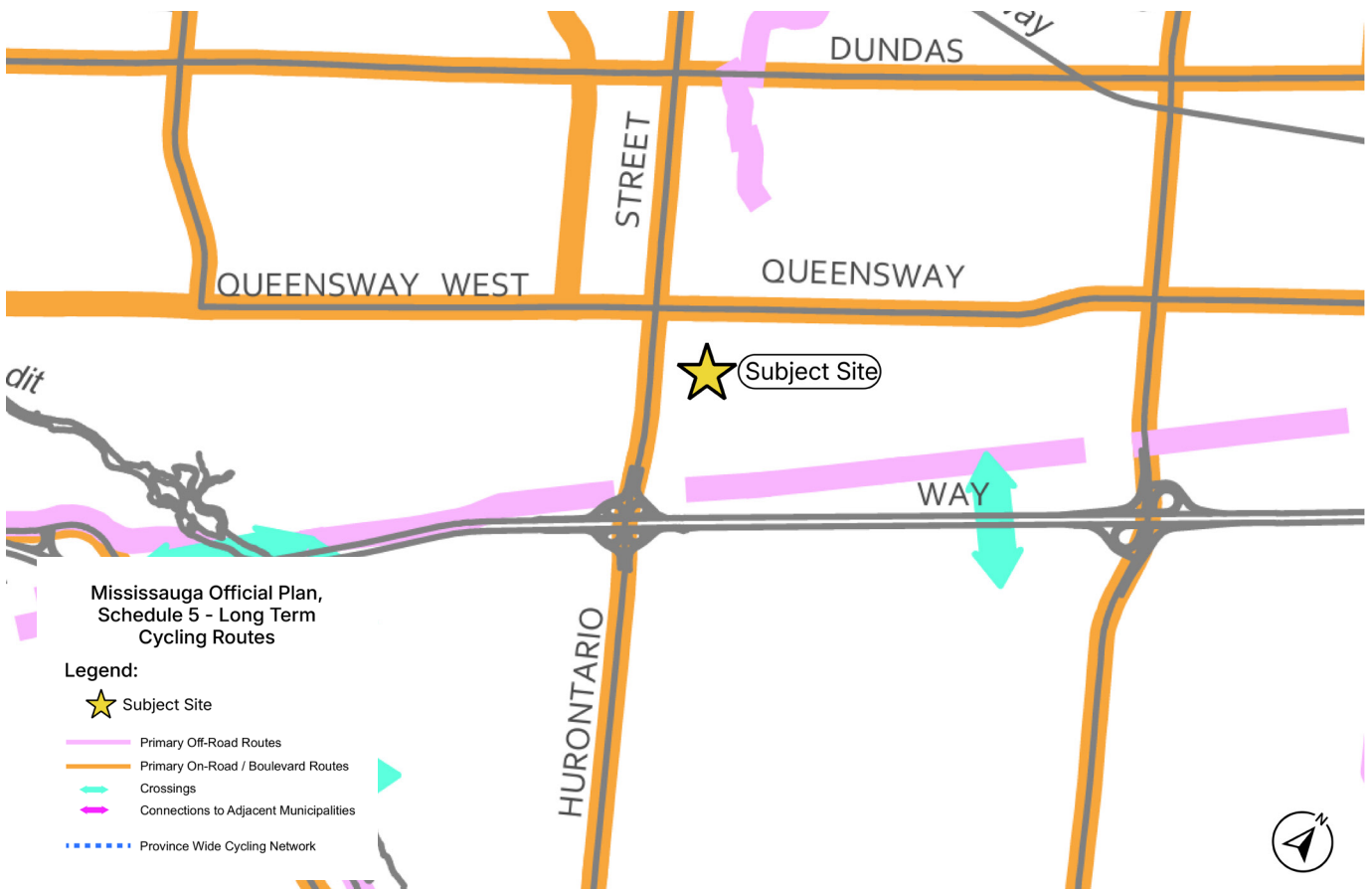


FIGURE 8. Long term cycling routes (Source: City of Mississauga)

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# Proposal



## 3.1 Development Overview

The proposed development seeks to contribute to Hurontario Street's planned evolution as a major higher-order transit corridor by bringing new rental housing and commercial amenities close to transit. The addition of new rental housing and complementary retail space, along with improvements to the public realm and shared open spaces, will support both existing and future residents, while reinforcing the planned intensification of the corridor and the long-term viability of higher-order transit investments.

The proposal consists of two 35-storey residential towers connected by a shared podium ranging from six to seven storeys in height, stepping down closer to Hurontario Street. The development will deliver approximately 698 dwelling units with a total residential gross floor area of 52,437 square metres. The development proposes a floor space index (FSI) of 9.27.

A range of unit types and sizes are proposed, as detailed further in Table 2: Key Project Statistics, supporting a diverse residential population. The new units proposed will enhance housing options within the city and can provide housing for future employees of the expanded Mississauga Hospital.

Approximately 425 square metres of retail space is located at grade along the western edge of the podium. The new retail space will help to activate the street edge, contribute to a pedestrian-oriented public realm, and provide amenities for residents, employees and visitors.

The buildings are organized to establish a coherent site layout that prioritizes pedestrian movement and access to building entrances, retail uses, and shared amenities. Generous building setbacks provide paved pedestrian walkways that wrap around the building, creating comfortable circulation routes for residents, visitors, and shoppers while connecting to the existing open

space network on the broader property. Two primary residential entrances, located on the north and south sides of the building, create a convenient circulation route across the site and support permeability through the development.

The proposal also provides a comprehensive suite of indoor and outdoor amenity spaces totaling approximately 2,094 square metres. This includes indoor amenity space at grade, additional indoor amenity areas on Level 7 of both towers and Level 8 of the east tower, and flexible amenity space at Level 35 of both towers. Outdoor amenity space is proposed on the podium roof at Levels 7 and 8. Beyond these formal amenity spaces, the proposed development will create an enhanced central landscaped courtyard that will serve as an amenity for all residents within the apartment complex.

Vehicular access and servicing functions are carefully located along the southern edge of the development parcel to minimize impacts on the public realm. The existing driveway along the south property line will be used to provide access to pick-up and drop-off areas, loading facilities, and the new underground parking garage that will serve the new building. The proposed below-grade parking garage contains three levels of parking with approximately 347 spaces, including residential, visitor, and retail parking.

Two Type C loading spaces and one Type G loading space are provided to serve the residential and retail components of the development. Bicycle parking is provided through a combination of short-term spaces at grade and long-term bicycle parking located on the first-floor mezzanine and second floor, supporting active transportation and sustainable mobility options for residents and visitors.

**TABLE 2.** Proposed site statistics

<b>Net Site Area (Development Area)</b>	<b>5,658.6 m<sup>2</sup></b>
<b>Overall Site Area (before severance)</b>	<b>21,950.962 m<sup>2</sup></b>
<b>Density (Floor Space Index)</b>	<b>9.27</b>
<b>Building Height</b>	35 ST
<b>Podium</b>	6 ST (west) 7 ST (east)
<b>Total Height</b>	35 ST (west) 35 ST (east)
<b>Gross Floor Area</b>	<b>52,432.6 m<sup>2</sup></b>
<b>Residential</b>	52,007.6 m <sup>2</sup>
<b>Non-Residential</b>	425.0 m <sup>2</sup>
<b>Dwelling Units</b>	<b>698</b>
<b>Studio</b>	78 (11%)
<b>One-bedroom</b>	347 (50%)
<b>Two-bedroom</b>	203 (29%)
<b>Three-bedroom</b>	70 (10%)
<b>Amenity Space</b>	2,094.0
<b>Indoor Amenity</b>	1,432.4 m <sup>2</sup>
<b>Outdoor Amenity</b>	670.6 m <sup>2</sup>
<b>Vehicular Parking Spaces</b>	<b>347</b>
<b>Resident</b>	300
<b>Residential Visitor</b>	43
<b>Retail</b>	4
<b>Bicycle Parking Spaces</b>	<b>246</b>
<b>Short Term Parking</b>	35
<b>Long Term Parking</b>	211

### 3.1.1 Massing & Built Form

As shown in figure 9, the proposed towers are oriented along the south edge of the property, parallel to the existing 13-storey apartment building. The development parcel has a frontage of approximately 50.2 metres along Hurontario Street.

The towers share a podium that is six storeys toward the west and seven storeys toward the east. The podium is generally uniform in massing, with two insets located toward the centre where the main residential entrances are located. At grade, the ground floor is inset along the west and south faces of the podium to minimize the overall building footprint.

The towers have uniform floor plates of approximately 750 square metres, resulting in a compact and slender built form. The towers are positioned to create as much separation distance from the existing apartment buildings as possible. The towers are stepped back above the podium by 3.1 metres along the north side, with the east tower stepped back 5.1 metres from the east edge of the podium.

These setbacks allow for appropriate tower separation distances to be provided. Between the proposed towers and the existing 13-storey building, a minimum separation distance of 25 metres is provided (excluding balconies), with a 26.6 metre separation distance provided to the 12-storey building (excluding balconies). In addition, the two new towers provide for a separation distance of 25 metres.

Generous separation is also provided at grade and at the podium levels of the building. The podium is located approximately 22 metres from the existing 13-storey building to the north, resulting in a spacious central courtyard area that creates opportunities for enhanced landscaping and

amenities. Towards the east side of the site, the podium sits approximately 21.5 metres away from the existing 12-storey building. These setbacks help to optimize daylight, and minimize overlook and privacy impacts. Both proposed towers maintain a minimum separation distance of 25 metres from both existing apartments.

### 3.1.2 Site Layout and Pedestrian Connectivity

The proposed towers are located on the southwest portion of the site. The development parcel has a total area of approximately 5,658.6 square metres. The proposed development has been planned, sited, and designed to facilitate a future severance, should it be required.

The building is located in the south portion of the development parcel, with a setback of approximately 16.9 metres from the south property line. This area accommodates a bi-directional vehicular driveway with laybys and a pick-up and drop-off area flanking both sides of the driveway. The driveway has a minimum width of approximately 6 metres to ensure safe travel for cars, trucks and emergency vehicles.

Two main residential entrances are proposed, which are centrally located at the middle of the building on both the north and south sides of the ground floor. These entrances lead to a shared residential lobby and create a convenient circulation route across the site. Two additional secondary entrances are located on the north side of the

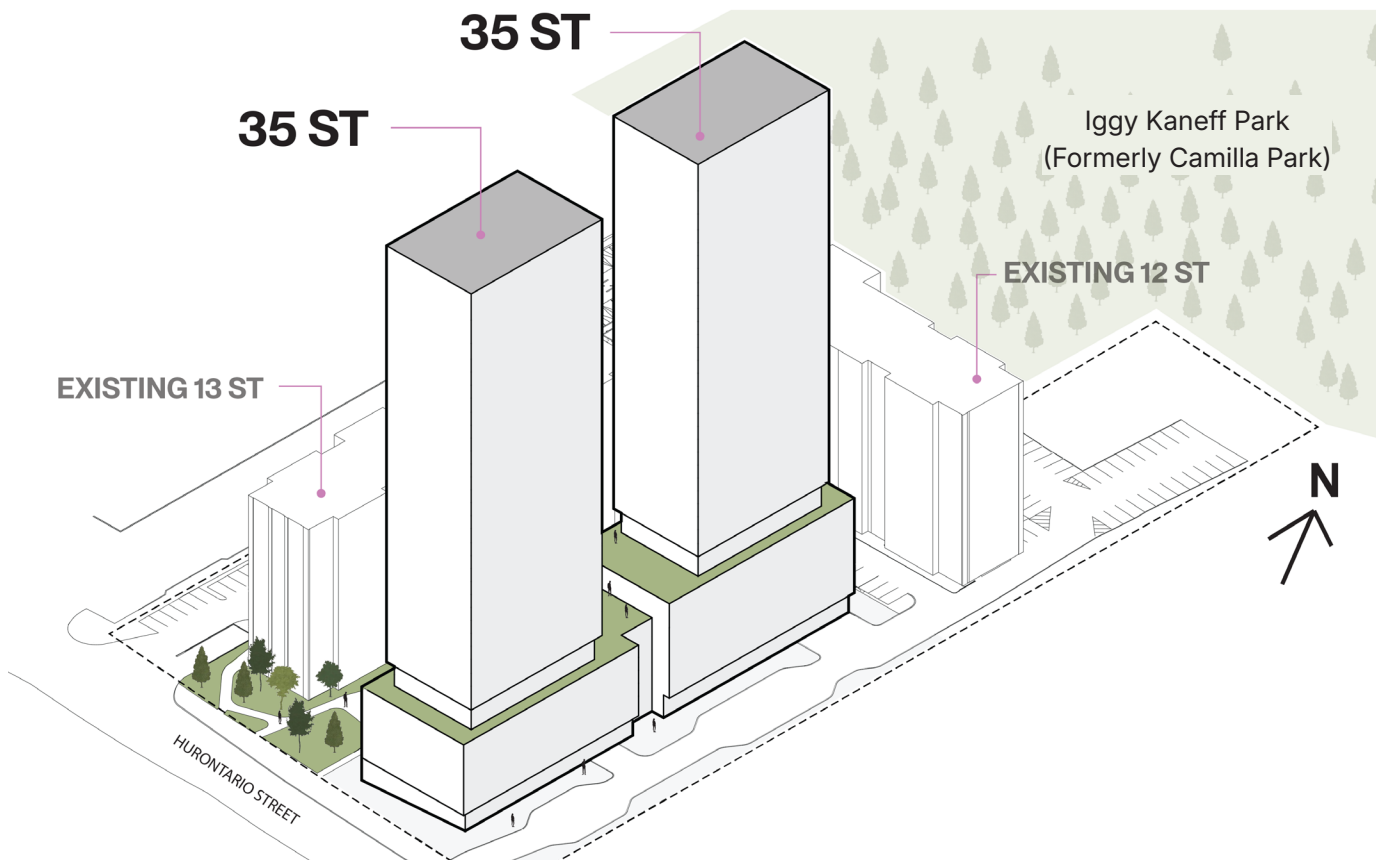


FIGURE 9. Proposed massing (Source: BDP Quadrangle)

building, one serving each tower. The entrance to the pet wash station is also located on the north face of the building.

The proposal contemplates approximately 425 square metres of retail space at grade along the west side of the building. Five retail entrances are proposed, including two along Hurontario Street, one on the south face of the building, and two along the north face of the building, supporting access from multiple directions.

The overall layout of the building leaves ample space for a paved walkway that wraps around the entire building, creating a safe and comfortable pedestrian environment for residents, visitors, shoppers, and workers. The walkway provides residents with direct access to the retail entrances, residential entrances, short-term bicycle parking area, the pet wash-room, and other amenities. Enhanced landscaping and walkways within the central courtyard will also help to enhance the pedestrian experience. An improved pedestrian connection is also envisioned to link across the site towards the pedestrian bridge that provides access to Iggy Kaneff Park.

### 3.1.3 Amenity Areas & Open Space

The proposed development provides approximately 2,094 square metres of amenity space, consisting of 1,047 square metres of indoor space and 670.6 square metres of outdoor space. This equates to 3.0 square metres of amenity space per residential unit.

The majority of indoor amenity space is provided at grade, with the balance located on Level 7 and Level 8. 55 square metres of contiguous outdoor amenity space is proposed at-grade, adjacent to the new outdoor landscaped courtyard. Outdoor amenity space is also proposed on Levels 7 and

8, located on the roof of the podium. These areas provide residents with access to outdoor gathering spaces, recreation, and landscaped amenity, while remaining closely connected to the residential units and indoor amenity areas.

A central landscaped courtyard is proposed to enhance the amenity offering. This shared space will be accessible to all residents and is provided in addition to the required indoor and outdoor amenity spaces associated with the development.

### 3.1.4 Access and Servicing

The site is accessible through vehicular access points off of Hurontario Street, as well as a driveway from the Queensway. As shown in Figure 10, the southern access point off of Hurontario Street is located within the proposed development parcel. This access point connects to a bi-directional vehicular driveway with three laybys and a pick-up and drop off zone. This driveway is located along the southern edge of the development parcel and will be the primary access point for the new building.

The driveway connects to a ramp leading to the underground parking garage. This ramp is located at the rear southeast corner of the building, positioned away from the public realm, retail spaces, and the main residential entrance. This location helps to minimize potential conflicts between vehicular movements and pedestrian activity along the primary building frontages.

The ramp provides access to three levels of underground parking that are shared between both towers and contain a total of 347 parking spaces (0.5 spaces per residential unit). The first underground parking level proposes approximately 97 parking spaces, including 50 residential spaces, 43 visitor spaces, and 4 retail spaces. The second and third underground levels are dedicated

to residential parking and provide approximately 256 residential parking spaces in total.

The first underground parking level also includes two garbage rooms, one serving each tower, to support the management of residential waste and recycling. Short-term bicycle parking is provided at ground level to support convenient access for residents and visitors, while long-term bicycle parking is located on the first floor mezzanine and second floor of the building.

The proposal includes two Type C loading spaces and one Type G loading space. One Type C loading

space is intended to serve the west tower and the retail units and is located closer to Hurontario Street. The second Type C loading space is located deeper within the lot and is intended to serve the east tower. The Type G loading space is located furthest from Hurontario Street and is intended for garbage pick up. The residential loading spaces are paired with an approximately 110 square metre staging area to accommodate building operations and loading activities.

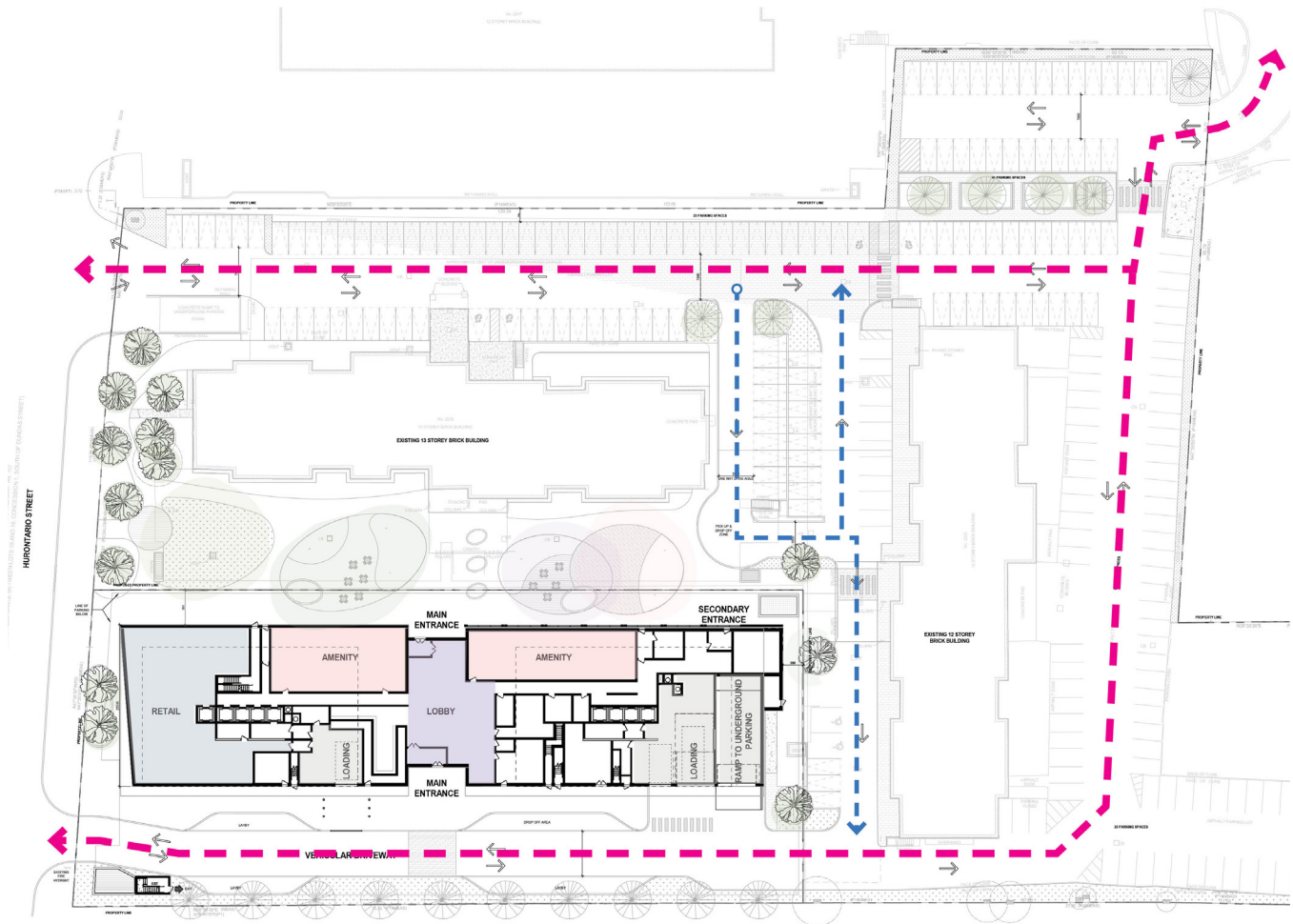


FIGURE 10. Circulation plan (Source: BDP Quadrangle)

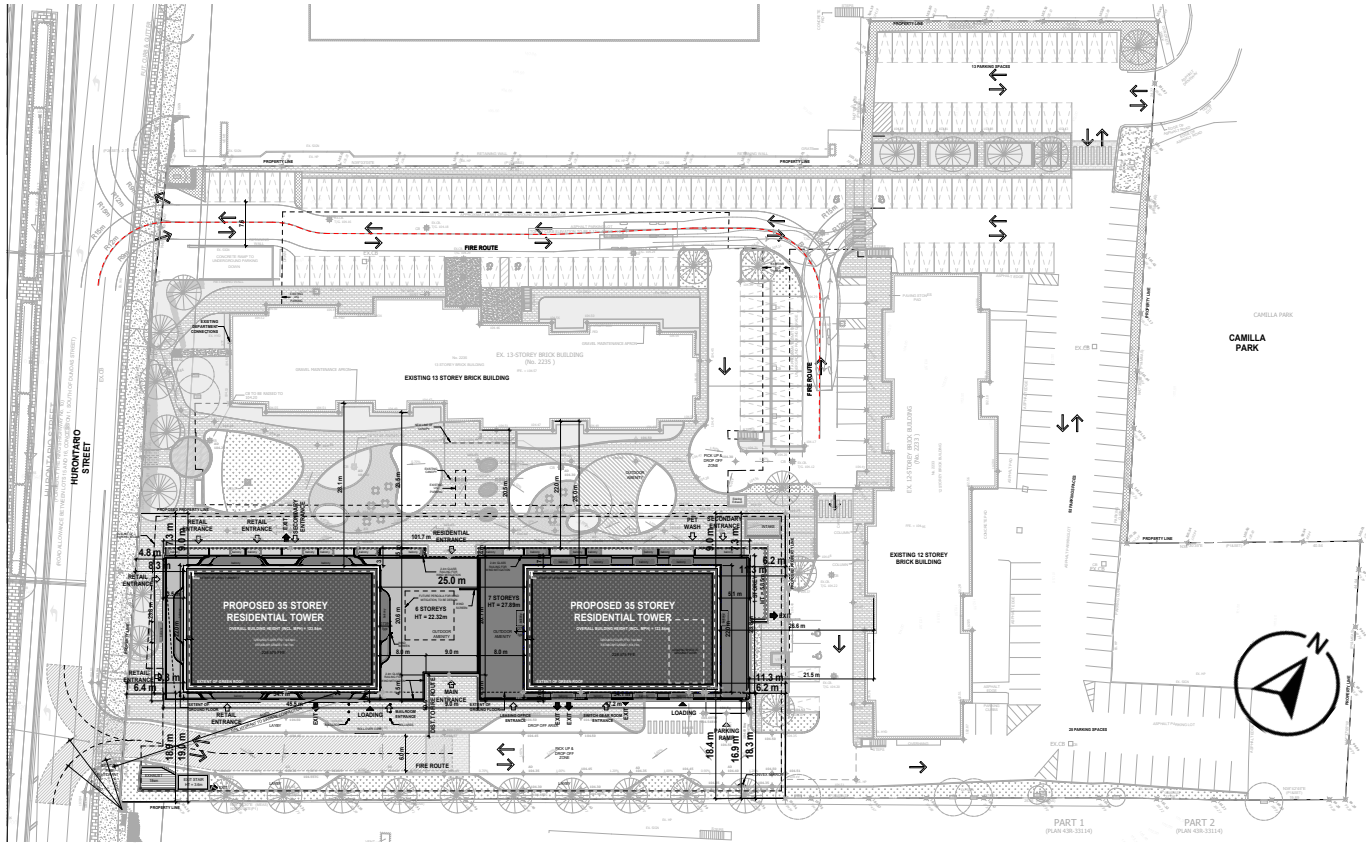


FIGURE 11. Site plan (Source: BDP Quadrangle)

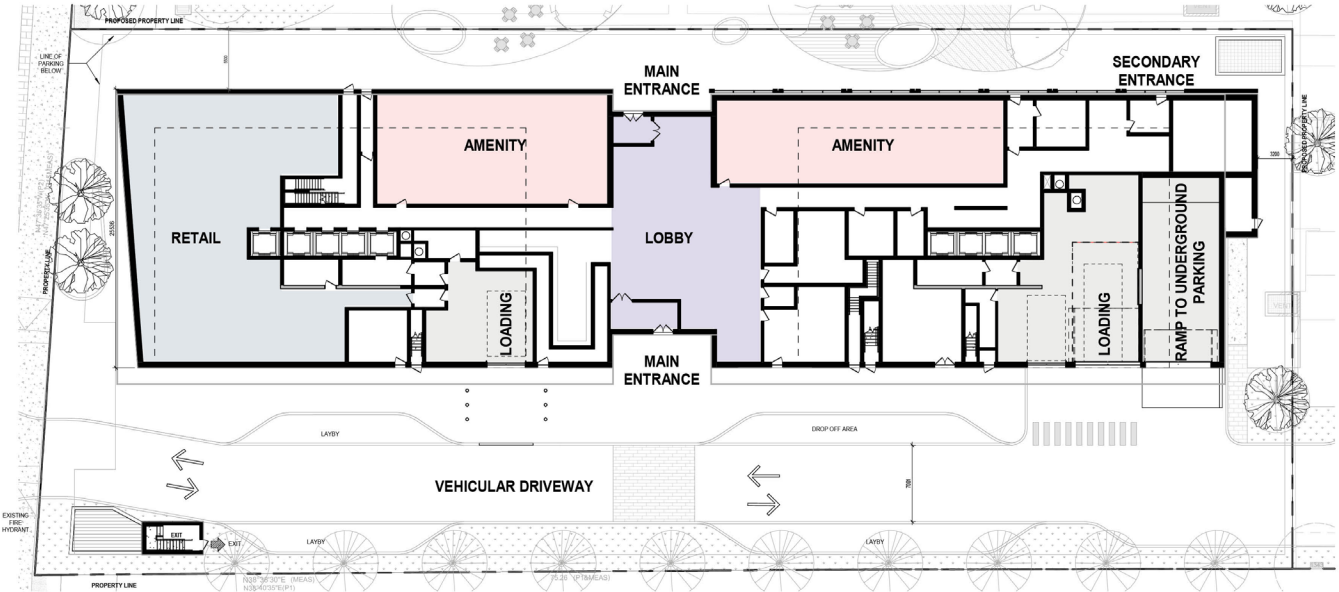


FIGURE 12. Ground floor plan (Source: BDP Quadrangle)



FIGURE 13. Rendering along Hurontario Street (Source: BDP Quadrangle)







## 3.2 Required Approvals

### 3.2.1 Zoning By-law Amendment

The majority of the site is zoned RA4-8 (Residential Apartments with an exception) as per Zoning By-law 0225-2007 which permits apartment residences. The exception regulations permit a maximum floor space index of 2.0. A small portion of the property to the rear is zoned G1 (Natural Hazards). No development is proposed within the area zoned G1.

A Zoning By-law Amendment is required to bring the existing site zoning into conformity with the recently in-effect MOP 2051. The Zoning By-law Amendment will be needed to rezone the development parcel to permit the proposed infill on the site and permit the proposed heights, density, setbacks, and other technical provisions.

A draft Zoning By-law Amendment is attached in Appendix B and submitted under a separate cover.

## 3.3 Public Consultation

The public consultation approach meets statutory requirements as outlined in the *Planning Act*. Notification of the application to property owners within 120 metres of the site will be issued, and opportunities for public consultation and engagement will be provided throughout the approvals process, including through City of Mississauga website updates, statutory public meetings, and informal stakeholder meetings, as required.

All application materials will be made available on the City of Mississauga's active development applications webpage, and an application notice sign will be posted on the site and updated throughout the development process as necessary.

Beyond the statutory engagement and public notice requirements, additional public engagement has taken place to date. Recent consultation has included outreach and communication with existing tenants as well as a Community Consultation Meeting that took place on April 13, 2026. In addition, meetings with key stakeholders and agencies have also occurred to inform the development proposal and address any potential issues early in the process.

Additional information about the engagement activities that have occurred to date is provided in the Engagement Summary Report, prepared by Sajecki Planning and available under separate cover.

4.0

# Policy Framework

The following sub-sections provide an overview of provincial and municipal legislation, policy and regulations that apply to the site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement, and conforms with the City of Mississauga Official Plan.

## 4.1 Planning Act R.S.O. 1990, c. P.13

The Planning Act R.S.O. 1990, c. P.13 (Planning Act) is provincial legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the tools, processes and mechanisms to exercise this control. Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard for when carrying out their responsibilities. Matters that apply to the proposed development include:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (o) the protection of public health and safety;
- (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 is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(5) of the Planning Act states that planning decisions must be consistent with ministerial policy statements and conform or not conflict with provincial plans that are in effect on that date.

**The proposed development is consistent with the Planning Act and has regard to matters of provincial interest. It makes efficient use of provincial resources and infrastructure by supporting higher-density growth and providing a range of housing options in a Strategic Growth Area and within the Queensway PMTSA, where significant transit is planned. The proposed built form is compact and appropriately located in an urban area near transit and municipal services, contributing to a high-quality, mixed-use community. The proposed development also provides for new commercial space to support employment growth within the area, and ensures the protection of sensitive natural ecological features directly east of the site.**

## 4.2 Provincial Planning Statement 2024

The Provincial Planning Statement (PPS) 2024 is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The PPS 2024 came into effect on October 20, 2024, replacing both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019). The Planning Act requires all decisions affecting planning matters to be consistent with the PPS.

The vision outlined in Chapter 1 of the PPS emphasizes the importance of increasing the supply of housing to support growth and long-term prosperity. The PPS identifies the Province's goal of building 1.5 million homes by 2031, with growth prioritized within urban and rural settlement areas to protect the long-term viability of more sensitive rural areas. The vision also underscores the importance of prioritizing compact, transit-supportive design and optimizing investments in infrastructure and public service facilities. The PPS states that municipal official plans are the most important tool for implementing the vision and objectives of the PPS.

Chapter 2 of the PPS provides a number of policies intended to support housing development and the creation of strong and competitive communities. Policy 2.1.4a) requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years. Policy 2.1.6 promotes the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment uses, and public service facilities.

The PPS encourages the development of a range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies contained in Section 2.2 require planning authorities to facilitate all housing options and all types of residential intensification.

In addition, the policies promote residential densities which efficiently use land, resources and infrastructure, and support the use of active transportation. Policy 2.2.1d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

The PPS states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including major transit station areas. Policy 2.3.1.3 promotes land use patterns that are based on densities and a mix of land uses which make efficient use of land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit-supportive. Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS encourages municipalities to identify strategic growth areas which are to be a focus for growth, intensification, a range of housing, and a mix of uses to support the achievement of complete communities and compact built form. Policy 2.4.1.3 states that planning authorities should prioritize investment in infrastructure and public service facilities within strategic growth areas; identify the appropriate type and scale of development and the transition of built form to adjacent areas; and permit development and intensification in strategic growth areas to support complete communities and compact built form.

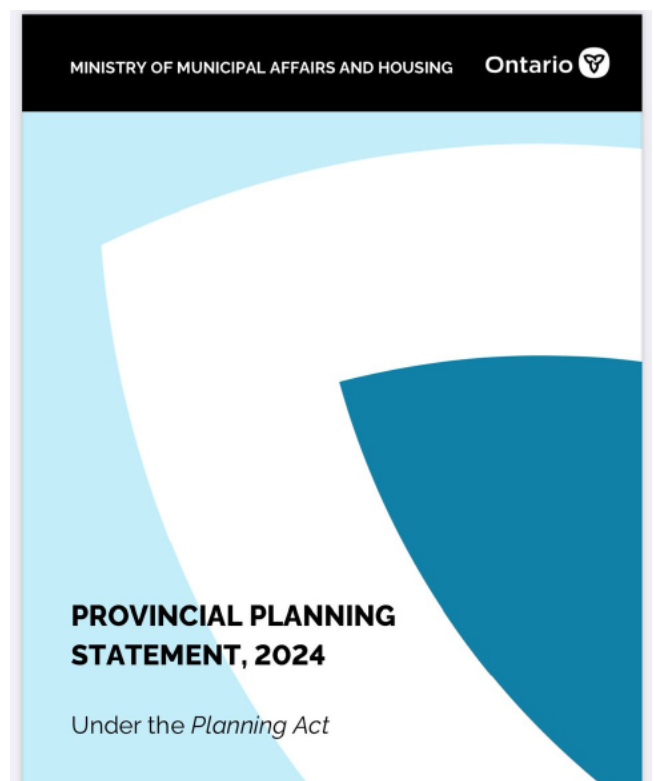
The PPS also provides policies for major transit station areas (MTSAs), requiring municipalities to delineate the boundaries of MTSAs in their official plans. The boundaries of an MTSA are generally

considered to be within approximately 500 to 800 metre of a transit station. Policy 2.4.2.2 requires municipalities to establish minimum density targets for MTSAs, specifying a minimum of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit. Policy 2.4.2.3 encourages development and intensification within MTSAs by planning for land uses and built forms that supports the achievement of minimum density targets. The PPS also clarifies that density targets are minimum standards which are encouraged to be exceeded.

Section 2.9 directs municipalities to plan to reduce greenhouse gas emissions and prepare for the impacts of climate change. Various approaches to sustainable development are identified in Policy 2.9.1, including supporting compact, transit-supportive and complete communities; promoting energy conservation, green infrastructure and active transportation; and incorporating climate change considerations when planning for infrastructure, including stormwater management systems.

Chapter 3 of the PPS addresses matters related to the provision and use of infrastructure and municipal services. Policy 3.1.1 requires infrastructure and public service facilities to be coordinated with land use planning so that they are financially viable over their life cycle and are available to meet current and projected needs. Moreover, the PPS encourages the optimization of infrastructure use before consideration is given to development of new infrastructure. Policy 3.2.2 encourages the efficient use of existing and planned transportation infrastructure through the use of transportation demand management strategies, where feasible.

**The proposed development is consistent with the PPS. Located 200 metres from a future LRT stop and across from the new Peter Gilgan Mississauga Hospital, the proposed development is well-situated to contribute towards the creation of a complete community. The site is located within an existing settlement area and within a Strategic Growth Area (Downtown Hospital Growth Centre and Queensway PMTSA), where growth is targeted. The creation of new housing within a highly urban area will make efficient use of land, infrastructure, transit and public resources. With the addition of 698 new rental units ranging from studios to 3-bedrooms, the proposal expands the range of housing available within the existing neighbourhood and contributes to the achievement of minimum density targets in the Queensway PMTSA. In addition, by providing for new retail space and enhancements to the public realm, the proposal furthers the creation of a complete community.**



### 4.3 City of Mississauga Official Plan (2051)

The City of Mississauga Council adopted the new Mississauga Official Plan 2051 (MOP 2051) on April 16, 2025. The Official Plan was approved by the Minister of Municipal Affairs on March 24, 2026, with 44 modifications. Now in-effect, the new Official Plan also replaces the Peel Region Official Plan, with relevant Regional policies having been integrated into MOP 2051.

MOP 2051 introduces a more precise and coordinated growth management framework by directing the majority of population and employment growth to defined Strategic Growth Areas, including the Downtown Core, four Growth Centres (Uptown, Fairview, Cooksville, and Hospital), 12 Growth Nodes, and 62 Major

Transit Station Areas. These areas are assigned minimum density targets, such as 400 plus residents and jobs per hectare in the Downtown Core and 100–250 plus in Growth Nodes, marking a significant shift from the previous plan’s broader intensification approach. This strategy aims to concentrate growth near existing and planned transit infrastructure, encourage compact urban form, and reduce reliance on automobiles, while minimizing intensification pressure within stable neighbourhoods. In addition, MOP 2051 identifies various sites within PMTSAs where heights of 35 storeys are permitted as-of-right.

**TABLE 3. Mississauga Official Plan 2051 Designations**

<b>Schedule 1 - City Structure</b>	Hospital Growth Centre
<b>Schedule 2 - Natural System</b>	Natural Hazards (partially)
<b>Schedule 3 - Long Term Street Network</b>	Strategic Growth Arterial (Hurontario Street) Region of Peel Arterial (Queensway East and West)
<b>Schedule 4 - Long Term Transit Network</b>	Light Rail Transit Corridor (Hurontario Street) Light Rail Transit Station (LRT Queensway Station)
<b>Schedule 5 - Long Term Cycling Routes</b>	Primary On-Road / Boulevard Routes (Hurontario Street and Queensway East and West)
<b>Schedule 9 - Character Areas</b>	Hospital Growth Centre
<b>Schedule 10 - Land Use Designations</b>	Residential High Rise
<b>Schedule 11 - Protected Major Transit Station Areas</b>	Queensway PMTSA

### 4.3.1 Chapter 2 – Vision

Chapter 2 of MOP 2051 sets out the guiding principles for the growth and development of Mississauga. The guiding principles include creating distinct, vibrant, and complete communities; planning for a wide range of housing options; prioritizing pedestrians and providing a wide range of mobility options; and supporting sustainable and climate-resilient growth. To achieve the guiding principles, the MOP 2051 identifies the following areas for strategic actions: Growth Management and Strategic Growth Areas; Natural Environment and Climate Change; Housing and Community Infrastructure; Heritage and Culture; Transportation; Urban Form and Design; Economy; and Collaboration.

**As described further below, the proposed development meets the vision and guiding principles of the new Official Plan. The proposal facilitates growth in an appropriate location, enables the creation of more housing, achieves high-quality urban design, promotes employment opportunities, and protects the natural environment.**

### 4.3.2 Chapter 3 – Directing New Development

Chapter 3 of MOP 2051 directs development and growth within the city. The Official Plan forecasts a population of 995,000 people by 2051, with most of the growth directed to Strategic Growth Areas, including the Downtown, Growth Centres, Growth Nodes, and MTSAs (Policy 3.2.4), to ensure development is mixed use, compact, and transit and active transportation supportive in appropriate locations (Policy 3.2.5).

Per Schedule 1 – City Structure, the site is within a Growth Centre and PMTSA, which are both focal

points for growth. MTSAs are to accommodate future growth with transit-supportive development reflective of their local context, while Growth Centres will provide for mixed-use communities with transit-supportive densities and heights that are sufficient for supporting the LRT line. Per Figure 3.2 of MOP 2051, Growth Centres are planned to have a minimum density of 300 people and jobs per hectare, and be generally comprised of tall buildings with variations in height.

**The site is located in the Hospital Growth Centre and Queensway PMTSA. The proposed tall tower infill development is appropriate for this location as it facilitates growth on a site that is steps to the future LRT station, and optimizes the use of existing and planned municipal services and infrastructure. The addition of new residents and jobs will support the achievement of the minimum density target of 300 people and jobs per hectare for the Hospital Growth Centre.**

### 4.3.3 Chapter 4 – Sustaining the Natural Environment

The City of Mississauga has adopted a system-based approach to the protection and enhancement of its natural environment. Section 4.3.4 notes that Natural Hazard Lands are generally associated with valley and stream corridors. Policy 4.3.4.1 states that Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure, and passive recreation.

**A small portion of the overall site is located within Natural Hazard Lands and designated as Greenlands. However, no portion of these lands is associated with the proposed development. The development parcel and the proposed building are entirely outside of any designated Natural Hazard**

**Lands or Greenlands. As such, the development will have no adverse impacts on the natural environment.**

### **4.3.4 Chapter 5 – Housing Choices and Affordable Homes**

Section 5.1 of the Official Plan outlines how Mississauga will provide a broad range of housing options and tenures to meet increasing demand as the city continues to grow. The introductory text outlines how diversifying the housing stock across the city will attract and retain highly skilled labour and young families, while also allowing residents to age in place. Further, it is stated that to achieve housing unit targets that are suitable for everyone's needs, a wide range of housing must include a variety of housing types and built forms, as well as a diversity of housing arrangements, tenures, and affordability levels.

Section 5.2 outlines new housing supply objectives. Relevant policies include requiring an appropriate mix of housing in terms of density, type, and affordability throughout the city (Policy 5.2.2), and creating family-oriented units by encouraging developments of over 50 units to provide 50% of units as 2-bedroom and 3-bedroom units (Policy 5.2.3).

**The proposal will introduce 698 new rental housing units featuring a range of unit types and sizes, to help diversify the mix of housing options available within the community. The provision of additional housing on a site that is across from the new Mississauga Hospital has the potential to ensure that future employees of the hospital can live in close proximity to their place of work, thereby attracting and retaining skilled professionals. The proposed building will accommodate a number of larger family-oriented units, including 29% two-bedroom suites and 10% three-bedroom suites.**

Section 5.3 outlines the various mechanisms that are in place to achieve the City's housing objectives. Subsection 5.3.1 provides direction on supporting complete communities through policies that direct new housing in a manner that maximizes the use of community infrastructure and public services (Policy 5.3.1.2); ensuring the quality and quantity of the existing housing stock is maintained (Policy 5.3.1.5); and that the provision of housing meets the needs of young adults, older adults, and families (Policy 5.3.1.8).

**Section 5.3.4 of MOP 2051 focuses on protecting and growing the rental housing stock, which is noted to be an important component of a sustainable housing supply. Policies in this section discourage the demolition or conversion of existing residential rental properties if it adversely affects the supply of affordable rental housing (Policies 5.3.4.2 to 5.3.4.5).**

**The proposed development advances the objectives of Section 5.3 by contributing to a complete community in a highly accessible, transit-supportive location along the Hurontario corridor. The introduction of new rental housing in this location maximizes the use of existing and planned community infrastructure, services, and higher-order transit, consistent with Policy 5.3.1.2. The proposal also incorporates a mix of unit types and a comprehensive amenity program, supporting a range of household needs, including young adults, families, and older adults, in accordance with Policy 5.3.1.8.**

**With respect to Section 5.3.4, the proposal retains the two existing rental buildings on the site and does not require any demolition of existing rental units on the property. Instead, it introduces new rental housing supply that has been designed to maintain appropriate separation distances from the existing apartment buildings and includes enhancements to shared open space on the**

broader property, thereby supporting the quality and functionality of the existing housing stock as contemplated in Policy 5.3.1.5.

### 4.3.5 Chapter 7 – Getting Around our Communities

Chapter 7 establishes policies that are intended to create a city where everyone will have the freedom to move around safely, easily and efficiently. Key transportation goals include freedom of choice, freedom of access, and freedom to flourish. To implement these goals, Policy 7.3.4.1 and Table 7-1 guide that in Strategic Growth Areas, the needs of transit, pedestrians and cyclists will be at the forefront. Arterial Strategic Growth streets (such as Hurontario Street) will support active transportation and vibrant mixed-use destination streets with high density transit-supportive development.

Policy 7.3.2.5 states that in reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary street, transit, cycling and pedestrian improvements.

Hurontario Street is designated as a Strategic Growth Arterial with planned higher-order transit, and is therefore intended to accommodate transit-supportive densities and intensification. The proposed development responds to this policy direction by introducing a compact, high-density, mixed-use building that brings residents and retail activity within close proximity to transit, supporting increased ridership and reinforcing the corridor's planned function as a vibrant, multimodal urban street.

A Transportation Impact Study (TIS) has been prepared as part of this development application and is included under separate cover. The study evaluates existing and future transportation conditions across all modes, including vehicular traffic, transit, cycling, and pedestrian movement. It identifies any required improvements to ensure the safe and efficient operation of the transportation network. The findings and recommendations of the TIS have been incorporated into the design of the proposal, including the organization of vehicular access, the provision of pedestrian connections, and the integration of cycling infrastructure. A summary of the study is provided in Section 6 of this report.

### 4.3.6 Chapter 8 – Well Designed Healthy Communities

Chapter 8 establishes the urban form and design framework that complements the City Structure policies to support the development of a resilient, healthy, and accessible city. The framework is intended to help the city intensify in a way that supports the overall vision for the city; is healthy and low-carbon; protects and enhances natural systems; promotes design excellence; prioritizes accessibility; and ensures the connectivity, compatibility, and integration of surrounding uses (Section 8.1).

Sections 8.2 and 8.3 guide the urban form and pattern of the city. Within Strategic Growth Areas, urban form is required to promote a diverse mix of uses and support pedestrian movement, transit, and active transportation modes (Policy 8.2.2). Green building design and practices are encouraged to help the City achieve its greenhouse gas emission targets and adapt to climate change (Policy 8.2.6). Per Policy 8.3.4, a high quality, compact and urban built form is encouraged to

reduce the impact of extensive surface parking areas, complement adjacent uses, and distinguish the significance of the Strategic Growth Areas from surrounding uses. Buildings within Strategic Growth Areas are to be oriented to, and positioned along the street edge, with clearly defined primary entry points (Policy 8.3.10).

Per Policy 8.3.12, new development is not required to mirror existing development, but will:

- » be designed to respect the existing scale, context, massing and grades of the surrounding area;
- » minimize overshadowing on adjacent neighbours;
- » contribute to a cohesive silhouette and a well articulated architectural expression through the use of appropriate height transitions and separation distances;
- » incorporate stormwater best management practices and sustainable development approaches;
- » identify opportunities to integrate green infrastructure and to enhance and protect adjacent natural areas; and
- » preserve mature high quality trees and ensure replacement of the tree canopy.

**The proposed development conforms with the intent of Sections 8.2 and 8.3 by delivering a compact, transit-supportive, and pedestrian-oriented form within a Strategic Growth Area along Hurontario Street. The proposal introduces a high-density residential and retail development that supports the planned evolution of Hurontario Street as a higher-order transit corridor, consistent with Policy 8.2.2, by concentrating a mix of uses in close proximity to transit infrastructure and prioritizing active transportation and walking through an integrated site design.**

**The proposed building achieves a high-quality urban form that reduces reliance on surface**

**parking and reinforces the intensity and function of the corridor. The introduction of grade-related retail along Hurontario Street, combined with multiple building entrances and active frontages, strengthens the pedestrian realm and contributes to a continuous and animated streetscape. The orientation of the buildings to the street edge, along with clearly defined primary entrances establishes a strong and legible interface between the development and the public realm.**

**The design respects the surrounding scale and context through appropriate tower spacing, podium articulation, and setbacks that mitigate overlook and privacy impacts. The stepping down of the podium toward Hurontario Street provides a transition in scale that reinforces pedestrian comfort and streetscape compatibility. The tower orientation and separation distances reduce shadow and massing impacts on adjacent properties.**

Section 8.6 outlines policies regarding buildings and site development, and subsection 8.6.1 defines low-rise, mid-rise, and high-rise buildings. High-rise buildings, which are also referred to as tall buildings, represent buildings with height maximums as prescribed by local area policies and land use designations. These types of buildings provide transit-supportive densities and help the city meet its growth targets, particularly within Strategic Growth Areas.

Tall buildings are to be sited and designed to enhance the area's skyline, and appropriately spaced to provide privacy and permit light and sky views (Policies 8.6.1.5 and 8.6.1.6). New development will generally maintain a minimum 30 metre separation distance between portions of buildings that are greater than six-storeys, unless otherwise prescribed by Character Area or Special Site policies (Policy 8.6.1.8). Additionally, buildings are to provide visual interest and relief through changes in

materials (Policy 8.6.1.10), and address pedestrian scale. For tall buildings, the lower portion of the building is to include built form that addresses the street frontage, and at-grade relationships that prioritize a pedestrian-oriented environment (Policy 8.6.1.19).

Moreover, tall buildings are to minimize undue negative impacts relating to microclimatic conditions, including sun, shadow, wind, noise, views, sky views and adjacent residences (Policy 8.6.1.17). Building and site design is to be compatible with the surrounding context, uses, public realm, and landscape (Policies 8.6.2.1, 8.6.2.7, and 8.6.2.11). As per Policy 8.6.2.2, development will provide appropriate transition to existing and planned development by having regard for various street and block patterns, the size and configuration of properties along the street, the building massing and height, privacy and overlook, and streetscape continuity, among other matters. Buildings are to create a sense of place through distinctive architecture, streetscaping, public art, and other means (Policy 8.6.3.2), and site development should respect and maintain existing grades on-site (Policy 8.6.3.8).

**The proposed development conforms with Section 8.6.1 through the introduction of two tall towers that are appropriately sited and designed to support transit-oriented intensification while maintaining compatibility with the surrounding context. The towers are appropriately separated from adjacent existing buildings on the site, with setbacks and other design strategies incorporated to minimize physical and visual impacts. While full achievement of the 30-metre separation guideline in Policy 8.6.1.8 is not possible due to the site geometry and redevelopment context, the proposal provides alternative design measures, including tower spacing, podium setbacks, and massing articulation to mitigate potential impacts. It is also worth noting that the City of Mississauga is**

**in the process of reducing the tower separation requirement in urban apartment zones to 25 metres to align with typical urban development practices.**

**The building design incorporates a podium-and-tower typology that reinforces pedestrian scale and street-related massing, consistent with Policy 8.6.1.19. The podium provides a defined street edge, active frontage, and clearly articulated entrances along Hurontario Street, supporting an appropriate relationship between the built form and the public realm. Architectural treatment, including setbacks and variation in massing, provides visual interest and reduces perceived building bulk in accordance with Policy 8.6.1.10. The overall form contributes to a coherent skyline while avoiding continuous wall effects.**

A key policy that governs the height and design of tall buildings in the Hospital Growth Centre is Policy 8.6.1.29. This policy states that no building construction phase equipment for a tall building in the Hospital Growth Centre, including cranes, and hoisting apparatus will be permitted to interfere with the future flight path for the Mississauga Hospital heliport that is planned to be situated at 228.445 m above sea level once the heliport is commissioned and operational, unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners.

**As shown in Figure 18, the proposed building has a total height of 123.8 metres including the mechanical penthouse. This is equivalent to 228.30 metres above sea level. As such, the proposed development is safely below the future flight path for the Mississauga Hospital heliport. Through the application review process, further coordination with Trillium Health Partners is anticipated to ensure that flight path matters are appropriated addressed.**

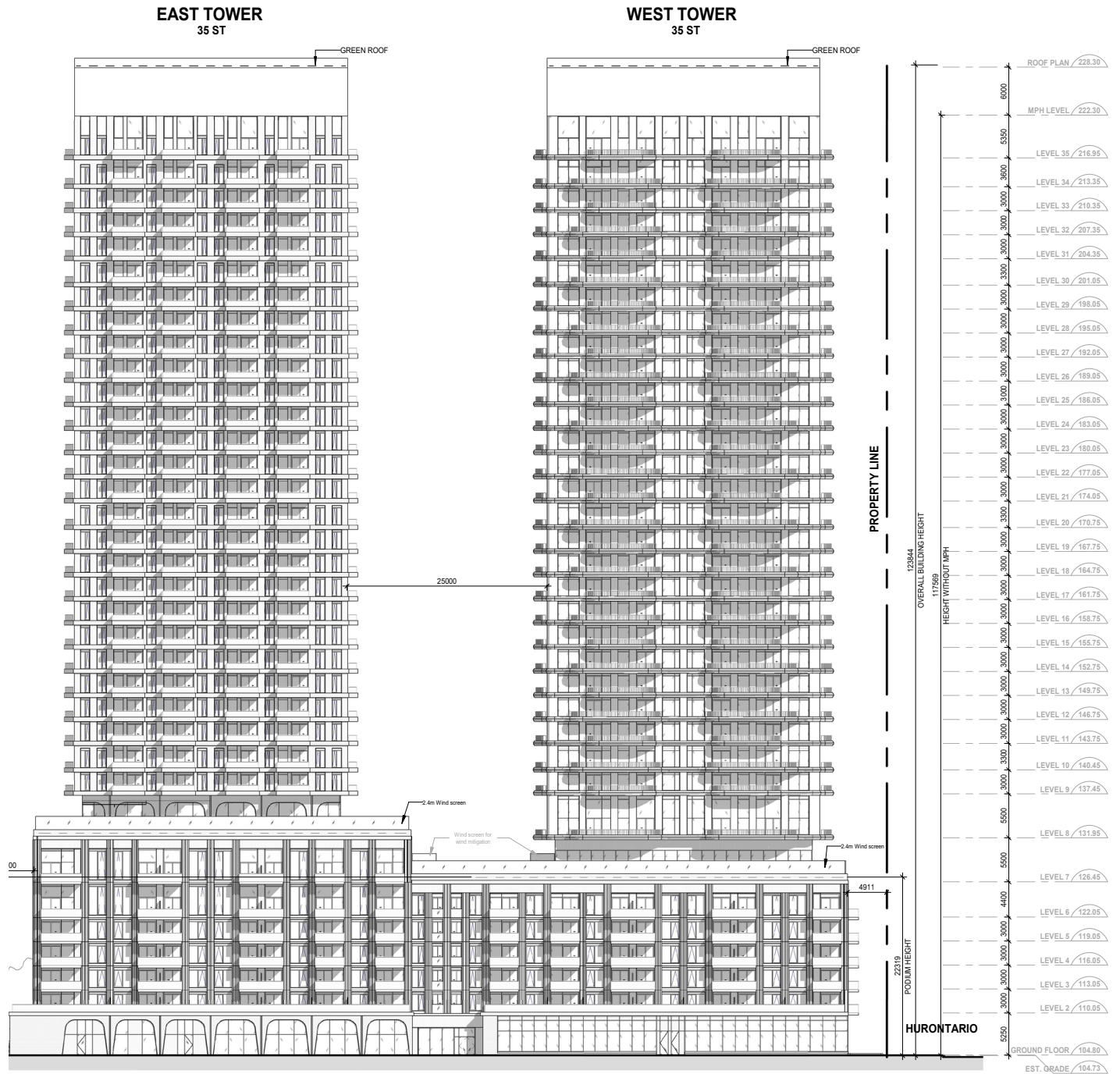


FIGURE 18. North elevation (Source: BDP Quadrangle)

The Official Plan directs that parking is to be located underground or internal or to the rear of the building (Policy 8.6.4.1), and secure bicycle parking for long term and short-term use is to be provided (Policy 8.6.4.5). Service, loading, and waste storage areas should be internal to the building or located at the rear and screened from the public realm (Policy 8.6.4.7).

**The development conforms with Policy 8.6.4.1 as all new parking spaces are provided within an underground structure. The proposed development will replace an existing surface parking area that exists on the site today, helping to improve the quality of the public realm. Loading, servicing, and waste management areas are located at the rear and interior of the site and are appropriately screened in accordance with Policy 8.6.4.7 to minimize impacts on pedestrian areas and adjacent uses. Bicycle parking is provided in accordance with Policy 8.6.4.5 through a combination of short- and long-term facilities located in convenient and accessible locations within the building, supporting active transportation and reduced automobile dependence.**

### 4.3.7 Chapter 10 - Land Use Designations

The majority of the site is designated Residential High Rise per Schedule 7, with a small portion of the rear of the property designated as Greenlands. It is worth noting that the development parcel is entirely designated as Residential High Rise, and no development is proposed within the portion of the property that is adjacent to Cooksville Creek and designated as Greenlands.

In addition to land uses permitted in all designations, such as community and transportation infrastructure, parkland, and transit

facilities, the Residential High Rise land use permits dwelling units in buildings above eight storeys, home occupations, and additional needs housing (Policies 10.2.5.2 and 10.2.5.10). Further, the Residential High Rise designation permits a range of supporting commercial uses such as restaurants, retail stores, secondary office, and service establishments (Policy 10.2.5.11).

**The proposed development conforms with the land use policies of the Official Plan. The proposal introduces residential dwelling units within a high-rise built form, which is a permitted use within the designation. The proposed at-grade retail space is intended to support complementary commercial and retail uses that will contribute towards the creation of a mixed-use community.**

### 4.3.8 Chapter 11 - Transit Communities

Chapter 11 of MOP 2051 outlines major transit station area (MTSA) policies. These areas, which are generally within a 500 to 800 metre radius of a major transit station or stop, are intended to develop in a way that supports existing and planned transit and active transportation infrastructure. Development is to accommodate a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities. Each MTSA will be planned based on the local context, growth potential, and limitations (Section 11.1).

Of note, the policies of Chapter 11 are to be read in conjunction with all other policies of the Official Plan. In the event of a conflict, the policies of Chapter 11 take precedence (Policy 11.2.1).

Per Policy 11.3.1.3, development within MTSA's will contribute towards the creation of transit-supportive communities by:

- » including a broad and balanced mix of residential and non-residential uses;
- » providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;
- » including a range of employment uses to achieve a well-balanced mix of office and retail uses;
- » recognizing that some PMTSAs will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- » being subject to required land use compatibility assessments as identified by the City;
- » protecting and mitigating against natural hazards including flood risk;
- » identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- » providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

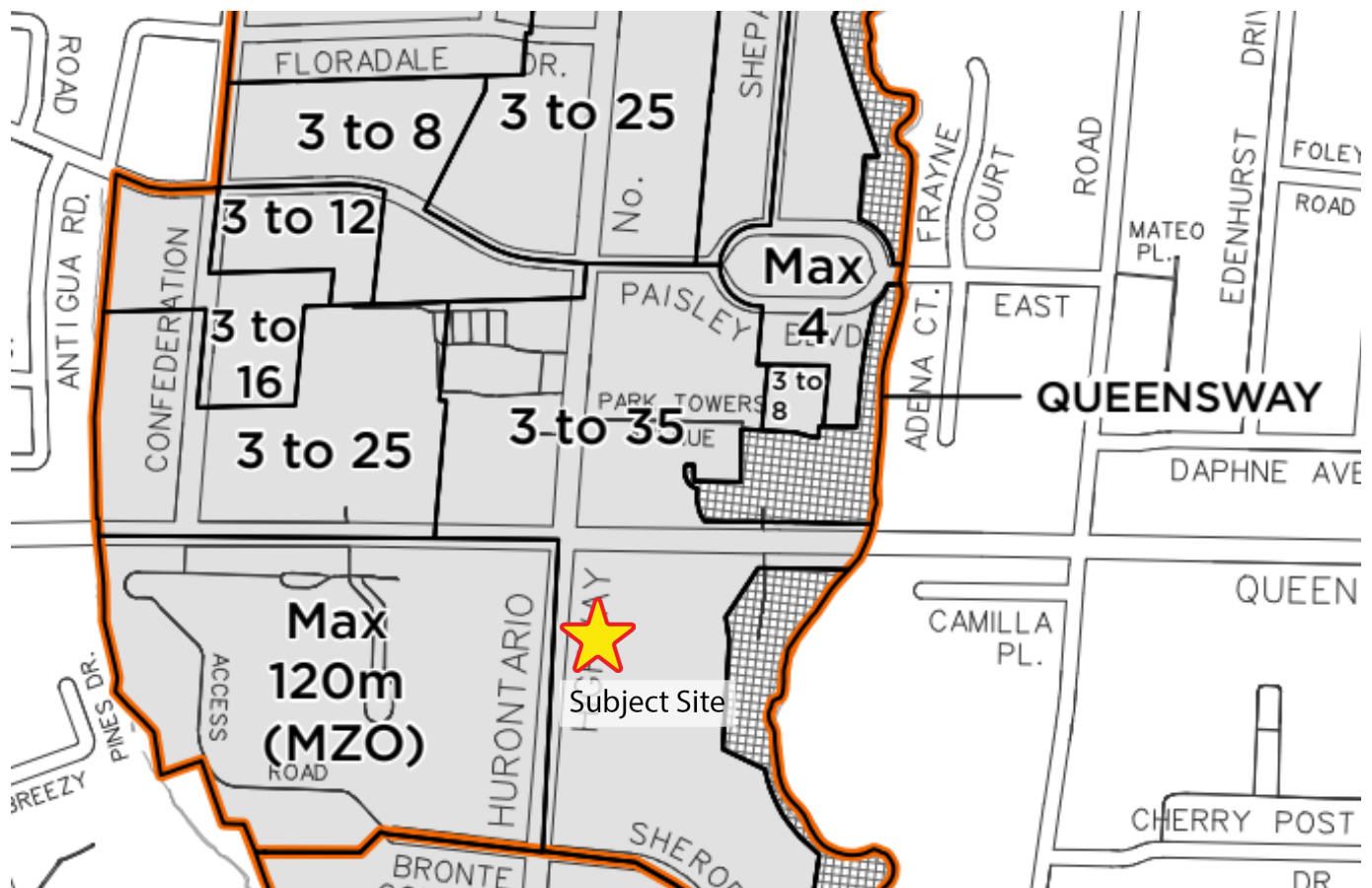


FIGURE 19. Schedule 8L Queensway PMTSA

For the Queensway PMTSA, a minimum density of 300 residents and jobs combined per hectare and minimum FSI of 1.0 is to be achieved across the lands within the PMTSA as per Table 11-1.

**Schedule 8L notes a maximum height of 35 storeys within the Queensway PMTSA on sites that are closest to the intersection of Hurontario Street and the Queensway. Given the site's frontage on Hurontario Street, and its proximity to the intersection between Hurontario Street and the Queensway, the proposed height of 35 storeys is consistent with the permitted heights in MOP 2051.**

Development within MTSA is to be compatible with surrounding uses (Policy 11.3.4.1), minimize surface parking, and contribute to the creation of a high standard of public and private realm streetscape design (Policy 11.3.5.2).

**The proposed development conforms to Chapter 11 of the MOP by delivering a compact, high-density, transit-supportive built form within the Queensway PMTSA. The proposed tower heights of 35 storeys are entirely in keeping with the maximum height permissions specified in the PMTSA mapping. The proposed development efficiently utilizes the site and contributes towards the achievement of the minimum density target for the Queensway PMTSA. Importantly, the proposal accommodates parking within a structured underground garage rather than expanding existing surface parking areas, supporting a more efficient use of land and improving the overall quality of the public realm. Together with bicycle facilities and pedestrian-focused design, the development represents appropriate intensification that reinforces the planned function of the PMTSA as a transit-supportive, mixed-use community.**

### 4.3.9 Chapter 13 - Growth Centres

Chapter 13 provides policies specific to Growth Centres, which are areas intended to accommodate much of the city's future population and employment growth.

As per Policy 13.11.3, Growth Centres will be planned to accommodate significant population and employment growth; contain a concentration and variety of uses second only to the Downtown Core; achieve a high-quality built form and urban environment; support a range of transportation options; and maximize the use of existing and planned infrastructure. As per Policy 13.11.7, development in Growth Centres will support the achievement of healthy sustainable complete communities that deliver a compact built form and density, support transit ridership and provide active transportation connections to the LRT line, transit, trails, parks, open spaces and surrounding neighbourhoods.

Section 13.6.1 establishes policies specific to the Hospital Growth Centre Character Area, within which the site is located. Sub-section 13.6.2 envisions the Growth Centre as a health district anchored by the Mississauga Hospital. Transit-supportive development along Hurontario Street with maximum heights of 35 storeys for new residential development will ensure greater access to housing, jobs, and services.

Section 13.6.3 outlines policies related to building heights. The greatest building heights are to be located at the transit stop at the intersection of Hurontario Street and Queensway (Policy 13.6.3.1).

As per Policy 13.6.5.2, development on lands designated Residential High-Rise will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway.

The proposed development conforms to Chapter 13 of the MOP by contributing to the planned function of the Hospital Growth Centre as a compact, mixed-use, transit-supportive urban area. The two 35-storey towers align with the permitted height for this location and are appropriately located along Hurontario Street, supporting the policy direction to concentrate the highest densities near the intersection of Hurontario Street and the Queensway. The inclusion of at-grade retail satisfies requirements for non-residential uses along key frontages, contributing to a vibrant, pedestrian-oriented environment.

The proposal supports the creation of a complete community by introducing a significant residential population within walking distance of the LRT, while enhancing pedestrian connectivity and access to surrounding amenities. The use of underground parking in place of surface parking represents a more efficient use of land and contributes to an improved public realm. Overall, the development delivers an appropriate built form and density that supports transit ridership, active transportation, and the long-term vision of the Hospital Growth Centre as an urban, mixed-use, transit-oriented district.

## Official Plan Summary

The proposed development aligns with the overarching goals and objectives of the Mississauga Official Plan. The site is a planned location for growth, being within the Hospital Growth Centre and the Queensway PMTSA, situated along the Hurontario LRT corridor, and designated as Residential High Rise. The proposed tower heights of 35 storeys are in keeping with the as-of-right height permissions specified in the Official Plan for the subject site. No amendment to the Official Plan is required to enable the proposed development.

The proposed design enhances the character of the Downtown Hospital Growth Centre while respecting the local area context. The proposed infill on underused portions of an existing apartment site will support growth and bring new residents in close proximity to the LRT and the new Mississauga Hospital, which will become a major employer and service provider within the Hospital Growth Centre. The proposed development also meets other policies of the Mississauga Official Plan, such as creating complete communities, increasing the supply of housing, creating new commercial space, protecting natural features, and enhancing the public realm.

## 4.4 City of Mississauga Zoning By-law 0225- 2007

City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the Official Plan. The majority of the subject site is zoned RA4-8 - Residential Apartment 4 with a site-specific exception. The RA4-8 zone permits a maximum height of 18 storeys and maximum FSI of 2.0.

While the proposed apartment and retail uses are permitted by the current Zoning By-law, an amendment to the Zoning By-law is required to permit the proposed building height and density, and to address other performance standards. These changes will bring the existing zoning for the site into conformity with the new MOP.

**A Zoning By-law Amendment is required to enable the proposed development. With the recent approval of MOP 2051, the current Zoning By-law provisions applicable to the site are no longer aligned with the City's contemporary planning policy direction, including permitted building heights within the Queensway PMTSA. The proposed Zoning By-law Amendment represents an appropriate update to the regulatory framework to enable higher-density transit-oriented development that is in keeping with the City's new Official Plan.**

5.0

# Urban Design Analysis



## 5.1 Downtown Fairview, Cooksville and Hospital Built Form Standards

The Downtown Fairview, Cooksville, and Hospital Built Form Standards provide design guidelines to inform the evaluation of proposed developments in alignment with the City of Mississauga's Official Plan policies and zoning by-law. It sets key principles for developments to ensure a high-quality urban form, efficient site development, and a public realm that fosters vibrant, pedestrian-friendly neighbourhoods with a strong sense of place.

### Chapter 2 – General Standards

Chapter Two details general standards for the area, including built form requirements and architectural design guidelines.

#### Section 2.1.1 - Ground Floor Setbacks

These setback requirements vary depending on the character and configuration of adjacent development as well as the required ground floor use. On streets where retail and service commercial uses are required, the minimum setback from the property line should be 2.0 to 4.0 metres to maintain a frontage that is close to the street. For residential streets, the minimum setback to a building shall be 4.5 metres and a maximum of 6.0 metres to provide a buffer between the private and public realm. The setbacks should incorporate adequate space for landscape and streetscape treatment.

**As Hurontario Street is classified as an 'A1 Street' where at-grade retail and service commercial uses are encouraged, the design of this frontage has been carefully planned to support active retail uses. At the ground floor level, the podium is set back between 4.7 to 8.3 metres. This larger setback is provided to accommodate a raised planter with two proposed trees, creating a pleasant pedestrian experience.**

#### Section 2.1.2 - Podium Stepbacks

Podium heights for buildings should range between three storeys and six storeys. A minimum 3.0 to 6.0 metre stepback is required between the podium face and tower, depending on the site context.

**The proposed podium is setback a minimum of 4.8 metres from the existing property line, with this setback increasing to 6.4 metres at the south end of the podium.**

#### Section 2.1.3 - Floor Plate Sizes

For buildings greater than 12 storeys, the maximum tower floorplate is 750 square metres.

**The proposed podium is six storeys along Hurontario Street and tapers up to seven storeys internally on the site. It incorporates a series of setbacks and stepbacks to break up the building mass and support a pedestrian-scaled environment. Above the podium, tower stepbacks are provided at a minimum of 1.5 metres at the south (neighbouring property), 3.5 metres from the west (Hurontario Street), 3.1 metres from the north (facing the existing 13 storey apartment), and approximately 5.1 metres along the east facade (facing the existing 12 storey apartment). The proposed floor plate size is approximately 750 square metres, consistent with the guideline.**

#### Section 2.1.4 - Tower Separation

Towers must be separated at least 30 metres, measured from the tower face. To maintain this distance, towers must have a minimum setback of 15 metres from the rear and side yards.

**The proposed development provides generous tower separation distances from nearby existing buildings and adjacent soft sites that may have potential to accommodate future tall buildings.**

Specifically, a minimum separation distance of approximately 25 metres is maintained from the existing 13-storey building, and approximately 26 metres from the existing 12-storey building located to the east of the site. To the south, appropriate setbacks and separation distances are also provided to support future development potential and maintain adequate light, view, and privacy conditions. Further details on tower separation are illustrated in the Site Plan prepared by BDP Quadrangle Architects.

While the recommended 30 metre tower separation distance is not being achieved, this guideline is being superseded by a City-initiated Zoning By-law Amendment that proposes to reduce the required tower separation distance to 25 metres within urban apartment zones (RA6 and RA7). Since the draft ZBA for the site proposes to rezone the development parcel to RA7, a 25 metre tower separation requirement has been applied.

### Section 2.1.5 - Building Articulation

Podium levels must be designed to appear as multiple parts by inseting small parts of the floor plan, articulating balconies differently, and varying the massing and materials.

The podium accommodates the building’s main lobby, indoor amenity areas, and retail uses. Along Hurontario Street, the retail frontage contributes to an engaging pedestrian environment. Internally, the main residential entrances are centrally located, providing a north-south connection through the site. These interior functions transition seamlessly to centrally located outdoor amenity spaces situated between the existing and proposed buildings. Additional outdoor amenity space is provided on floors 7 and 8.

The design ensures visibility and access to the shared outdoor areas and dedicated at-grade

amenity area from multiple building facades, enhancing both the pedestrian experience and overall accessibility for future residents. To ensure appropriate massing and visual interest at the street level, outdoor amenity space, and shared central courtyard, setbacks are introduced at key locations of the podium, clearly distinguishing the base from the tower above.

### Section 2.1.6 Building Top

The top two levels of the building should be stepped back 3.0 meters to create visual relief. The rooftop mechanical penthouse will be stepped back and compliment the architecture of the building.

The upper tower and mechanical penthouse have a consistent floorplate size and will be treated with similar architectural detailing to ensure that all mechanical elements are integrated in a seamless manner. While a setback at the mechanical penthouse level may be visually apparent for a shorter building, the effect is less apparent for towers that are 35 storeys in height, as permitted on the site. The proposed tower top is instead fully integrated so that it reads as a seamless part of the tower.

## Section 2.2 – Architectural Design Guidelines

The guidelines in Section 2.2 focus on the character of streets, emphasizing that street walls should maintain visual continuity with buildings placed parallel to the streets with consistent setbacks. This can also include features such as storefronts, forecourts, and plazas to enhance the pedestrian realm. Facades must be designed to distinguish three portions of the tower: a base, a middle portion and a top portion. Storefronts are encouraged to have traditional main street character, with appropriately proportioned glazing, signage bands,

and entrances aligned with sidewalks. Finally, the guidelines encourage service, parking, and loading areas to be consolidated, internalized, visually screened, and designed to minimize public realm impacts by considering safe levels of illumination and lighting.

**The proposed building features a six to seven storey podium that establishes a strong human-scale interface along Hurontario Street. The site has a frontage of approximately 110 metres, with the development parcel having a frontage of 50.2 metres. The proposed building's configuration supports the building being oriented perpendicular to the street, reinforcing a consistent block structure.**

**The ground floor includes active commercial space, while the upper podium levels accommodate residential uses. Portions of floors 6 and 7 incorporate varied materiality, contributing to a visually dynamic and articulated podium. These design elements help break up the overall building massing and add architectural interest along the street-facing facade as well as from the shared internal courtyard.**

**The pedestrian realm is further enhanced through the inclusion of balconies, landscaping, and active at-grade uses, fostering a safe, attractive, and welcoming streetscape. Servicing and parking are consolidated at grade and below grade, with a shared access driveway and two loading spaces located within the interior of the site to minimize impacts on the public realm.**

## Chapter 3 – Character Areas and Street Types

Chapter 3 outlines the character areas and street types that guide development in the area, including A-Streets in Downtown Hospital with the Mississauga Hospital serving as a key focal point. The Downtown Hospital Character Area consists primarily of residential high-density uses, with small pockets of low-rise dwellings towards the edges. Mixed commercial uses are clustered at three main intersections, including at Hurontario and Queensway.

Cooksville Creek, which runs through Iggy Kaneff Park, is a significant natural heritage feature. Enhancements to the existing natural habitats and the urban forest will be encouraged. The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

The Downtown Hospital Character Area is envisioned as a health-focused district anchored by the hospital and supported by a mix of uses, including retail and service commercial, research and development, health facilities, offices, parks and residential development. Transit supportive growth is planned along Hurontario Street and the Queensway to ensure greater access to housing, jobs and services. Development in this area is guided by the following principles:

- » Support health care services by promoting a range of health related uses, including research and development; and
- » Create a more walkable, transit- supportive community with strong pedestrian connections and street related retail and service commercial uses along these corridors.

**The site is centrally located within the Character Area, and is surrounded by high-density residential uses. The proposed development**

incorporates recommended guidelines for A-Streets along Hurontario Street such as a 6-storey podium and a 3.5 metre tower stepback, and by introducing active, street-related retail at grade. The proposed built form will enhance the pedestrian experience and reinforce a vibrant main street condition. The proposal also strengthens connectivity to Iggy Kaneff Park and the Cooksville Creek corridor through improved pedestrian linkages, supporting both

accessibility and integration with the broader open space network. The proposed tower heights of 35 storeys are in conformance with the new Mississauga Official Plan permissions, and in keeping with the existing and planned character of the area.

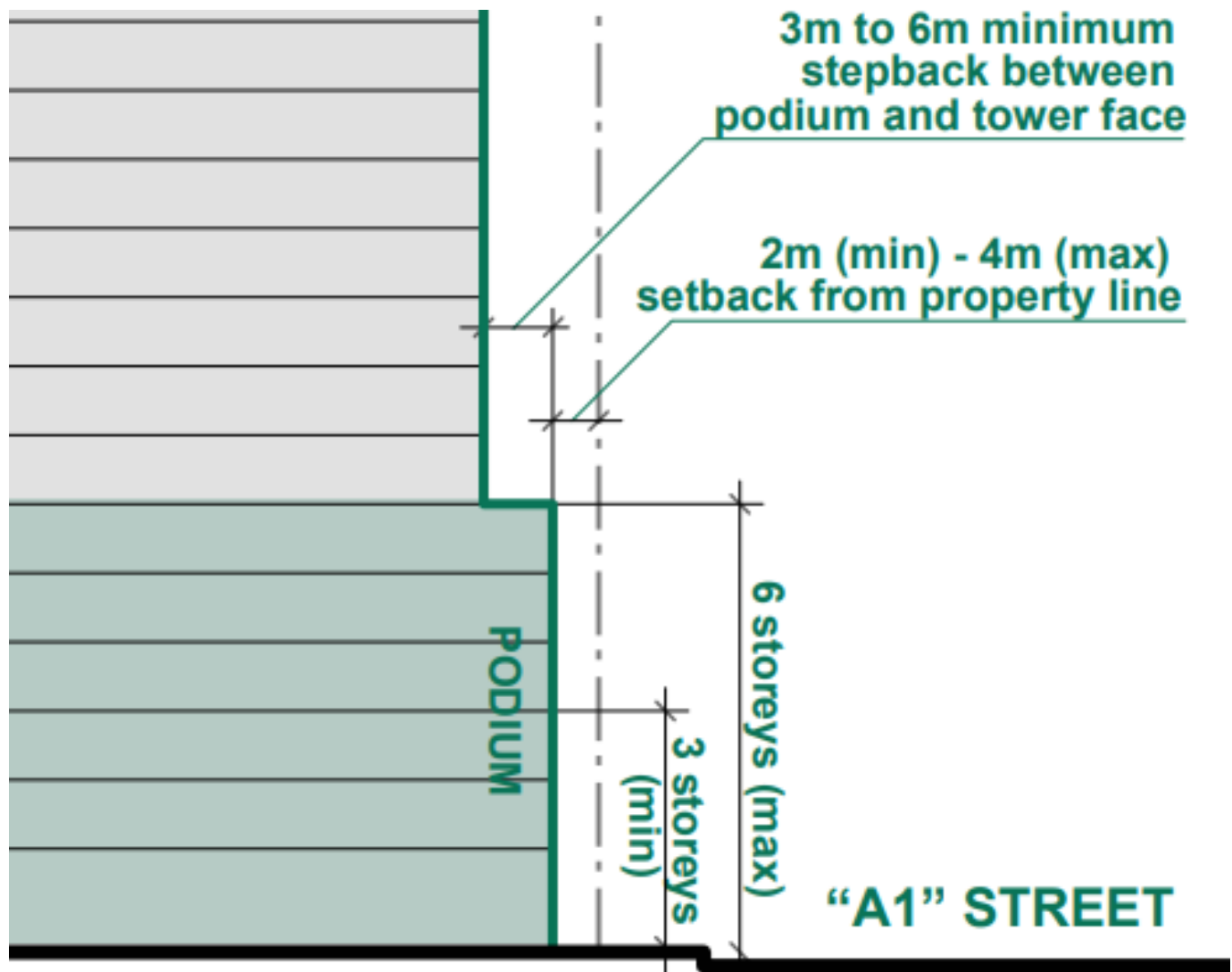
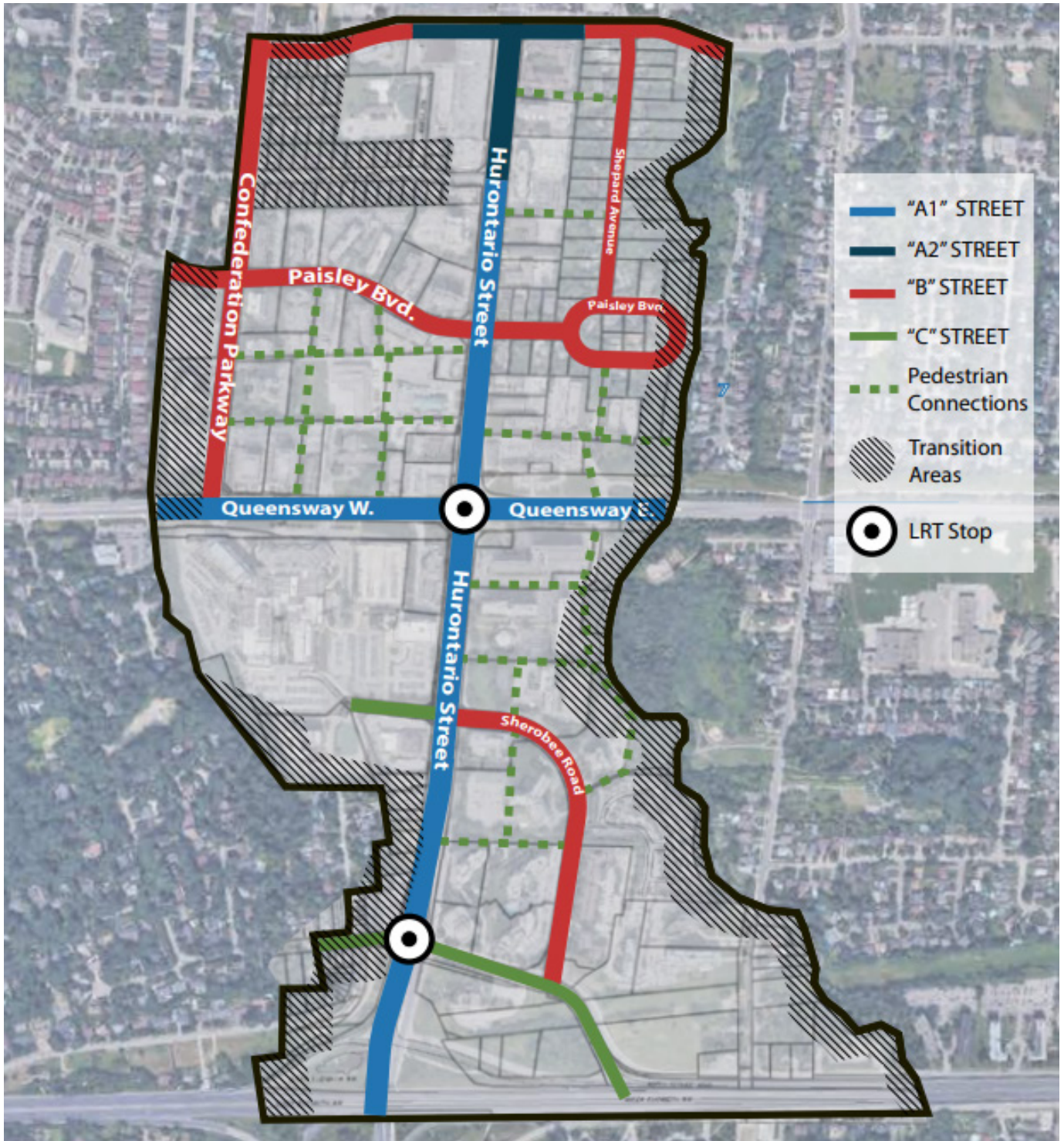


FIGURE 20. Street Types in the Downtown Hospital Character Area (Figure 10 in the Downtown Fairview Cooksville and Hospital Built Form Standards)



**FIGURE 21.** Frontage on an A1- Street with the required podium height, setbacks and stepback (Figure 13 in the *Downtown Fairview Cooksville and Hospital Built Form Standards*)

6.0

# Supporting Studies and Reports

## 6.1 Community Engagement Report

A community meeting hosted by the City Councillor was held on April 13, 2026. A subsequent report was prepared by Sajecki Planning Inc. summarizing the relevant meeting details as well as key questions and comments.

Overall, questions and comments were related to the following themes:

- » the new retail space
- » affordable units
- » sustainability measures
- » the type of amenity spaces proposed
- » fire servicing needs
- » construction timing
- » parks and open space
- » flooding and stormwater management
- » parking and traffic

Meeting attendees also offered suggestions on design opportunities such as public art, Indigenous elements within the central courtyard, affordable housing partnerships, and e-bike parking spaces.

The feedback and recommendations from the community meeting have been reviewed and have been considered in the preparation of this application.

## 6.2 Traffic Impact Study

A Traffic Impact Study was prepared by LEA Consulting in support of this application. The study confirms that the site is well-served by MiWay transit along Hurontario Street and The Queensway, with convenient access to the Port Credit and Cooksville GO Stations. The site also benefits from nearby cycling infrastructure and a high-quality pedestrian network.

The proposed parking supply of 347 spaces (300 residential, 43 visitor, and 6 retail) is considered acceptable given that the site has no minimum parking requirements, and the three loading spaces satisfy applicable by-law requirements. A suite of Transportation Demand Management measures has been recommended to reduce single-occupant vehicle trips and promote sustainable travel for future residents, visitors, and employees.

The proposed development is anticipated to generate 151 net two-way vehicle trips during the AM peak hour and 191 during the PM peak hour. The intersection capacity analysis confirms an acceptable impact on the surrounding road network, with all site accesses operating well under increased traffic volumes. Signal timing optimization is recommended at the Hurontario Street and Queensway intersection to improve operations.

It is understood that the existing access point at the southern corner of the site will remain within the development parcel after a future severance. Overall, the Traffic Impact Study concludes that the proposed development is supportable from a transportation perspective and will not result in any unacceptable impacts on the surrounding road network.

## 6.3 Noise Study

A noise and vibration assessment was completed by Gradient Engineering in accordance with provincial guidelines using projected traffic volumes and future LRT operations along Hurontario Street.

Results indicate that road and LRT traffic noise levels will be highest along facades facing Hurontario Street, with some locations exceeding recommended limits. These impacts can be effectively mitigated through standard building design measures, including upgraded windows with appropriate sound insulation and the incorporation of air conditioning, allowing windows to remain closed for occupant comfort.

Outdoor amenity areas closest to Hurontario Street will experience elevated noise levels. A noise barrier can reduce noise in some areas, while in others, warning clauses need to be included in purchase and lease agreements to inform future occupants of expected sound levels.

Vibration levels from nearby transit are predicted to be below applicable criteria, and no mitigation is required.

No significant impacts from stationary noise sources are anticipated, and building mechanical equipment will be designed to meet applicable sound level limits.

Overall, the study concludes that noise and vibration impacts can be appropriately mitigated through standard design measures, and the site is suitable for the proposed development from an acoustical perspective.

## 6.4 Shadow Study

A shadow study was completed on April 6, 2026. The study explored the potential impacts of shadows that the proposed building would produce.

As per the City of Mississauga terms of reference, the following areas were analyzed in detail:

- » residential private outdoor amenities;
- » communal outdoor amenity areas;
- » public realm;
- » parks;
- » open spaces;
- » turf and flower gardens; and
- » building faces to allow for the possibility of using solar energy.

The necessary criteria for residential private outdoor amenity spaces and building faces to allow for the possibility of using solar energy. Additional shadows are created on communal outdoor amenity areas throughout the year, however the required minimum Sun Access Factor minimums are met.

Aside from the early morning, no net new shadows are cast on Hurontario Street and Queensway East. Despite additional shadows being cast on Iggy Kaneff Park (formerly Camilla Park), the Sun Access Factor remains above 50% as required.

Overall, the proposed development creates minimal net new shadows and minimal overall impact on the surrounding area, including both private and public outdoor spaces.

## 6.5 Hydrogeological Study

A Hydrogeological Review Report was prepared on April 10, 2026. The report finds that the site is underlain by sand and glacial till over shallow bedrock, with groundwater encountered at approximately Elev. 97.5 m. Groundwater flow is generally toward Cooksville Creek and Lake Ontario, while surface runoff is directed to the municipal storm system.

Subsurface testing indicates that the soils and bedrock have relatively low permeability, meaning groundwater movement is limited. As a result, groundwater inflow to excavations is expected to be manageable using conventional dewatering methods, such as sump pumping.

Excavation will extend below the groundwater table and require temporary dewatering during construction. Estimated groundwater inflows are moderate and can be accommodated using standard systems. The completed development will rely on a permanent drained system, including subfloor drainage and sump pumps with backup power, to control groundwater and prevent pressure on below-grade structures.

Predicted impacts of dewatering are minor, with only small, localized groundwater drawdown and minimal settlement anticipated. No impacts are expected to nearby properties, natural features, or water supplies.

Groundwater quality meets requirements for discharge to the sanitary sewer but will require treatment prior to discharge to the storm sewer. Discharge approvals from the municipality will be required.

Overall, the site is suitable for development from a hydrogeological perspective, provided standard groundwater management and monitoring measures are implemented.

## 6.6 Wind Report

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineering in support of the application. The report concludes that the future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the site and development parcel will be acceptable for sitting, standing, and walking on a seasonal basis.

Most residential lobby and retail main entrances throughout the proposed development will be comfortable for standing or better throughout the year, which is acceptable for the intended use. Exceptions include the retail entrances facing Hurontario Street (Sensors 62 & 63), which exceed the standing criterion during the winter months. To achieve standing conditions throughout the year, it is recommended to either recess these entrances into the building facade, provide a canopy overhead, or flank the doorway with vertical wind barriers. Barriers may take the form of wind screens, dense coniferous plantings, or both.

Various mitigation measures are recommended to ensure that safe and calm conditions can be achieved for sedentary activities on the podium terraces. These include raising portions of the perimeter guard to at least 2.4 metres above the walking surface, installing targeted wind barriers directly upwind of seating areas, and providing canopy or pergola structures overhead. The exact composition and configuration of such mitigation can be coordinated at a later detailed design stage.

Given appropriate mitigation measures for the podium terraces, no areas within the wind study area are considered unsafe for occupation. This study affirms that all potential users of the proposed development will be able to experience safe and comfortable wind conditions.

## 6.7 Functional Servicing and Stormwater Management Report

The proposed development will connect to existing municipal infrastructure on Hurontario Street for water, sanitary, and storm servicing. Water supply will be provided from existing municipal watermains, and sanitary flows will discharge to the existing sewer system.

Stormwater management will be addressed through a combination of on-site storage and treatment measures. A stormwater storage tank will be provided to control runoff and meet City of Mississauga and Credit Valley Conservation requirements. Water quality treatment will be achieved using a filtration system prior to discharge to the municipal storm sewer.

Runoff volumes will be further reduced through green infrastructure measures, including green roofs and infiltration of rainfall events, to meet water balance objectives.

The site will be graded to match surrounding properties, and erosion and sediment control measures will be implemented during construction in accordance with applicable standards.

It should be noted that the development parcel will not be located within 30 metres of a surface water body after legal severance. As such, the less stringent Table 3 site conditions standards will apply.

Overall, the report concludes that the site can be adequately serviced and that stormwater can be effectively managed to meet municipal and conservation authority requirements.

## 6.8 Arborist Report and Tree Inventory/ Preservation Plan

An Arborist Report and Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The study finds that there are currently 54 individual trees and three polygons (trees occurring in groups where their individual locations could not be established) on site. The removal of 44 trees will be required to accommodate the proposed development. The remaining trees can be protected provided appropriate measures are in place prior to any construction commencing. A permit to injure 4 trees will be required. A total of 131 plantings will be required within the boundaries of the subject site to compensate for the removal of privately-owned trees. The Arborist Report indicates that the proposed development is supportable from a tree preservation perspective.

## 6.9 Phase 1 and 2 Environmental Site Assessment

A Phase 1 and Phase 2 ESA was prepared by Grounded Engineering. The Phase 1 ESA found that various potentially contaminating activities such as the use of de-icing substances and a transformer on site, among other factors, were contributing to areas of potential environmental concern. As such a Phase 2 ESA was recommended.

The Phase 2 ESA found that certain organic contaminants in the fill soil exceed applicable standards. No exceedances were detected in groundwater, indicating acceptable groundwater quality. However, due to the soil impacts, remediation or a risk assessment will be required before a Record of Site Condition can be filed.

## 6.10 Archaeological Report

A Stage 1 Archaeological Assessment prepared by ASI and completed on April 6, 2026. The review of known archaeological sites, environmental context, and historical land use confirmed that the property has no archaeological potential. No further archaeological work is required.

Standard protocols apply: if archaeological materials or human remains are encountered during construction, authorities will be notified. The findings of the assessment indicate that the proposed development is not likely to have negative impacts on archaeological potential, as such is supportable from an archaeological perspective.

## 6.11 Geotechnical Study

A Geotechnical Engineering Report was prepared by Grounded Engineering. Subsurface investigations, including five boreholes completed in 2024 and 2026, confirm that the site consists of fill, sand, and glacial till overlying shallow bedrock of the Georgian Bay Formation. The bedrock is suitable for supporting foundations, and groundwater is present but can be effectively managed through standard drainage measures. No unusual soil or groundwater conditions affecting durability (e.g., corrosion or sulphate attack) were identified.

Foundations can be supported on spread footings bearing on bedrock, with acceptable settlement anticipated under design loads. Where higher capacities are required, foundations may be extended to deeper, stronger bedrock. The site is suitable for conventional slab-on-grade construction, provided the subgrade is properly prepared and protected from disturbance.

A drained basement approach is recommended, incorporating perimeter and subfloor drainage systems connected to sump pumps with redundancy. Standard waterproofing measures are also advised to protect the structure from moisture.

Overall, the site conditions are suitable for the proposed development, subject to the implementation of the geotechnical recommendations during detailed design and construction.

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## 7.0

# Planning Rationale Summary

As demonstrated throughout this report, the proposed development represents good planning. It is consistent with the Provincial Planning Statement (2024), conforms with the City of Mississauga Official Plan 2051, and responds appropriately to the applicable urban design guidelines. The proposal delivers an efficient, transit-supportive, and contextually appropriate form of intensification that contributes to the creation of a complete community within a Growth Centre and within a PMTSA.

A more detailed summary of the planning merits of the proposal is provided in this section.

## 7.1 Supporting Infill Growth and New Housing within a Strategic Growth Area

The proposed development represents appropriate intensification of an underutilized portion of a large apartment property within the Downtown Hospital Growth Centre and the Queensway PMTSA. By introducing 698 new rental housing units in a compact built form, the proposal contributes meaningfully to municipal and provincial housing objectives, as it increases housing supply and helps to accommodate forecasted population growth.

The proposal provides a diverse mix of unit types, including 203 two-bedroom and 70 three-bedroom units, resulting in 39% of all units being larger family-sized units. This supports a wide range of household sizes and demographic groups. This

mix contributes to the City's objective of providing inclusive housing options for individuals, families, and seniors.

The development makes efficient use of land and existing infrastructure by concentrating density within a built-up urban area, consistent with policy direction that seeks to prioritize growth within settlement areas and Strategic Growth Areas. The proposal supports the achievement of minimum density targets for the Queensway PMTSA and contributes to the long-term viability of ongoing light rail transit investments along the Hurontario corridor.

## 7.2 Conforming to the Vision for the Downtown Hospital Growth Centre

The proposal implements the vision for the Downtown Hospital Growth Centre as a vibrant, mixed-use, transit-supportive district anchored by the hospital, major institutional uses, and higher-order transit. The introduction of two 35-storey towers reflects the planned intensity of development in proximity to the intersection of Hurontario Street and the Queensway, where the LRT station will be located and where the greatest heights and densities are intended.

The towers have been designed to address the hospital helicopter flight path and protect the operations of the new hospital as a primary public facility within the area. The total height of the proposed towers including the mechanical penthouse is 123.8 metres above grade or 228.30

metres above sea level. In comparison, the hospital helipad is at an elevation of 228.445 metres above sea level. This places the towers below the elevation of the helipad, which ensures that the towers will not conflict with any future flight paths.

The development contributes to the evolution of the Hospital Growth Centre as a complete community by introducing new residents within walking distance of jobs, services, transit, and community infrastructure. The provision of new rental housing has the potential to provide homes for future employees who work at the expanded hospital. In addition, the inclusion of at-grade commercial space will enhance access to convenience retail for residents and workers within the area.

## 7.3 Facilitating Transit-Oriented Development within a PMTSA

The subject site is ideally located to support transit-oriented development, with direct frontage on Hurontario Street and being within 200 metres from the planned light rail transit stop at Queensway. The proposal leverages this location by introducing a high-density, mixed-use built form that encourages transit use and active transportation. The proposed parking supply of approximately 0.43 resident spaces per unit helps to balance existing car usage with the desire to encourage transit use, and will help reduce reliance on private automobiles.

The development incorporates a pedestrian-oriented site design, enhanced streetscape conditions, and convenient access to cycling infrastructure, all of which support active transportation and multimodal mobility. By infilling a site within a PMTSA, the proposal contributes to increased transit ridership and reinforces the planned function of the corridor as a key urban mobility spine.

## 7.4 Delivering a Compact and Compatible Built Form

The proposed podium-and-tower design achieves a compact built form that is appropriate for a Strategic Growth Area. The towers are designed with efficient floor plates of approximately 750 square metres, which reduces their perceived scale and bulk. The towers are designed and oriented to achieve a minimum tower separation distance of 25 metres, provide generous separation to the existing buildings to minimize overlook, and reduce shadow impacts on adjacent properties.

The stepping and articulation of the podium, along with appropriate setbacks and transitions, ensures compatibility with the surrounding context while maintaining a strong street presence along Hurontario Street. The architectural design adopts a contemporary approach that reinforces the emerging character of the Hurontario corridor and the site's role within a structured urban block. The

building's perpendicular orientation to the street reinforces a consistent block pattern while allowing for efficient unit layouts and enhanced light penetration.

Architectural articulation is achieved through a varied material palette and modulation at the upper podium levels, particularly at Floors 6 and 7, which introduce visual breaks in the massing and contribute to a more refined transition to the towers above. Collectively, these elements reflect a design strategy focused on balancing clarity of form, pedestrian experience, and a cohesive architectural identity within a rapidly intensifying context.

The proposal balances the need for intensification with careful consideration of built form impacts, consistent with the City's urban design policies and tall building guidelines.

## 7.5 Enhancing the Public Realm, Landscaping and Pedestrian Connectivity

The proposal significantly enhances the landscaped character of the overall site by introducing a new central landscaped courtyard that will serve as a focal point and key gathering place for all residents on the property. The courtyard includes new tree plantings, a generous pedestrian walkway, a children's playground, seating areas, high-quality paving, and other landscape design features that will be accessible to all residents. Importantly, the courtyard and other landscaping improvements on the site will help to strengthen the connection to the pedestrian bridge over the Cooksville Creek and improve access to Iggy Kaneff Park.

The development further enhances the public realm through the introduction of active at-grade uses and generous building setbacks that will accommodate a spacious pedestrian walkway and boulevard. Retail uses along Hurontario Street contribute to an animated and engaging streetscape, while multiple building entrances improve permeability and pedestrian circulation. Generous setbacks and a network of internal walkways create a comfortable and safe pedestrian environment that connects to the broader open space system. The proposal reinforces Hurontario Street's role as a vibrant, people-oriented corridor and contributes to a high-quality urban streetscape.

## 7.6 Providing a Functional and Efficient Site Design to Support Multi-Modal Transportation

The site layout has been carefully organized to prioritize pedestrian movement while accommodating necessary servicing and vehicular functions. Vehicular access, loading, and parking are consolidated along the southern portion of the site and within an underground garage, minimizing their impact on the public realm.

Long-term bicycle parking is provided in a consolidated manner within the first level of the underground garage. Short-term bicycle parking is located at-grade, directly to the rear of the retail space. This ensures that the short-term bicycle parking is easily accessible for both residential visitors and retail shoppers and employees. With

the provision of pedestrian walkways wrapping around the entire building, these bicycle parking areas are easily accessible, and shielded from the larger vehicular parking ramp and loading areas which are pushed further back to the south east of the development parcel.

The provision of bicycle parking, structured parking, and clearly defined circulation routes ensures that the development functions efficiently while supporting sustainable transportation options. The proposal demonstrates a high standard of site planning that balances operational needs with urban design objectives.

8.0

# Conclusion



Based on the information outlined in this report and the findings identified in the supporting technical reports and studies, it is our opinion that the proposed development achieves good planning and is in the public interest. The proposed development represents an appropriate and desirable form of intensification that is consistent with provincial policy, conforms with the City of Mississauga MOP 2051, and responds to the intent of applicable urban design guidelines.

The proposed infill of the property is appropriate given the site's highly urban context, its location within a PMTSA and Growth Centre, the underlying *Residential High-Rise* land use designation, and its close proximity to the under-construction LRT station at Hurontario Street and Queensway. In our opinion, the proposed development and the associated Zoning By-law Amendment achieve Provincial and municipal policy direction which prioritizes the development of new housing, complete communities, and higher-density development within transit-rich areas.

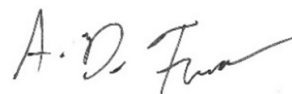
In summary, it is our opinion that:

- » The proposed development is consistent with the Provincial Planning Statement;
- » The proposed development conforms with the policy direction of the Mississauga Official Plan;
- » The proposal supports transit-oriented growth policies at the Provincial and Municipal levels
- » The proposed 35-storey towers are within the established height limits for the Queensway PMTSA, and do not require an amendment to the Mississauga Official Plan;
- » The proposal increases housing choice for a mixed demographic in the city, providing residents with walkable access to valuable amenities, while also protecting the existing rental housing stock on the site;

- » The proposed development will improve the public realm and the character of the site and immediate area;
- » The proposed development will not create significant adverse impacts on the surrounding area; and
- » The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional planning opinion that the proposed development represents good planning, is appropriate and desirable for the site, and supports the creation of complete, transit-oriented communities in the city.

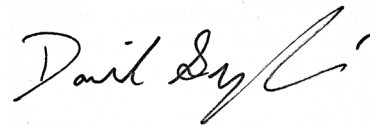
Prepared by:



**Tony De Franco**  
**RPP, MCIP**

Lead, Development Planning  
Sajecki Planning Inc.

Reviewed by:



**David Sajecki**  
**RPP, MCIP, LEED AP**

Partner  
Sajecki Planning Inc.

**Appendix A:**

# **Planning Application Checklist**

# Submission Requirements Checklist

## Type of Application:

- Official Plan Amendment (OPA)     Removal of H (H-OZ)  
 Rezoning (OZ)     Plan of Subdivision (T)

Planning and Building  
 Department  
 Development and Design Division  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1  
 Tel: 905-896-5511  
[www.mississauga.ca](http://www.mississauga.ca)  
[plans.devdes@mississauga.ca](mailto:plans.devdes@mississauga.ca)



General Information		
Address / Legal Description of Site <b>2233 Hurontario Street</b>	Ward No. <b>7</b>	Meeting Date <b>February 4, 2025</b>
Description of Proposal <b>22 and 33 storey residential towers</b>		
Applicant Name <b>Maham Siddiqui</b>	Planner Name <b>Jaspreet Sidhu</b>	Pre-Application Meeting No. <b>DARC 25-7</b>

Standard Requirements	
<input checked="" type="checkbox"/> <a href="#">Official Plan Amendment and/or Rezoning Application Form</a> , including ALL <a href="#">Schedules</a>	<input checked="" type="checkbox"/> City Application Fees / Deposits
<input checked="" type="checkbox"/> <a href="#">Commenting Agency Fee Collection Form</a>	<input checked="" type="checkbox"/> Region of Peel Commenting Fee Receipt (prior to formal application submission)
<input checked="" type="checkbox"/> Cover Letter including the proposed tenure	<input checked="" type="checkbox"/> Context Plan / Map
<input checked="" type="checkbox"/> Concept / Site Plan	<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections / Underground Parking Plans
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Parcel Register showing Easements / Restrictions on Title
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Floor Plans
<input checked="" type="checkbox"/> Planning Justification Report	<input checked="" type="checkbox"/> Zoning By-law - Table/List of requested Site-Specific Exemptions <input checked="" type="checkbox"/> Zoning Matrix outlining all the requested variances to the Zoning By-law.
<input checked="" type="checkbox"/> Functional Servicing Report (FSR)	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Geotechnical Report	<input checked="" type="checkbox"/> Storm Sewer Use By-law Acknowledgement form
<input checked="" type="checkbox"/> Traffic Impact Study	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Tree Inventory/Tree Preservation Plan	<input checked="" type="checkbox"/> Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA	<input checked="" type="checkbox"/> Community Engagement Meeting - In advance of application submission. If a meeting is warrant by Ward Councillor, a Community Engagement Report is required
<input checked="" type="checkbox"/> Flood Hazard: Please update the plans to show the geodetically surveyed and delineated Regulatory Flood Elevation based on the Cooksville Creek Floodmapping (see Cooksville FHM-	<input checked="" type="checkbox"/> Draft Notice Sign Mock-up & Proof of Notice Sign Installation

Site Specific Requirements	
	Submission Requirements Notes – See Terms of Reference for more detail information when the following study(s) are required
<input type="checkbox"/> Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	when site is within Conservation Authority or GTAA review area
<input type="checkbox"/> <a href="#">Plan of Subdivision Application Form</a>	with Subdivision Proposal
<input type="checkbox"/> Draft Plan of Subdivision	with Subdivision Proposal
<input type="checkbox"/> Official Plan - Table/List of requested Site-Specific Exemptions	with Official Plan Amendment Application
<input checked="" type="checkbox"/> Functional Servicing Report	when buildings are greater than 10.7 metres in height
<input checked="" type="checkbox"/> Draft Reference Plan	
<input checked="" type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)	when site is within City's Intensification Areas in the Official Plan
<input type="checkbox"/> Right-of-Way Package	when a public road is proposed
<input checked="" type="checkbox"/> Pedestrian Wind Comfort and Safety Study- Quantitative	when proposal is greater than 20 metres or more in height (refer to Terms of Reference for detail requirement information)
<input checked="" type="checkbox"/> Shadow Study	when proposal is greater than 10.7 metres in height
<input checked="" type="checkbox"/> Acoustical Feasibility Study	
<input checked="" type="checkbox"/> Urban Design Study	
<input type="checkbox"/> Land Use Compatibility Study	when the proposal is for residential that is within an Employment Area and/or a previous Employment Area

	OR When site is on Dundas Street and designated as Mixed Use Limited designated
<input type="checkbox"/> <a href="#">Urban Design Advisory Panel</a>	when a site is: <ul style="list-style-type: none"> <li>• in the City Centre</li> <li>• all major proposed development in Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, Major Transit Stations, Special Purpose Area</li> <li>• all major mixed use and high-density residential development applications</li> </ul>
<input checked="" type="checkbox"/> Hydrogeological Report	when underground parking is proposed
<input type="checkbox"/> Slope Stability Study / Top of Bank Survey	when site is near Hazards Lands
<input type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission	when site has environmental significance
<input checked="" type="checkbox"/> Archaeological Assessment	when there is archaeological significance on the property
<input type="checkbox"/> Heritage Impact Assessment	when the property is listed or designated as Heritage significance
<input checked="" type="checkbox"/> Urban Design Study	
<b>Other Site Specific Requirements</b>	<b>Notes/Explanation</b>
<input checked="" type="checkbox"/> Servicing: Confirm whether the subject property is proposed to discharge to existing storm sewers or directly to Cooksville Creek (i.e., confirm whether a new outlet to the creek is being proposed). Should a new outlet to Cooksville Creek be proposed, assessment of the existing condition and potential provision of erosion treatment of the creek at the location of the proposed outfall maybe required and will need to be addressed by a Qualified Geomorphologist.	
<input checked="" type="checkbox"/> Site Visit: A site visit to confirm the presence of the erosion/slope hazard associated with Cooksville Creek.	
<input checked="" type="checkbox"/> SUBMISSION REQUIREMENT: AMENITY AREA CALCULATIONS - As noted in the DARC meeting, the provision for and the statistics regarding amenity space will apply across the entire site and is to include existing buildings and amenity spaces (indoor and outdoor). a) The Site Plan is required to illustrate the location and size (m2 and ft2) of all existing and proposed amenity areas with the formal submission. b) The Project Site Statistics must include comprehensive amenity area statistics, including but not limited to: - existing and proposed Amenity Area per unit, - total existing and proposed indoor amenity area per building / block, - total existing and proposed outdoor amenity area per building / block, etc.	
<input checked="" type="checkbox"/> Hazard Setbacks: The hazards associated with Cooksville Creek are to be delineated on all relevant plans (site, grading, servicing, restoration/landscape).	
<input checked="" type="checkbox"/> Please add the following information to the Site Plan: - show and label the required landscape buffers (per the zoning) - show the limits of proposed outdoor amenity areas and include the area statistics (m2 and ft2) - show and label the extent of underground parking structure, - highlight building ingress and egress with an arrow	
<b>Other Information</b>	
<ul style="list-style-type: none"> <li>• Terms of Reference for each study/report can be found on the City's website: <a href="#">Development Application Terms of Reference</a>. If the Terms of Reference is not on the links, please contact the reviewer who made the comment for Terms of Reference.</li> <li>• This checklist is valid for one (1) year from the date of the meeting. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.</li> </ul>	

- Application forms can be obtained at [Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga](#)
- Additional information/reports/studies/plans may be required upon submission of the application.
- Community Engagement Meeting may be required where deemed necessary by the Ward Councillor and it will occur prior to the formal Development Application submission. The Community Engagement meeting will be held with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.
- Application submissions are via ePlans only at [Mississauga ePlans Login](#)

## Preparing Drawings & Documents for an ePlans Submission

### Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the border for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36" x 48"	<ul style="list-style-type: none"> <li>• 3" width x 2" height</li> <li>• ¾" from edge of sheet in both directions</li> </ul>
24" x 36"	<ul style="list-style-type: none"> <li>• 3" width x 2" height</li> <li>• ¾" from edge of sheet in both directions</li> </ul>
18" x 24"	<ul style="list-style-type: none"> <li>• 3" width x 2" height</li> <li>• ½" from edge of sheet in both directions</li> </ul>
11" x 17"	<ul style="list-style-type: none"> <li>• 3" width x 2" height</li> <li>• ½" from edge of sheet in both directions</li> </ul>

### File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

File names **must not** include the project address, date, business name, dashes, hyphens or any other special characters. Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

The chart below for are examples of file naming conventions.

Drawing Type	Character – Discipline	Sample File Name
Site Plan	A Architectural	A100 Site Plan
Elevations	A Architectural	A200 North Elevation
Floor Plans	A Architectural	A300 Ground Floor Plan
Concept Plan	A Architectural	A400 Concept Plan
Grading Plan	C Civil	C100 Grading Plan
Survey Plan	C Civil	C105 Survey Plan
Tree Inventory Plan	L Landscape	L100 Tree Inventory Plan
Landscape Plan	L Landscape	L200 Landscape Plan

### File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File names **must not** include the project address, date, business name, dashes, hyphens or any other special characters. File name cannot exceed 70 characters.

### File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter "DWG to .pc3 plotter driver".

### File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

**Appendix B:**

# **Draft Zoning By-law Amendment**

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2026

A by-law to amend By-law Number 0225-2007, as amended.

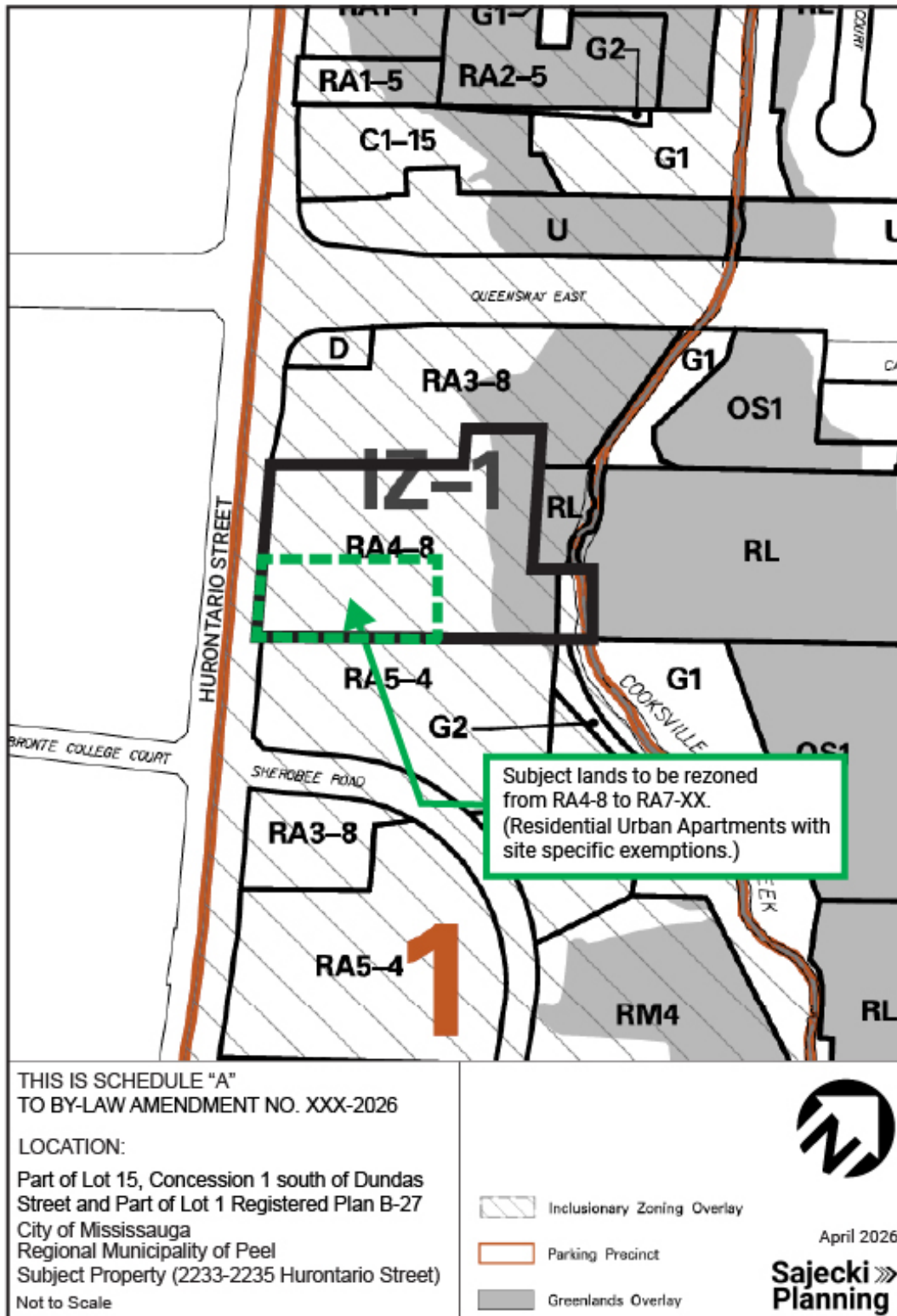
WHEREAS pursuant to Sections 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

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

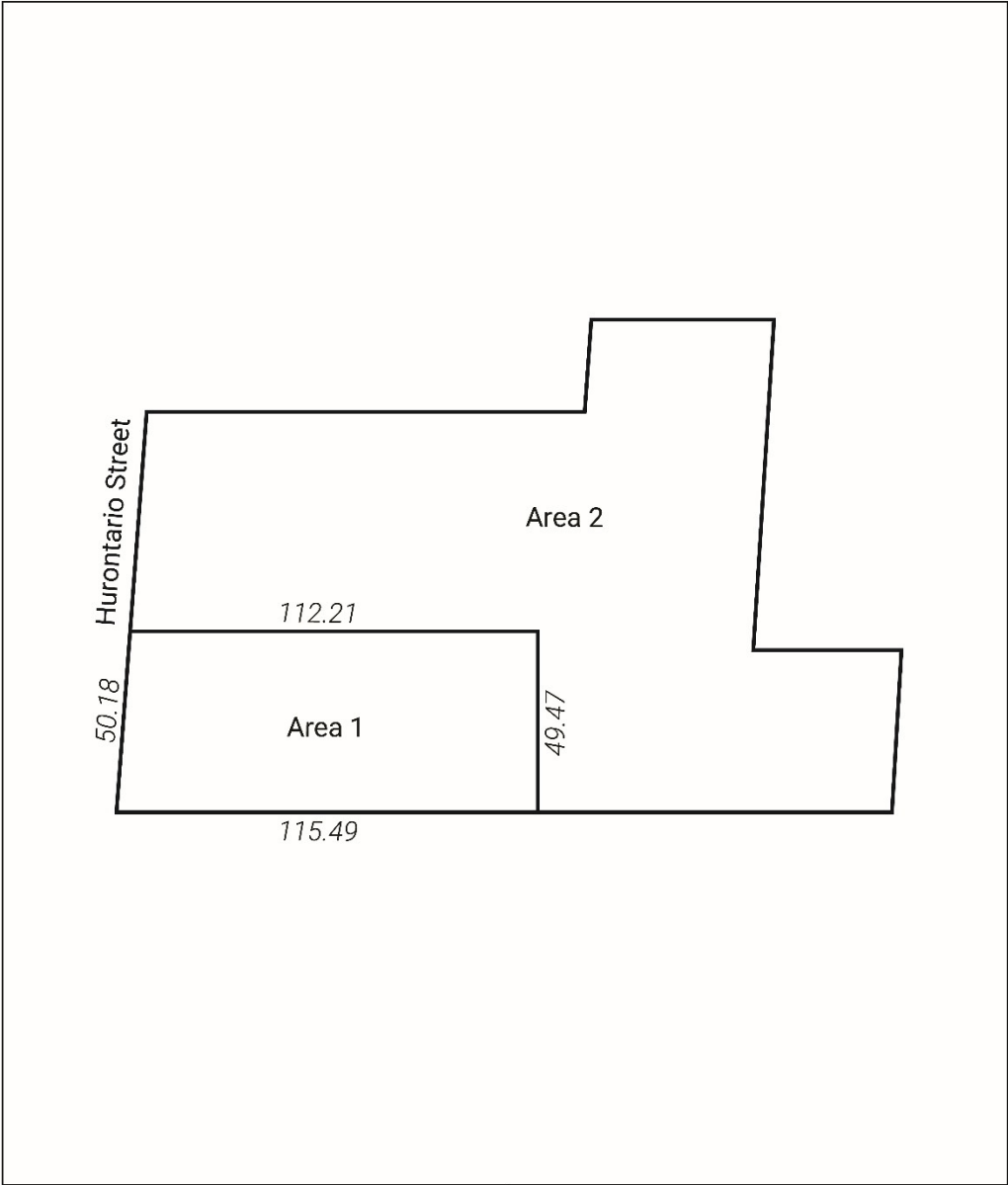
1. The lands subject to this By-law consist of Part of Lot 15, Concession 1 South of Dundas Street, Geographic Township of Toronto, and Part of Lot 1 Registered Plan B-27, City of Mississauga, as shown on Schedule “A”, “B”, and “C” attached hereto, and that Schedule “A”, “B”, and “C” form part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by rezoning the lands subject to this By-law from “RA4-8” to “RA7-XX” on ‘Area 1’, as shown on Schedule “B” of this By-law, with the following exceptions:

4.16.3.XX	Exception RA7-XX	Map #XX	By-law: XXX-2026
In a RA7-XX zone the permitted uses and applicable regulations shall be as specified for a RA7 zone except that the following uses/regulations shall apply:			
<b>Regulations</b>			
4.16.3.XX.1	Notwithstanding Article 2.1.1.3 of this By-law a physical service and utilities <b>structure</b> for providing electric power transmission shall not be subject to the zone regulations.		
4.16.3.XX.2	Maximum <b>tower floor plate</b> for a building greater than or equal to 12 storeys		785 m <sup>2</sup>
4.16.3.XX.3	Maximum <b>height</b>		120m and 35 storeys (excludes mechanical penthouse)
4.16.3.XX.4	Maximum <b>podium height</b>		28.5 m and 7 storeys
4.16.3.XX.5	Maximum <b>front yard</b> to a <b>podium</b>		6.6 m
4.16.3.XX.6	Minimum <b>rear yard</b> to a <b>podium</b>		3.0 m
4.16.3.XX.7	Minimum <b>amenity area</b>		3.0 m <sup>2</sup> per dwelling unit
4.16.3.XX.8	Minimum setback from the <b>rear lot line</b> and <b>interior side lot line</b> to the tower		11 m to the rear and 8.5 m to the interior side lot lines
4.16.3.XX.9	Minimum above grade separation between exterior of the towers located on the same <b>lot</b> , exclusive of projections		25 m
4.16.3.XX.10	Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells and vents, to any <b>lot line</b> that is not a <b>street line</b>		2.7 m from front lot line, 1.0 m from the south lot line, and 0 m for all other lot lines
4.16.3.XX.11	Minimum depth of a landscaped buffer along all lot lines that is not a <b>street line</b>		1.0 m along the south lot line and 0.0 m along north and east lot line.
4.16.6.XX.12	Outdoor amenities, transformers, walkways, and air shafts, shall be permitted to encroach into a required <b>landscape buffer</b>		---
4.16.6.XX.13	Maximum projection of projecting a <b>balcony</b> , canopy or stairwell into a required yard		2.2 m
4.16.6.XX.14	All site development plans shall comply with Schedule “C” of this Exception.		

**SCHEDULE "A" (EXCEPTION SCHEDULE RA7-XX ZONE)**



**SCHEDULE “B” (EXCEPTION SCHEDULE RA7-XX ZONE)**



THIS IS SCHEDULE “B”  
TO BY-LAW AMENDMENT NO. XXX-2026

LOCATION:  
Part of Lot 15, Concession 1 south of Dundas  
Street and Part of Lot 1 Registered Plan B-27  
City of Mississauga  
Regional Municipality of Peel  
Subject Property (2233-2235 Hurontario Street)  
Not to Scale

Note:  
All measurements are in metres  
and are minimum setbacks or  
dimensions, unless otherwise noted.

This is not a Plan of Survey.



April 2026

**Sajecki »  
Planning**



**S | P**

2026